ETHOS URBAN

12 November 2021

New Liverpool Primary School SSD – 10391

Response to Agency Submissions

Comment	Response
Department of Planning, Industry and Environment	
Strategic Context	
Provide consideration of how the proposed project addresses the planning priorities and actions in the Collaboration Area – Liverpool Place Strategy and the Liverpool Local Strategic Planning Statement.	The site is located within a Collaboration Area as per the Western Sydney District Plan. While there are no direct statutory planning implications of these plans beyond the existing land use zoning, the site has been strategically identified as a potential opportunity site to deliver a mixed-use health and education campus in conjunction with Liverpool Hospital and the numerous tertiary institutions within the area. The Liverpool Place Strategy recommends utilising existing school sites to meet demand for education and other community uses and coordinate early identification of sites for new primary schools. The delivery of a new primary school within the existing Liverpool Boys and Girls High School site directly addresses the actions within the Liverpool Place Strategy. Local Planning Priority 10 of the Liverpool Local Strategic Planning Statement aims to deliver a world-class health, education, research and innovation precinct, in conjunction with Liverpool Hospital, and the various tertiary education providers in the Liverpool LGA. This SSDA directly addresses action 10.3 "*Collaborate with universities, TAFE, the Department of Education and other education providers to support growth"*, by providing capacity for primary school students in the region.
Open Space	
The proposed development would result in the loss of one soccer field that is currently used by the high school students.	The New Liverpool Primary School (NLPS) provides 12,000m^2 of unencumbered play space, which has been designed by landscape architects Spackman Mossop Michaels to provide a variety of places for active and passive play, social interaction and outdoor learning within the courtyard central to the school building, as well as a large open play area to the south sized to accommodate a full-sized soccer field. The allocation of open play space in this development does not adversely impact the existing High School's open play space requirements. Student capacity for the High Schools is up to 2000 students and conservative calculations allow for 23,000m^2 of unencumbered play space, including grassed area sized to accommodate a full sized rugby field.
The EIS states that despite the loss of open space, satisfactory open space would be available for all school students within the precinct (2000 high school and 1300 primary and preschool students) within the site.	

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You are requested to provide a detailed breakdown of the total area of open space available within the site, how it will meet the recreational open space needs of the children in each of age groups represented at the two schools and address childhood obesity issues within this region.	An additional diagram of the unencumbered play space is provided at **Appendix F** to clarify area allocations and schedule of use. Further details are also provided within the Landscape Concept Design Report for further detail on the breakdown of open space within the SSDA submission.
Address how it would comply with the relevant requirements of Department of Education, in terms of area of available open space per student.	The open play areas are designed in accordance with the EFSG's 10m^2 per student, and 7m^2 for pre-school students. • Primary School: 12,000m^2 = 10m^2 per student • Support Unit: 400m^2 = 10m^2 per student • Preschool: 285m^2 = 7m^2 per student • High School: 23,000m^2 = 13m^2 per student
You are also requested to provide details of how the open space would be shared among the high school and primary school students, given the proposed common usage of these areas.	The High School and Primary School are provided with sufficient unencumbered play area to operate independently, however their proximity and site relationships can provide opportunity for shared use if operationally desired. The adjacent high school site is subject to a live project proposal which is likely to affect the interface between the schools.
Social Impact Assessment	
The Social Impact Assessment does not include a reasonable assessment of the impacts of loss of open space on the students and the community that are current and future users of this open space, and the consequences and mitigations.	The Social Impact Assessment has addressed the issue of changes to access to open space and sports uses on this site, both during construction and operational phases of the proposed development, and noted the associated negative and positive impacts across various sections of the Assessment: • See section 9.4 Impact Assessment Factors and Responses, where the open space and sports uses, and related changes have been discussed under five of the seven social factors assessed in detail in this report: – Way of life – Accessibility – Community – Culture – Surroundings – Health and wellbeing. • These changes and associated impacts were also identified as key challenges and benefits of this project, highlighted at the Concluding Comments chapter (chapter 10.0). Responses and mitigation measures have also been discussed across the above sections, key of which is consultation and negotiation with the schools, local council, and other stakeholders, to enable shared use across the schools, as well as shared use access for the broader community. We have added further commentary to the report to note that:

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	• Currently the open space provision per High School student on the overall site is well above the EFSG standard. • The proposed design solution accommodates the open space needs of both the public school and high schools in a compliant manner, and provision for the High Schools will remain above the EFSG standard. • The proposal will provide a net benefit to the local Liverpool community, as increased number of members of the local community will have access to open space on this site. Note that the current and future local Liverpool community does not consist of High School students/staff/parents only, but also includes the Primary School community and the broader public. • Overall any loss to existing community access to open space is outweighed by the number of community that will benefit from the much needed social infrastructure proposed to be delivered on this site, noting that existing community facilities in the LGA are under significant strain due to population growth.
You are requested to update the Social Impact Assessment Report to include a further assessment of the impact of the loss of open space on the users of the site and the community in the surrounding locality.	Please see updated SIA at **Appendix D** of the Response to Submissions report prepared by Ethos Urban. We have added further commentary that: • Currently the open space provision per High School student on the overall site is well above the EFSG standards. • The proposed design solution accommodates the open space needs of both the public school and high schools in a compliant manner, and provision for the High Schools will remain above the EFSG standard of 10sqm per student. Proposal: • Primary School 10sqm per student • High Schools 13sqm per student • Proximity and site relationships of the schools can provide opportunity for shared use if operationally desired. • The proposal will provide a net benefit to the local Liverpool community, as increased number of members of the local community will have access to open space on this site. Note that the current and future local Liverpool community does not consist of the High School students/staff/parents only, but also includes the Primary School community and the broader public. • Overall, any loss to existing community access to open space is outweighed by the number of community that will benefit from the much needed social infrastructure proposed to be delivered on this site, noting that existing community facilities in the LGA are under significant strain due to population growth.
Flooding	
The Department notes that the site is subject to mainstream flooding from Georges River to the southeast and overland flooding from the Liverpool Central Business District (CBD) catchment to the south and west. The Georges River Probable Maximum Flood (PMF) level is RL10.80 while the Liverpool CBD overland flow PMF is approximately RL 9.3. The consultation report confirms that Liverpool Council has asked for development to be at the Georges River PMF level. However, the architectural plans show that the ground level would be at Liverpool CBD overland flow PMF	Setting the floor level to the PMF level of Georges River, i.e. RL 10.8 (potential RL 11.2 in latest modelling as advised by Liverpool Council), plus 500mm of freeboard will have major design implications on the planning of the new school, including the creation of significant urban design and accessibility issues, when compared to the adopted level of RL 9.3 of the current scheme. For example, raising the floor level to RL 10.8 will require: • Excessive pedestrian access ramps to allow DDA compliant entry to the building - minimum 28m length to achieve 10.8 + free board or minimum 33.6m length to achieve 11.2 + free board. • Create embankments that will divorce the site from the surrounding precinct • Creates an undesirable experience at the ground plane for students and community members that is inconsistent with the Quality Design Principles established by the State Environmental Planning Policy (SEPP) for Educational Establishments and Childcare Facilities, 2007. A significant disconnect between the building RL and street level significantly compromises the ability to deliver a proposal that is welcoming, accessible and inclusive to people with differing needs and capabilities. Accordingly, designing to the PMF level is not considered to result in an appropriate outcome for the school or local community.

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level. The supporting report indicates that it is difficult to construct the building above this PMF and therefore a flood evacuation plan would be needed.	Based on the above, the new buildings have been designed to comply with Liverpool CBD PMF level which in our opinion is a more likely event, whilst addressing the potential Georges River PMF through introduction of a Flood Management Plan. The flood management plan will focus on evacuation strategy through the site and needs to be development by a flood engineer in next stage of the design. It is noted that the above approach will ensure the protection of life, not assets. Therefore, the new building structures and other assets may be at risk of flood impact during a PMF event. This approach is acknowledged by the asset owner SINSW.
Given that this is a new school on vacant land, please clarify the reason for which the new buildings not being design so that they can be built above the RL 10.8 which would be the highest PMF in the area and reduce risk to children and staff.	
Noise Report	
The Noise Report does not include any assessment of the preschool component which would operate on the site from 7am daily and likely throughout school holidays. Please update the Noise Report to include an assessment of the preschool component.	Although not explicitly stated in the NVIA report, the environmental noise emissions from the building services plant serving the preschool component and related traffic have been included in the NVIA. The environmental noise emission assessment which considered outdoor play did not include the preschool component. It is understood that there will be a maximum of 40 children attending the preschool. As identified by Noise and Vibration Response (**Appendix G**), the increase in outdoor play noise levels as a result of the inclusion of the preschool children would be less than 0.1 dB. Therefore, it is concluded that the outdoor play assessment included in the NVIA is representative of the likely noise emissions from the whole school including the preschool component. Further discussion is provided at **Appendix G**.
The Noise Report indicates that Out of Hours School Care (OOSH) operates from 7am whereas the EIS indicates that it would operate from 6:30am. Please confirm the operating hours of the OOSH and where relevant, how noise compliance would be achieved with the night-time criteria if operating prior to 7am.	The OOSH care will operate from 7am. There will be no outdoor play before 7am therefore the outdoor play environmental noise emission impact assessment completed as part of the NVIA is considered representative. Operation of the OOSH care will require the operation of three condenser units. Environmental noise emissions from the operation of three condenser units would meet the project noise trigger levels at all receivers.
Drop-off/Pick-up	
The proposal involves 25 drop-off / pick-up spaces to cater for 1300 students including 40 preschool students. The Department notes that the preschool students cannot use drop-off / pick-up spaces if the parents arrive at the same time as the school peak hours. This is because the children are required to be signed in and out of the preschool by the parent unlike a primary school. The time period that those vehicles will	Noted. Proposed parking restrictions along Burnside Drive will consider the operational periods of both the preschool and the primary school and establish longer permissible parking periods outside of the peak primary school pick-up/ drop-off period to cater for the longer stay for preschool parents/ carers. The exact operational hours will be finalised prior to the school's opening, in consultation with the NLPS principal and preschool operator.

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be occupying a space will be significantly greater than normal kiss and drop.	
The Department also notes that when students from the same family include one sibling in the preschool and one in the primary school, the drop-off/pick-up zone cannot be used by the parent due to the preschool child.	Noted. This will be addressed as above.
Consequently, in the scenario where the preschool drop-off / pick-up times coincide with the school peak times (which would be applicable for some students), you are requested to provide details as to where the parents would park their cars when they arrive / depart for preschool drop-off / pick-up.	Drop off and pick up of preschool students during peak school drop off/ pick up times would require the parent/ guardian to park on-street outside of the pickup and drop off zone and walk into the school. It is likely that school students with siblings in preschool would potentially attend before and after school care and that drop off/pick ups would align and occur outside of the school peak times.
Given that this development involves a preschool, a parking facility for the preschool users would be required or else an alternate area needs to be identified where parents can park during arrival / departure.	Preschool pick-up/ drop-off times will be separate to primary school pick-up/ drop-off times and the parking signage on Burnside Drive will reflect this, permitting longer durations of stay to enable parents/ carers to pick-up/ drop-off preschool children.
Please confirm the assumptions in relation to turn-around times at the drop-off / pick-up zone on Burnside Drive to demonstrate how the 25 spaces would be sufficient to cater for the school population, that would utilise this facility.	The methodology outlined in the TIA is based on comparison to Lindfield Primary School (based on school size and mode share amounts) and adjusted accordingly (see Section 5.2.1 of the Transport Impact Assessment submitted with the EIS). The pick up/ drop of area will be sign posted as 'No Parking', this signage relates to restrictions of dwell times of up to two minutes and that drivers cannot leave their vehicles. It is expected that dwell times will be much less than two minutes, however, conservatively based on a two-minute dwell time there is sufficient space provided. Traffic marshalls will also be utilised to direct traffic in the first year of the school.
Mode Share Targets	
The Traffic Report adopts a walking mode share of 50% for the students as an existing scenario based on census data (plus Chatswood and Macquarie), but the figures in the two nearby schools (as compared in the report) shows 80-90% car dependence (which is proposed to be reduced to 34%). In this scenario, the Department agrees with the concerns raised by the South West Area Health Department (SWAHD) that the proposed mode shared target of 60% to 70% walking rates in the future may not be achievable considering	The walking mode share of 50% as referred to in this comment refers to the baseline student walking mode share. This has been assessed based on existing student depersonalised residential data and walking catchments, with details provided in the Student Transport Plan. Subsequent 60% and 70% walking rates are targets deemed achievable based on proposed walking and cycling infrastructure upgrades. For conservativeness, the traffic modelling in the TIA has adopted the baseline mode share only without tempering the assessment with the projected student mode share targets. The higher (80%-90%) staff car mode shares for Liverpool West Public School and Liverpool Public School are attributed to high on-site parking provision and on-street parking availability, and tandem-style parking, respectively. NLPS does not and will not provide a similar experience for staff, with on-site parking to be limited (and an allocation system to be provided). For reasons outlined in Section 5.1.6 of the TIA, a lower staff car mode share is achievable.

<table>
<tr><th>Comment</th><th>Response</th></tr>
<tr><td>the current walking rates in Liverpool and the general supporting data.</td><td></td></tr>
<tr><td rowspan="3">Additionally, the Department also agrees with the SWAHD that the roundabout on the northern side, the lack of adequate footpaths on Lachlan Street, the traffic movements in the local streets surrounding the site may result in an environment that is not conducive to increased walking.</td><td>The Lachlan Street/ Hart Street/ Burnside Drive roundabout is an existing facility. Students are not expected to cross the road at this location as a new school crossing is to be provided further west on Lachlan Street.</td></tr>
<tr><td>Regarding the footpaths provided on Lachlan Street, The Student Transport Plan analyses the projected volumes of pedestrian travel and undertakes a Fruin Level of Service assessment, quantitatively demonstrating suitability of footpath widths along Lachlan Street, with recommended widening along the Lachlan Street frontage proposed to attain the “reach” scenario of 70% student walking mode share.</td></tr>
<tr><td>A school crossing is proposed on Lachlan Street, between Drummond Street and Lachlan Lane to facilitate pedestrian connectivity across Lachlan Street. The provision of a school crossing rather than a formal pedestrian crossing will encourage safe pedestrian movement across Lachlan Street associated with the schools. A new crossing supervisor will be engaged by the school to operate this new school crossing.

Crossing supervisors will be instructed to monitor pedestrians and facilitate crossing in groups to maximise visibility of pedestrians and reduce traffic delays</td></tr>
<tr><td></td><td>A new pedestrian refuge island is also proposed on the north approach of the Lachlan Street/ Forbes Street intersection to improve the east-west pedestrian movement across this intersection and to improve the alignment of the existing kerb ramps</td></tr>
<tr><td>Given the above, the Department requests that you provide further information to demonstrate how the mode share targets including the proposed walking rates would be achieved in the short and long terms.</td><td>A range of strategies have been identified in the Student Transport Plan (STP) to encourage active and public transport travel and discourage private car travel. These have been provided in Section 2.2.3 (Table 2.3) of the STP. Please refer to Table 2.3 replicated below for the complete list of actions and target timeframes.
<table>
<tr><th>Strategy</th><th>Action</th><th>Target Audience</th><th>Timeframe</th><th>Responsibility</th></tr>
<tr><td colspan="5">Enabling active travel through resourcing</td></tr>
<tr><td>Travel Coordinator</td><td>Progress the appointment of a Travel Coordinator for the New Liverpool Public School. This would include scoping the role and procuring a contractor, or other to promote, coordinate and monitor the implementation of the sustainable travel initiatives.</td><td>N/A</td><td>Prior to school opening</td><td>Department of Education led by Project Director and School Principal</td></tr>
<tr><td>Recurrent funding submission</td><td>Department of Education to confirm a budget for recurrent funding to enable mode shift from car to active which would fund Travel Coordinator and associated program costs (communications, participation costs).</td><td>N/A</td><td>Prior to school opening</td><td>Department of Education led by Project Director and School Principal</td></tr>
<tr><td colspan="5">Sustainable Transport Programs to be coordinated by a Travel Coordinator</td></tr>
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Comment	Response				
	Ride-to-School day	School participates in Ride-To-School day. This provides an opportunity for students, parents and teachers to try riding, walking, skating or scooting to school as well as celebrating the regular walkers and riders. Further information: www.bicyclenetwork.com.au	Staff, parents and students	In first year of opening and then annually	Travel Coordinator
	Walking buddy program	Pair older students (year 5&6) with younger students who live close together to walk to school as a pair or small group.	Parents and students	In first year of opening and ongoing	Travel Coordinator
	Walking School Bus (WSB) scheme	Research a sustainable alternative to walking school buses as this is volunteer dependent and may not have ongoing support. The concept is an organised group who walk to schools guided by two adults.	Parents and students	In first year of opening and ongoing	Travel Coordinator
	Walk Safely to School Day	Promote and take part in 'Walk Safely to School Day'. Further information: www.walk.com.au	Staff and students	In first year of opening and then annually	Travel Coordinator
	School Student Transport Scheme (SSTS)	Promote this scheme among the school community. Applications to the SSTS, for subsidised school term bus pass (students living within 1.6km from the school), are used as an indicator for demand for a dedicated school bus by Transport for NSW. Therefore, there needs to be an uplift in applications to the scheme to justify a dedicated school bus or the proposed selected diversions to the public buses to help achieve the proposed school travel targets.	Parents and students	Prior to opening and ongoing	Travel Coordinator
	Reduce Car Travel				
	Staff car-pooling	Establish a car-pooling scheme that enables staff to share their car trip to the school with more than 1 person in the car, reducing cars travelling to the school.	All staff	In first year of opening and ongoing	Travel Coordinator
	Parents Car Pooling initiative	Discuss the idea of a car-pooling scheme for parents to share the transport of students to/ from school and encouraging more than 1 student in the car for each drop-off and pick up	All parents	In first year of opening and ongoing	Travel Coordinator
	Seek assistance from Transport for NSW for school bus services				
	Dedicated school bus service	Depending on the uptake of the SSTS from the school community as facilitated by the Travel Coordinator, liaise with Transport for NSW's Travel Demand Management and Short-Term Bus Service Planning teams to explore the feasibility of a dedicated school bus or proposed diversions to the public buses.	Students	Within three years after school opening	Travel Coordinator, relevant staff at Transport for NSW
	Infrastructure and environmental elements to encourage active travel to school				

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	Widened footpaths	Deliver the recommended footpath widening works on Lachlan Street. **['Reach' scenario only]**	Students and parents	Within five years after school opening	SINSW, Liverpool City Council
	Replacement of refuge islands at Lachlan Street - Forbes Street intersection	Replace existing low-form refuge islands with new best practice-compliant refuges, providing sufficient safety for children walking to and from school.	Students and parents	Prior to school opening	SINSW
	Cycling infrastructure	Deliver off-road cycling infrastructure, as per the 'moderate' (Figure 1.34) and 'reach' (Figure 1.35) scenarios, creating a viable network for students to safely cycle to and from school.	Students	Within three years after school opening	SINSW, Liverpool City Council
	Signalised intersection	Investigate delivery of a new signalised pedestrian and cyclist crossing at the intersection of Lachlan Street and Macquarie Street. **['Reach' scenario only]**	Students	Within three years after school opening	SINSW, TfNSW, Liverpool City Council
	Additional Actions				
	Inspire the school community towards active transport to school as a vision for the school and its community	Communicate to Staff and Students key messages to promote sustainable travel including targets and actions outlined in the Student Transport Plan, through the Communications Plan (see below). Travel Coordinator to prepare messaging for School Principal	Staff, students and parents	Per communication plan	Travel Coordinator to prepare messaging for the School Principal to send out
	Transport Access Guide (TAG)	Prepare a transport access guide for New Liverpool Public School and publish on the school website and other school communication mediums so that it is easy to understand the options to travel to school using active modes or public transport.	Staff, students and parents	Per communication plan	Travel Coordinator
The Traffic Report indicates that you would investigate the widening of a number of footpaths in the short to medium term. In this circumstance, please clarify how the mode share target for walking would be achieved in the interim when wider footpaths would not be available.	The Fruin Level of Service assessment demonstrates suitability/ capacity of the existing footpath infrastructure up to and including the "moderate" mode share target (60% walking) which represents the interim mode share target. Aside from the footpath widening, other measures including additional refuge islands on Forbes Street and Drummond Street, school crossing on Lachlan Street, and the widening of the footpath on Burnside Drive are proposed prior to the school opening.				
The Department also notes that one of the intersections would operate at Level of Service (LoS) D in 2033 and to mitigate this impact, the	Separate works by others are currently underway to reassess the mode share for the adjacent high schools and identify improvements to reduce reliance on car usage. This is outside the scope of the NLPS SSDA. In recognising this, an alternate mitigation in the form of				

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Traffic Report proposes reduction in car usage in the adjacent high schools. However, the current Student Transport Plan only applies to the proposed new school and not the high schools adjacent to the site. You are requested to clarify how the reduction in the car usage for the high schools would be achieved, reviewed, monitored in the context of the current development application of the primary school.	infrastructure upgrade at the Lachlan Street/ Burnside Drive/ Hart Street roundabout is proposed if the mode share aspirations are not realised by the high schools. As outlined above, an alternate mitigation in the form of infrastructure upgrade at the Lachlan Street/ Burnside Drive/ Hart Street roundabout is proposed should mode share aspirations and staggered bell times not alleviate the traffic at the intersection.
Following from the above, you are requested to demonstrate the practical feasibility of this mitigation measure (including the staggering of times for the two high schools) to enable the improvement of the intersection, as it does not relate to the school which is the subject of this development application.	
Traffic Generation and Mitigation	
Please confirm that the future traffic volume (2023 and 2033) in Table 12 of the EIS includes the design traffic only with no mitigations proposed (such as including inputs from mode share targets).	We confirm that the future traffic volumes are on the base mode shares with no discounts applied for future mode share targets.
The EIS states that the project team is liaising with Health Infrastructure on the adjacent road network and a new roundabout will be installed as part of the project to provide access to the school drop off zone on Burnside Drive. The roundabout would be delivered under a separate approval partly on the Liverpool Hospital land. Part of the roundabout appears to be within the school land as well. In this regard, please confirm: • whether the roundabout would be delivered along with the widening of the Burnside Drive prior to the school opening in 2023 (this is the recommended option).	Burnside Drive is a privately owned road owned by the South West Local Health District (SWLHD). It is anticipated that the roundabout will be delivered alongside the widening of Burnside Drive, prior to the school opening in 2023. Following its reopening, it will continue to be managed by the SWLHD.
• the consultation process with SWAHD / TfNSW with regard to delivery of this roundabout.	Numerous consultation sessions have been undertaken with South West Sydney Local Health District, Health Infrastructure and School Infrastructure to discuss the delivery of the roundabout. This includes: • 23 July – main discussion points; – Project Team presented the SSDA scope, noting exhibition dates for submissions to DPIE.

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	– Post meeting update: SWSLHD provided a submission to DPIE 25/7. – A programme was presented outlining the key design, approval and construction dates, along with a more detailed programme of construction activities. – Project Team presented a response to the PTC review of the Access and Traffic Summary. – Follow up session to be convened to review operational matters. • 10 September 2021 – Main discussion points – Operational management commitments presented for the pick-up/drop off on Burnside Drive. – Overview of Events and Mitigations Measures. • Precinct coordination between LHAP and NLPS, as well as other neighbouring stakeholders such as the high schools will continue through the Transport Working Group process. Committed to establish a subcommittee to the Liverpool Innovation Precinct (LIP) to facilitate ongoing coordination Therefore, consultation has been undertaken with the SWSLHD to undertake the works involving their land, as well as the works occurring on SINSW's land.
• whether any boundary adjustments would be needed as part of the school land appears to be utilised for the roundabout.	It is noted that the no boundary adjustments are needed.
• whether the roundabout and the road infrastructure would be dedicated back to Council for future management.	The road is owned by the SWSLHD, and therefore the road will not be dedicated back to Council.
• how would cars be prevented for making a U-turn on Burnside drive while dropping / picking students.	It is proposed that flexible bollards or pavement flaps will be utilised along the centreline of Burnside Drive to restrict U-turns. Further, additional marshals will be utilised at the beginning of each school year to educate users on the appropriate use of the school.
The Traffic Report states that, in order to ensure intersection performance improvements in 2033, an alternative physical mitigation measure may be proposed, which includes an additional short approach lane on the northern approach of the roundabout on Lachlan Street / Burnside Drive / Hart Street. Please confirm whether this mitigation measure is proposed to be pursued in 2033.	It is unlikely that this treatment is required and is presented as a contingency measure only, noting the modelled queuing without this treatment does not present any concerns. It will be pursued if no reduction in car mode share from the adjacent high schools or reduction in car mode share (from the base case) is achieved by NLPS.
Table 6.11 of the Traffic Report includes the future intersection performance for the Lachlan Street / Burnside Drive / Hart Street intersection and indicates that this intersection would have a LoS A in 2033, after inputting the mitigation measures in the model.	Noted.

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Please confirm whether these mitigation measures only include the reduction of car usage for the high schools / staggered school times or whether the measures include the northern approach lane is also included in the mitigation measures utilised to model this intersection in the future. As such, as indicated above the feasibility of the mitigation measures relating to the high schools would also need to be addressed.	The results tabled in Table 6.11 adopt: • No change in car usage from the high schools. • Assumes staggering of school times between the high schools and NLPS. • Installation of the additional short left approach lane Refer to earlier comments regarding reduction of car usage for the high schools and staggered school times.
Bicycle Infrastructure	
The Department requests that you address Council's concerns regarding the provision of cycling infrastructure surrounding the site.	SINSW will collaborate with Council to investigate the recommended cycling infrastructure upgrades.
Design of the development	
Government Architect NSW (GANSW) have reviewed the EIS and have raised concerns regarding the full height glazing to the Western façade with no shading and no planting able to be facilitated along the boundary. In recognition of the western elevation, you are requested to address this issue and provide additional shading devices or articulation of this façade which can result in shading.	500mm deep vertical and horizontal sunshades have been provided to the Western façade which work with the ratio of 30% performance glazing to 70% solid façade to achieve a compliant Solar Heat Gain Coefficient of 0. 6. Mid-Summer shading studies on the Western Façade show how eaves horizontal projections mitigate midday sun into West facing spaces.
Please provide details on the proposed future east/west link through the site, even if it is not finalised as yet, to demonstrate the site permeability.	The New Primary School SSDA proposal provides the opportunity for an east / west site link in the landscape to the south of the building. This aligns with the east / west site link proposed by the Liverpool Innovation Precinct Masterplan included in the SSDA Report (1-05). It is important to note the adjacent High School Site is subject to a live project proposal separate to this SSDA process, but will provide opportunity for linkages where possible and appropriate.
GANSW have raised concerns that the 'breakout' balconies have been deleted with only one outdoor learning space on level 01. You are requested to address this issue, include reasons as to why all of the upper-level balconies have been deleted and provide details of outdoor learning areas on this level.	Outdoor learning areas previously shown as balcony projections were not required to achieve EFSG compliance and have since been removed in consultation with the users. The design provides a 330mm Covered Outdoor Learning Space required for a Core 35 school and an additional covered open area of around 70m^2 adjacent to the northern Homebases facing Lachlan Street on Level 2.
Archaeological test excavations	
The Department notes that the Aboriginal Cultural Heritage Assessment Report and the Historical Archaeological Assessment Report	Due to Covid-19 restrictions and lockdowns across Greater Sydney, the archaeological testing was delayed. However, the investigations for Aboriginal heritage has now been completed and the findings report is currently being prepared and will be completed shortly. It is also noted that the site has been registered on the Aboriginal Heritage Impact Management System (AHIMS).

Comment	Response
have identified that the site has a moderate potential of presence of archaeological relics. Appendix FF of the EIS indicates that test excavations were to be conducted on the site in June 2021.	
Based on comments received from Heritage Division of the Department of Premier and Cabinet, the Department recommends that the above reports be updated to include the results of these test excavations. Informed by the results, the updated reports should also include additional recommendations regarding final archaeological excavation methodology and salvage plans.	
Additional Matters	
The materials of the proposed development are not clear. A detailed materials schedule is required to demonstrate the overall building mass. The assessment of the application cannot progress without any certainty about the colours and materials of the buildings in details.	A copy of proposed material schedule is provided at **Appendix H** of the RTS.
The Department has reviewed the submitted SSDA Noise and Vibration Impact Assessment Report prepared by AECOM, dated 10 June 2021. The report does not acknowledge that the proposed preschool and playground are located within Council's Classified Road and Rail Impact area. The Department requires you to submit an additional assessment/addendum assessing the suitability of the site as a preschool considering its location	The acoustic consultant has reassessed the noise criteria for educational institutions including child care centres. The Development near Rail Corridors and Busy Road – Interim Guideline outlines the internal noise criteria for a childcare centre is 40 dB(A). The minimum acoustic performance of the façade elements of the façade elements informs the design. Therefore, the internal noise levels within the proposed childcare centre would meet the internal criterion of 40 dB(A) as outlined in the Development near Rail Corridors and Busy Road – Interim Guideline. AECOM's report has been updated to acknowledge and consider the preschool and playgrounds location within Council's Classified Road and Rail Impact Area.
An appropriate landscaping buffer is required between the substation and entry way to increase amenity and safety for the students to screen the substation.	The Services Consultant has engaged with Endeavour Energy and they have advised they have limited opportunities/ solutions for relocating the booster and substation. The authorities advise the location of the booster and substation is to be retained. The front of the substation must not be obstructed to ensure maintenance access. There is a fence behind the substation to provide a buffer from the substation. ADCO advise that landscaping can be provided along the eastern side of the substation, aligning with Endeavour Energy's landscaping requirements. The EIS identified that the certain work would be carried our as early works under separate planning pathways. This includes the construction of a new padmount kiosk substation and connections at Lachlan Street. Please note that these works have been approved by SINSW under Part 5 as Development without Consent being 'separate but related' development to the SSDA.

Comment	Response
The submitted site plan, Ground Plain Plan and Ground Plan Drawings No NLPS-AR-DRG-SSDA-0005-7 are showing a landscaping strip along with the western boundary. However, the submitted Landscape plan does not show any trees being planted along with the western boundary. Please amend the landscape drawing to eliminate the discrepancy. Also, please note that the Department recommends that trees be planted along the western boundary to act as a sub shade for the building in the future."	Noted. The error is acknowledged. Please refer to the coordinated proposed site plan at **Appendix B** of the RTS. SINSW advise that there are no trees proposed on the western boundary due to the potential security and safety risks. Please refer to the Landscape Drawings at **Appendix C** of the RTS for detailed tree schedule, including pot sizes.
The proposed development does not include details of disabled parking spaces. In this regard, the Department concurs with SDRP that the school is proposed to cater for special needs students and would therefore require access to disabled parking spaces and/or dedicated drop-off/pick-up spaces for these students in a convenient location. You are requested to provide additional information to demonstrate that these facilities are provided as part of the proposal.	Please refer to the additional drawing of the accessible parking **Appendix F** of the RTS, which indicates the carpark has two accessible car parking spaces. The drop off and pick-up spaces will be managed by the school. There is a SSU dedicated pick up/ drop off spots which are designed to accommodate disabled persons. Please note it is common practice for the staff to meet the SSU students at the dedicated drop off/ pick up areas and escort them to classrooms. Refer to plan at **Appendix F** for location of the dedicated SSU spot. The accessible space in the Kiss and Drop will be timed as 15min P as a Mobility Parking Scheme (MPS) space. The accessible space in the staff parking bay complies with BCA.
The Department notes that Water Quality treatment measures (WSUD) are proposed within the on-site detention (OSD) system (these have been identified in the civil report). Please confirm that these water quality treatment measures along with rainwater harvesting measures would be incorporated. Currently the stormwater plans do not include such details. The Department concurs with the SDRP that the proposed rainwater tank capacity is not proportionate to the scale of the development proposed. An appropriate size of rainwater tank should be provided within the development, which can suitably store the roofwater and improve sustainability initiatives. The Department strongly recommends that WSUD best practice strategies should be	**Water treatment measures:** The On-site detention (OSD) system: In accordance with Liverpool City Council, an on-site detention (OSD) system is required for any developments with additional impervious surface area more than 30m^2. The OSD tank incorporates water quality measures i.e. filtration cartridges which detailed will be covered in DD stage. Refer to civil drawings at Appendix D of the EIS for location of OSD and details. **Rainwater Harvesting**: A rainwater harvesting system is proposed onsite via the provision of a rainwater tank, for the benefit of protecting the environment and reducing the demand on water supply. **Rainwater Tank Capacity:** The above ground 5,000L provided is for irrigation use only, size is in line with Council DCP requirement and has been accepted by the ESD consultant. The Project team have investigated opportunities for onsite re-use of stormwater as captured by OSD tank, however advice received from Liverpool Council and Crown Certifier confirms that they do not support an OSD due to human health risks in children under age of 10. If the Department wish to provide further conditions on this matter, this would be acceptable. MB: The rainwater tank currently is standalone and as per hydraulic engineer design. **WSUD best practice strategies:** Best practice Water Quality Treatment Measures have been incorporated into the current design including the use of proprietary water quality treatment systems such as Enviropods and stormfilter cartridges - refer to Civil Design Report at Appendix J of the EIS.

Comment	Response
researched and incorporated into the project and the OSD	
Department of Planning, Industry and Environment – RTS Consistency Review	
Following the consistency review of the Response to Submissions Documentation, DPIE noted the following: *Recommend that testing completed prior to SSDA approval. Otherwise will be conditioned prior to construction and may hold up works.*	Due to Covid-19 restrictions and lockdowns across Greater Sydney, the archaeological testing was delayed. However, the investigations for Aboriginal heritage has now been completed and the findings report is currently being prepared and will be completed shortly. It is also noted that the site has been registered on the Aboriginal Heritage Impact Management System (AHIMS).
Following the consistency review of the Response to Submissions Documentation, DPIE noted that a response to the following issues raised by Endeavor Energy was not provided: • Additional Street lighting is required (Lachlan St and Burnside drive) • A feeder required to supply the substation will need to be extended to the location • Pad mount substation is recommended which will have the following dimensions – Easement with a minimum size of 2.75 x 5.5 metres (single transformer). – Restriction for fire rating which usually extends 3 metres horizontally from the base of the substation footing / plinth and 6 metres vertically from the same point. – Restriction for swimming pools which extends 5 metres from the easement.	In their submission, Endeavour Energy do not request any additional street lighting to be provided as a result of the application, and instead are discussing the ownership of existing streetlighting on Lachlan Street and Burnside Drive that is owned by NSW Health. Delivering new street lighting outside of the boundaries of the school is beyond the scope of this application, however it is noted that some new street lighting is to be provided on Burnside Drive, as part of a separate planning pathway. For clarity, a plan of the proposed street lighting on Burnside Drive is included at **Appendix I**. This plan is not for approval. The feeder supplying the substation will be extended to the location, as shown in the detailed substation plan at **Appendix J**. The plan at **Appendix J** demonstrates that the substation is in line with the following dimensions, and that the appropriate easement has been incorporated.
Following the consistency review of the Response to Submissions Documentation, DPIE noted the following as per the Environment, Energy and Science Group's submission: *There are two Sapium sebiferum trees which have been proposed are classified as weeds.*	The species will be swapped from the Sapium sabiferum to a Platanus x hybrida on the Landscape Architect's recommendation. The landscape plans have been amended to reflect the revised species, see **Appendix C**.

Comment	Response
Need to amend landscape drawing.	
Following the consistency review of the Response to Submissions Documentation, DPIE noted that the safety of the existing and proposed roundabouts near the site were not safe for cyclists and pedestrians.	The Lachlan Street/ Hart Street/ Burnside Drive roundabout is an existing facility. The proposed pedestrian crossing/ school crossing to the west of the existing Lachlan Street/ Hart Street/ Burnside Drive roundabout provides an adequate north-south pedestrian link. There is no need for children to cross at the roundabout, as other pedestrian crossing points are provided. The roundabout located at Burnside Drive between the proposed school and Liverpool Hospital is proposed under a separate planning pathway. This location has been developed with both the Transport Working Group and the South West Sydney Local Health District, and the proposed outcome is considered suitable in addressing both traffic and pedestrian concerns. This roundabout is a separate planning pathway to this SSD application, and the relevant impacts will be considered under this pathway.
Following the consistency review of the Response to Submissions Documentation, DPIE noted the following in relation to Council's submission: [The SSD submission] c*an't achieve 10sqm/student. A schedule of use should be proposed.*	The New Liverpool Primary School (NLPS) provides over 12,000m^2 of unencumbered play space, which has been designed by landscape architects Spackman Mossop Michaels and NBRS to provide a variety of places for active and passive play, social interaction and outdoor learning within the courtyard central to the school building, as well as a large open play area to the south sized to accommodate a full-sized soccer field. An additional diagram of the unencumbered play space is provided at **Appendix F** to clarify area allocations and schedule of use. Further details are also provided within the Landscape Concept Design Report for further detail on the breakdown of open space within the SSDA submission. The open play areas are designed in accordance with the EFSG's 10m^2 per student, and 7m^2 for pre-school students. • Primary School: 12,000m^2 = 10m^2 per student • Support Unit: 400m^2 = 10m^2 per student • Preschool: 285m^2 = 7m^2 per student • High School: 23,000m^2 = 13m^2 per student
Following the consistency review of the Response to Submissions Documentation, DPIE noted that the RTS was unclear as to whether any food would be prepared on site within the canteen.	In order to inform the future use of the school canteen, working groups were held. These working groups identified that only reheat facilities would be required, such as pie warmers and microwaves.
Following the consistency review of the Response to Submissions Documentation, DPIE requested that the areas and dimension for waste storage be shown on the site plans	The exact design and layout of the waste facilities will be addressed in detail within the Operational Management Plan following engagement of a School Principal. The location of the hardstand where the waste will be stored in the future is shown on the site plans at **Appendix K**.
The Department has reviewed the submitted SSDA Noise and Vibration Impact Assessment Report prepared by AECOM, dated 10 June 2021. The report does not acknowledge that the proposed preschool and playground are located within Council's Classified Road and Rail	AECOM's report has been updated to acknowledge and consider the preschool and playgrounds location within Council's Classified Road and Rail Impact Area – see **Appendix G**.

Comment	Response
Impact area. The Department requires you to submit an additional assessment/addendum assessing the suitability of the site as a preschool considering its location.	
Rainwater Tank/On-Site detention system The Department notes that Water Quality treatment measures (WSUD) are proposed within the on-site detention (OSD) system (these have been identified in the civil report). Please confirm that these water quality treatment measures along with rainwater harvesting measures would be incorporated. Currently the stormwater plans do not include such details. The Department concurs with the SDRP that the proposed rainwater tank capacity is not proportionate to the scale of the development proposed. An appropriate size of rainwater tank should be provided within the development, which can suitably store the roofwater and improve sustainability initiatives.	The above ground 5,000L provided is for irrigation use only, size is in line with Council DCP requirement and has been accepted by the ESD consultant. The Project team have investigated opportunities for onsite re-use of stormwater as captured by OSD tank, however advice received from Liverpool Council and Crown Certifier confirms that they do not support an OSD due to human health risks in children under age of 10. If the Department wish to provide further conditions on this matter, this would be acceptable.
Liverpool City Council	
1. Outdoor Play Space Provision	
At the SEARs stage, Council requested that the open space and outdoor play space provision for both the existing high schools and proposed primary school be examined and made recommendations that: *"any modification or reduction in open space within the existing school should be made so that the development is consistent with applicable State planning provisions and strategies, which recognises the importance of open space and physical and psychological well-being and development as follows".* The EIS outlines the allocation of open play spaces for the proposed primary school and confirms compliance with the Department of Education's Educational Facilities Standards	Noted. This has been discussed further below.

Comment	Response
and Guidelines (EFSG) requirement of 10m^2 per student requirement. However, it does not clearly indicate the allocation of open space and outdoor play space for both Liverpool Boys and Girls High schools nor detailed any 'shared use' arrangement between the two high schools to demonstrate that outdoor play space within the site will be sufficient for high school students. It is therefore requested that the following recommendations be appropriately addressed.	
a) A detailed assessment on how the provision of outdoor play space is sufficient for the existing 2,000 high school students, at capacity, noting that 10,000m^2 for each high school is required to meet these needs according to the DoE's minimum 10m^2 of open space per student.	The allocation of open play space in this development does not adversely impact the existing High School's open play space requirements. Student capacity for the High Schools is up to 2000 students and conservative calculations allow for 23,000m^2 of unencumbered play space, including grassed area sized to accommodate a full sized rugby field. This provides for approximately 11.5m^2 per student.
b) It is suggested that the applicant consults with the existing high schools in relation to the future allocation of the outdoor play space, in particular any future upgrade or 'shared use' arrangement between the schools (the redevelopment of the Liverpool Boys and Girls High School is the subject of a separate project (of which the scope is unresolved, and timing is currently unknown.	Consultation has been undertaken with Liverpool Boys and Girls High School, as per Section 4.0 of the EIS. Consultation with the high schools will be ongoing as the project continues.
c) Ongoing consultations with the school community and other key stakeholders to maximise public benefits (through sharing of facilities or otherwise).	Consultation with the school community and other key stakeholders will occur as the project continues as per the Communication and Engagement Strategy SINSW prepares for each project.
d) Proposal to reflect adaptive and multi-purpose community facilities and open space provisions that can be accessed by the wider community.	This has been addressed in Section 3.15 of the EIS. The school hall and sports fields will be used by local community groups. It is anticipated that these uses will occur several times a week, between 6:00pm-9:00pm.
e) Establishing partnerships with local community service providers are encouraged to ensure the use of the site by the community after hours and during school holidays complements rather thar compete with other nearby services and/or uses.	The ESEPP commits to the principle that *"Schools should actively seek opportunities for their facilities to be shared with the community and cater for activities outside of school hours".* (Schedule 4 Schools—design quality principles. Principle 3). Ongoing partnerships with local community service providers may be part of that delivery approach however this would be investigated and confirmed once the school is operational.

Comment	Response
f) Impacts of losing active recreation for the high school: What consideration is made to the loss of the full-size soccer field for the primary school site? High school provision requires a minimum provision of 2 x full-size soccer fields along with supporting playing courts. What is the provision of active recreation for the primary school? The response on page 34 of the Social Impact Assessment (SIA) implies that the primary school will be built on the surplus land. However, from aerial inspection the land is identified as a soccer field. The surplus land seems to be located around south end of Burnside Drive. The loss of soccer field needs to be compensated on the site. There is growing pressure on existing open space in Liverpool CBD.	As per the Department of Education's Educational Facilities Standards and Guidelines (EFSG), 10m^2 of unencumbered play space is required per student. Student capacity for the High Schools is up to 2000 students and conservative calculations allow for 23,000m^2 of unencumbered play space, including grassed area sized to accommodate a full sized rugby field. This provides for approximately 11.5m^2 per student. The EFSG sets out the minimum requirements for open space. The high schools and proposed primary school will have sufficient open space for each child at these schools. SINSW is also committed to exploring shared/joint use of open space and community facilities between schools and with Council.
g) Upgrading basketball courts to multi-purpose courts (provision for line marking with tennis and netball). This can be further defined with the school management.	The basketball courts are part of the Liverpool Boys and Girls High School site, and therefore are not relevant to this application.
h) Shared use of facilities, i.e. sports fields and courts and assembly hall for community use after school hours. Shared use of sports fields for weekend markets.	The ESEPP commits to the principal that *"Schools should actively seek opportunities for their facilities to be shared with the community and cater for activities outside of school hours".* (Schedule 4 Schools—design quality principles. Principle 3). Ongoing partnerships with local community service providers may be part of that delivery approach however this would be investigated and confirmed once the school is operational.
i) Public school site on Railway St: What happens to the public school site on Railway St? Is it to be retained, upgraded or expanded?	The existing public school on Railway Street will be retained. The Department of Education monitors population and development trends so that it can plan to meet enrolment needs and to inform planning for new schools. To cater for growing student demand within the Liverpool area, the Department has committed to delivering a new public school at Liverpool and retaining the existing Liverpool Public School. The delivery of these important projects is essential to the future learning needs of the students in the local area.
2. Roof Form	
The food form identified is quite basic. Whilst cost effectiveness is a key consideration, extending larger eaves overhangs along the western, northern and eastern sides of all buildings can serve to reduce the ongoing operational costs, particularly in summer months where Liverpool suffers from urban heat island effects.	The roof design proposes a 1500mm eaves overhang which contributes to shading of L3 windows as demonstrated by Mid-Summer shading study of the Western Façade.

Comment	Response
3. Traffic and Parking	
The Transport and Accessibility Impact Assessment Report (Traffic Report) prepared by GTA Consultants (now Stantec) submitted with the SSD indicate that 25 pick-up/drop-off spaces will be provided (to be delivered under a separate planning approval), located on the western side of Burnside Drive, on the eastern frontage of the proposed school. The report indicates that the encourage students to cycle to and from school, and to reach the 'moderate' scenario target mode share of 5%, delivery of additional cycling infrastructure will be required.	This is noted. The Student Transport Plan will be implemented accordingly. SINSW is committed to collaborating with Council on this matter.
a) The report proposes widening on Burnside Drive (separate planning approval) to create new 2.5-metre-wide indented kerbside parking. The footpaths adjacent to the indented parking areas will also be further widened from the existing 1.2 metres to 2.5 metres.	
b) The existing facilities are fragmented and do not sufficiently provide key trunks of safe cycling infrastructure, appropriate for all ages. It includes the recommended cycling infrastructure, in alignment with the Liverpool City Council Bike Plan. It recommends that SINSW investigate the required works in collaboration with Liverpool City Council.	
c) It notes that while the recommendation of George Street as an on-road cycling facility is to ensure congruence with Liverpool Council's Bike Plan, consideration should be given to its delivery as an off-road facility, providing additional safety and comfort for the New Liverpool Primary School students that may ride to school.	

Comment	Response
Recommended Traffic Related Conditions Council recommends the following traffic conditions be included in any approval granted.	
Prior to the issue of a Construction Certificate	
Detailed design drawings prepared in accordance with the DCP & AS2890 of the following: • All proposed road improvements identified in the transport impact assessment (TIA) and Student Transport Plan submitted with the DA including vehicular access, staff parking, pick-up/ drop-off parking, bicycle parking and bus zone. • Roundabout at the Lachlan St. / Forbes St. intersection • The proposed School Roundabout at the southern end of Burnside Drive to facilitate turnaround for vehicles originating from the north on Burnside Drive (it is noted in the TIA that this forms part of a separate application to this SSD application). • The proposed new bus zone on Lachlan Street west of the site, • Signs and line marking scheme prepared by a traffic engineer or designer is to be submitted through Council's Traffic and Transport Section, to the Liverpool Traffic Committee for assessment and Council's approval.	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.
Access, Car Parking and Manoeuvring The Certifying Authority shall ensure and certify that vehicular access, circulation, manoeuvring, pedestrian and parking areas associated with the subject development have been designed and are in accordance with AS 2890.1, AS2890.2, AS2890.6 and Liverpool City Council's Development Control Plan.	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.
Access, Car Parking and Manoeuvring The Certifying Authority shall ensure and certify that:	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.

Comment	Response
• Off street access and parking complies with AS2890.1, • Vehicular access and internal manoeuvring have been designed for the longest (B-Double/ Heavy Rigid/ Medium Rigid) vehicle expected to service the development site, in accordance with AS2890.2. • Sight distance at the street frontage has been provided in accordance with AS 2890.1. • All vehicles can enter and exit the site in a forward direction, and/or • Requirements of the Disability Discrimination Act 2002, Disability Standards for Accessible Public Transport and the Guidelines for assessing compliance of bus stops with the Disability Standards for Accessible Public Transport 2002	
<u>Bus Stops</u> The Certifying Authority shall ensure that all bus stops have been designed in accordance with the in accordance with the requirements of the Disability Discrimination Act 2002, Disability Standards for Accessible Public Transport and the Guidelines for assessing compliance of bus stops with the Disability Standards for Accessible Public Transport 2002.	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.
<u>Street Lighting</u> The applicant/developer shall engage the services of an Endeavour Energy accredited ASP Level 3 service provider to submit a Public Lighting Design Brief to Council's Traffic and Transport Section, to specify design requirements to upgrade the street lighting system along the frontage of the development site, including any side streets. The upgrade shall include undergrounding of existing aerial power lines and communication cables and replacement of existing streetlight poles with multifunction poles, and all	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.

Comment	Response
necessary accessories. The specification and accessories details are to be obtained from Council's Infrastructure and Environment Directorate. The accredited ASP Level 3 service provider is to prepare electrical design and submitted to Council's Traffic and Transport Section for review and then submitted to Endeavour Energy for prior to construction. The street lighting must comply with the electricity service provider Street Lighting Policy and illumination requirements and Council's Street Lighting Policy.	
Construction Traffic Management Plan (CTMP) A construction traffic management plan (CTMP) prepared by a traffic engineer/project manager is to be submitted to Liverpool City Council's Traffic and Transport Section for endorsement. The CTMP is to be submitted via an application form available on Council's website. A copy of the endorsed CTMP and traffic control plans are to be available on the works site for inspection at any time by an authorised Council officer. Construction shall not commence until the construction traffic management plan has been endorsed. The endorsed CTMP is to be implemented during construction.	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.
Prior to Commencement of Works	
Road Occupancy Permit Applications must be made to Council's Traffic and Transport Section under Section 138 of the NSW Roads Act, for required Road Occupancy permit and Road Opening approval for any road occupancy within public road reserve. The Road Occupancy permit and Road Opening approval application, is to include	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.

Comment	Response
Traffic Control Plans including details for pedestrian management, prepared in accordance with AS1742.3 “Traffic Control Devices for Works on Roads” and the Roads and Traffic Authority’s publication “Traffic Control at Worksites” and certified by an appropriately accredited Roads and Traffic Authority Traffic Controller. The road occupancy permit and road opening approval with approved traffic control measures shall be implemented during construction. A copy of the road occupancy permit and road opening approval shall be available on site at all times. Note: A copy of the road occupancy permit and road opening approval shall accompany the Notice of Commencement to Liverpool City Council.	
Traffic Control Plan Prior to commencement of works, a Traffic Control Plan including details for pedestrian management, shall be prepared in accordance with AS1742.3 “Traffic Control Devices for Works on Roads” and the Roads and Traffic Authority’s publication “Traffic Control at Worksites” and certified by an appropriately accredited Roads and Traffic Authority Traffic Controller. Traffic control measures shall be implemented during the construction phase of the development in accordance with the certified plan. A copy of the plan shall be available on site at all times. Note: A copy of the Traffic Control Plan shall accompany the Notice of Commencement to Liverpool City Council. Works within the public road reserve shall not commence until the design drawings including the associated signs and line marking scheme have been approved.	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.
Requirements during Construction	

Comment	Response
Car Parking Areas Car parking spaces and driveways must be constructed of a minimum of two coat finish seal or better. The spaces must be clear of obstructions and columns, permanently line marked and provided with adequate manoeuvring facilities. The design of these spaces must comply with Council's DCP 2008, and Australian Standard 2890.1 Parking Facilities – Off Street Car Parking. All car parking areas to be appropriately line marked and sign posted in accordance with the approved plans. All customer/visitor/staff parking areas are to be clearly signposted limiting car parking for customers/visitors/staff only. The applicant is to cover the costs of installation and maintenance of the signage. The on-site parking spaces shown in the approved plans must be identified in accordance with A.S.2890.1 Parking Facilities – Off-Street Car Parking.	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.
Directional signage Directional signage indicating the location of customer parking, "in" and "out" crossings and directional arrows are to be provided in accordance with the approved plans.	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.
Works within the road reserve All works within the road reserve, including the approved sign and line making scheme, are to be carried out at the applicant cost, in accordance with the RTA's Traffic Control at Worksites Manual and the TfNSW Delineation Guidelines.	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.
Work zone If a work zone is required, an application must be made to Council's Traffic and Transport Section. The application is to indicate the exact location required and the applicable fee is to be included. If parking restrictions are in place, an application to have the restrictions moved, will	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.

Comment	Response
need to be made. An application form is available on Council's website.	
Interruptions to pedestrians or vehicular traffic Notice must be given to Council's Transport Planning section of any interruption to pedestrian or vehicular traffic within the road reserve, caused by the construction of this development. A Traffic Control Plan, prepared by an accredited practitioner must be submitted for approval, 48 hours to prior to implementation. This includes temporary closures for delivery of materials, concrete pours etc.	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.
Implementation of pedestrian and cyclist infrastructure The Sustainable Travel Action Plan contained in Table 2.3 of the Student Travel Plan including the identified pedestrian and cyclist infrastructure is to be implemented within the nominated timeframe. This is to include the appointment of a Travel Coordinator is to be appointed for the NLPS to by the Department of Education prior to the school opening.	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.
Prior to Occupancy	
An Operational Traffic Management Plan (OPTM) which is to be prepared by a qualified traffic management practitioner to minimise the traffic / pedestrian impact during the school operational hours is to be submitted to Council. Details of sustainable transport options and means of dealing with any overspill parking requirements also need to be addressed. The OPTM component is to be submitted to Council's Traffic and Transport Section for approval.	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.
Conditions relating to Use	
Implementation of the Sustainable Travel Action Plan	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.

Comment	Response
The Sustainable Travel Action Plan contained in Table 2.3 of the Student Travel Plan is to be implemented within the nominated timeframe. This is to include the appointment of a Travel Coordinator is to be appointed for the NLPS to by the Department of Education prior to the school opening.	
Car Parking/Loading All car parking spaces in the approved plans must be provided including the proposed 33 spaces for staff parking. Signage is to be provided and maintained within the drop off/pick up "kiss and drop" zone limiting parking within this area to a maximum of 5 minutes between 7.00 - 9.30am and 2.30 – 6.00pm on school days. The applicant is to cover the costs of installation and maintenance of the signage. Signage is to be provided and maintained within the bus drop off/pick up zone. Signage is to limit parking within this area for authorised school buses only. The applicant is to cover the costs of installation and maintenance of the signage. All staff car parking areas are to be clearly signposted limiting car parking for staff only. The applicant is to cover the costs of installation and maintenance of the signage. Flashing 'school zone' lights shall be installed on both approaches to the school, within the public reserve adjacent to the roadway. The signage and lights shall be in accordance with the relevant Australian Standard, and installation of the signage and lights shall take place after consultation and approval by Council's Local Traffic Committee, and the Roads and Maritime Services. Deliveries and service vehicles are to be scheduled to access the site outside of peak am and pm pick up and drop off times to minimise	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.

Comment	Response
conflict between different vehicle modes, pedestrians and conflict over car parking spaces. The operation of the educational establishment at all times is to comply with the approved School Road Safety Program.	
4. Engineering related comments	
Recommended conditions of consent It is recommended that the following engineering conditions be included in any approval granted.	
General Condition	
All roadworks, drainage works and dedications, required to effect the consented development shall be undertaken at no cost to Liverpool City Council.	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.
Prior to the issue of a Construction Certificate	
Prior to the issue of a Construction Certificate a S138 Roads Act application/s, including payment of fees shall be lodged with Liverpool City Council, as the Roads Authority for any works required in a public road. These works may include but are not limited to the following: a. Vehicular crossings (including kerb reinstatement of redundant vehicular crossings) b. Road opening for utilities and stormwater (including stormwater connection to Council infrastructure) c. Road occupancy or road closures All works shall be carried out in accordance with the Roads Act approval, the development consent including the stamped approved plans, and Liverpool City Council's specifications.	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.
Periphery Type/ Core Type paving shall be installed along the entire Lachlan Street frontage, as part of this development. Footpath paving and Landscaping works shall be strictly in accordance with the Liverpool CBD Street	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.

Comment	Response
Tree and Landscape Strategy 2005 and The Liverpool CBD Streetscape and Paving Guidelines 2005 as amended in Implementation Note 12/2015 – Liverpool CBD Paving Detailed plans are required to be submitted to and approved by Council showing the proposed tree locations, species and planting sizes, paving location and layout, including references to the relevant details and specifications as contained in the abovementioned documents. To ensure that the street tree planting size, quantity and quality is maintained throughout the Liverpool CBD, please contact Council's City Design & Public Design Section on 1300 36 2170 for further information. A Section 138 Roads Act Approval for all works within Council's road reserve will be required.	
Prior to the issue of a Construction Certificate for building or subdivision works the Certifying Authority shall ensure that a S138 Roads Act application, including the payment of application and inspection fees, has been lodged with Liverpool City Council (being the Roads Authority under the Roads Act), for provision of stormwater connection in Burnside Drive and footpath works in Lachlan Street. Engineering plans are to be prepared in accordance with the development consent, Liverpool City Council's Design Guidelines and Construction Specification for Civil Works, Austroad Guidelines and best engineering practice.	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.
A stormwater drainage system shall be provided generally in accordance with the concept plan/s lodged for development approval, prepared by Meinhardt/Bonacci (drawing no. 12954 02/FS001, 003, 005, 006, 007, 030 and 031 Rev P2 dated 19 March 2021).	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.

Comment	Response
a. The proposed development and stormwater drainage system shall be designed to ensure that stormwater runoff from upstream properties is conveyed through the site without adverse impact on the development or adjoining properties b. Engineering plans and supporting calculations for the stormwater drainage system are to be prepared by a suitably qualified engineer and shall accompany the application for a Construction Certificate. The plan shall indicate the method of disposal of all stormwater and must include rainwater tanks, existing ground levels, finish surface levels and sizes of all pipes c. Prior to the issue of a Construction Certificate the Certifying Authority shall ensure that the stormwater drainage system has been designed in accordance with Liverpool City Council's Design Guidelines and Construction Specification for Civil Works.	
Prior to the issue of a Construction Certificate the Certifying Authority shall ensure that details of a stormwater pre-treatment system have been provided on the stormwater plans and that the design meets pollutant retention criteria in accordance Council's Development Control Plan. The Construction Certificate must be supported by: • Specification & installation details of the stormwater pre-treatment system • The approval of an operation and maintenance manual/ schedule for the stormwater pre-treatment system A copy of the approved operation and maintenance manual/ schedule shall be submitted to Liverpool City Council with notification of the Construction Certificate issue.	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.
Prior to the issue of a Construction Certificate the Certifying Authority shall ensure that vehicular access, circulation, manoeuvring,	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.

Comment	Response
pedestrian and parking areas associated with the subject development are in accordance with AS 2890.1, AS2890.2, AS2890.6 and Liverpool City Council's Development Control Plan.	
Prior to the Commencement of Works a dilapidation report of all infrastructure fronting the development in Lachlan Street and Burnside Drive is to be submitted to Liverpool City Council. The report is to include, but not limited to, the road pavement, kerb and gutter, footpath, services and street trees and is to extend 20m either side of the development.	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.
Prior to Commencement Works	
Prior to commencement of works sediment and erosion control measures shall be installed in accordance with the approved Construction Certificate and to ensure compliance with the Protection of the Environment Operations Act 1997 and Landcom's publication "Managing Urban Stormwater – Soils and Construction (2004)" – also known as "The Blue Book". The erosion and sediment control measures shall remain in place and be maintained until all disturbed areas have been rehabilitated and stabilised.	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.
Prior to commencement of works a Traffic Control Plan including details for pedestrian management, shall be prepared in accordance with AS1742.3 "Traffic Control Devices for Works on Roads" and the Roads and Traffic Authority's publication "Traffic Control at Worksites" and certified by an appropriately accredited Roads and Traffic Authority Traffic Controller. Traffic control measures shall be implemented during the construction phase of the development in accordance with the certified plan. A copy of the plan shall be available on site at all times.	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.

Comment	Response
Note: A copy of the Traffic Control Plan shall accompany the Notice of Commencement to Liverpool City Council.	
Requirements during Construction	
Erosion and sediment control measures shall remain in place and be maintained until all disturbed areas have been rehabilitated and stabilised.	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.
Prior to the connection of private drainage to Council's drainage system, an inspection is to be carried out by Liverpool City Council's Development Engineering Unit. A fee will be charged in accordance with Council's adopted Fees and Charges, and is to be paid prior to the inspection.	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.
Prior to the issue of an Occupation Certificate	
Prior to the issue of an Occupation Certificate, the Principal Certifying Authority shall ensure that all works associated with a S138 Roads Act approval or S68 Local Government Act approval have been inspected and signed off by Liverpool City Council.	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.
Prior to the issue of an Occupation Certificate, works-as-executed drawings and compliance documentation shall be submitted to the Principal Certifying Authority in accordance with Liverpool City Council's Design Guidelines and Construction Specification for Civil Works. An original set of works-as-executed drawings and electronic copies on a USB of compliance documentation shall also be submitted to Liverpool City Council with notification of the issue of the Occupation Certificate where Council is not the Principal Certifying Authority.	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.
Prior to the issue of an Occupation Certificate the Principal Certifying Authority shall ensure that the:	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.

Comment	Response
a. On-site detention system/s b. Stormwater pre-treatment system/s Details of the approved and constructed system/s shall be provided as part of the Works-As-Executed drawings.	
Prior to the issue of an Occupation Certificate a restriction as to user and positive covenant relating to the: a. On-site detention system/s b. Stormwater pre-treatment system/s Shall be registered on the title of the property. The restriction as to user and positive covenant shall be in Liverpool City Council's standard wording as detailed in Liverpool City Council's Design and Construction Guidelines and Construction Specification for Civil Works.	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.
Prior to the issue of an Occupation Certificate, any damage to Council infrastructure not identified in the dilapidation report, as a result of the development shall be rectified at no cost to Liverpool City Council. Any rectification works within Lachlan Street and Burnside Drive will require a Roads Act application. The application is to be submitted and approved by Liverpool City Council prior to such works commencing. Any rectification works required by Council regarding the condition of Council infrastructure shall be undertaken, at full cost to the developer.	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.
Advisory	
Before any excavation work starts, contractors and others should phone "Dial Before You Dig" service to access plans/information for underground pipes and cables. www.1100.com.au The cost of any necessary adjustments to utility mains and services shall be borne by the applicant.	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.

Comment	Response
Care shall be taken by the applicant and the applicant's agents to prevent any damage to adjoining properties. The applicant or applicant's agents may be liable to pay compensation to any adjoining owner if, due to construction works, damage is caused to such an adjoining property.	
5. Environmental Health Related Matters for Consideration	
Contamination The Department must ensure that sufficient information is available to satisfy Clause 7 of State Environmental Planning Policy (SEPP) No. 55 – Remediation of Land. Given the proposed development's sensitive use, it is believed that a Remedial Action Plan would enable the Department to effectively assess the remediation proposal, address Clause 7(1) of SEPP No. 55 – Remediation of Land and provide a useful measure for site validation work. Consequently, the Department is requested to require the remediation works to be undertaken in accordance with a Remedial Action Plan prepared by a suitably qualified environmental consultant prior to site validation. If the contaminated soils are to be relocated on-site, it is also recommended that the Department requires a survey plan and detailed report prepared by suitably qualified environmental consultant to be submitted to the consent authority verifying the placement of contaminated soils from the vicinity of TP07 to the secondary school oval as recommended by Coffey Services Australia Pty Ltd.	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.
Noise and Vibration The Proponent should address any expected need to undertake work outside the standard hours. This would enable the consent authority to consider whether work outside standard hours has been adequately justified and assess the adequacy of the relevant recommended acoustic mitigation measures.	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.

Comment	Response
In addition to the noise mitigation measures recommended by AECOM Australia Pty Ltd, consideration should be given to the following site-specific noise controls that may be implemented to minimise noise levels below the relevant Noise Management Levels: a) minimising the need for vehicle reversing by arranging for one-way site traffic routes; b) using broadband audible reverse alarms, as opposed to beepers, on relevant plant and equipment to be used on-site; and c) where practicable, minimise the number of high noise generating plant items operating concurrently. The Construction Noise and Vibration Management Plan must identify and implement strategies to minimise noise from the proposed construction activities and incorporate: approaches for promoting noise awareness by contractors; training procedures; a complaint lodgement procedure to ensure that members of the public and local residents are able to report noise issues; an ongoing review process and a plan for responding to noise complaints. The Construction Noise and Vibration Management Plan shall clearly specify the responsibilities of site personnel in managing noise and include a detailed list of steps taken to manage potential noise impacts. The Construction Noise and Vibration Management Plan and complaints' handling procedure shall be submitted to the consent authority for review. Significant advancements have been made to audible reversing alarms. As a result, there is a range of alternatives to the traditional reversing signals capable of providing a safe system of work, whilst also reducing noise impacts. Apart from broadband alarms, these include variable-level audible alarms, focused tonal alarms, non-audible warning systems, proximity alarms, spotters or observers and exclusion alarms. To ensure compliance with work, health and safety requirements, further advice should be sought from SafeWork NSW.	

Comment	Response
Operational Noise In accordance with Council's requirements, it is strongly recommended that the Department requires acoustic reports and noise and vibration management plans to be prepared or reviewed and certified by a suitably qualified acoustic consultant who is a member of the Australian Acoustical Society or employed by an Association of Australasian Acoustical Consultants (AAAC) member firm. The report's cover or title page must confirm the consultant's membership with the Australian Acoustical Society or employment by an Association of Australasian Acoustical Consultants (AAAC) member firm.	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.
School Canteen It is unclear whether the proposed development (i.e. preschool and primary school) will include kitchen facilities or a school canteen involving the preparation and handling of food for sale. If kitchen facilities or a school canteen are to be located on-site, detailed floor and section plans are required for the food preparation and storage areas demonstrating compliance with the Food Act 2003, Australia New Zealand Food Standards Code and Australian Standard 4674-2004 Construction and Fit-Out of Food Premises. Detailed floor and section plans for the food preparation area shall make provision for the following: a) Construction details/finishes for the floors, walls and ceiling throughout the entire food premises; b) Location and construction details of all light-fittings at the food premises; c) Designated hand washing facilities shall be located within the food preparation and servery areas of the premises. The hand basin shall be fitted with a common spout capable of delivering a supply of warm-running water;	In order to inform the future use of the school canteen, working groups were held. These working groups identified that only reheat facilities would be required, such as pie warmers and microwaves. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.

Comment	Response
d) A stainless steel double-bowl sink connected to a supply of hot and cold water which can be used to effectively clean and sanitise utensils and equipment; and e) A stainless steel cleaner's sink provided with hot and cold water; Note: The cleaner's sink shall be located outside areas where open food is handled. Detailed plans and specifications of the mechanical ventilation system servicing the food preparation areas of the premises shall be prepared by an appropriately qualified person. The plans shall certify compliance with AS/NZS 1668 - 'The Use Of Ventilation and Air-Conditioning In Buildings' and make provision to the following: a) The location of the mechanical ventilation system outlet including detailed specifications of the stack height and discharge velocity required to service the food preparation and dining area; b) Proposed methods to mitigate odour and noise impacts arising from the operation of the mechanical ventilation system; and c) The sound output level (Sound Pressure Level at 1 metre) of the mechanical ventilation system- (To be assessed in the acoustic assessment outlined above if required).	
Sewerage Management Section 68 of the Local Government Act 1993 requires approval to install, construct or alter a waste treatment device and operate a system of sewage management at the premises. The submitted EIS indicates that wastewater may drain to a pump-out pit connected to Sydney Water's sewer. "Operate a system of sewage management" means hold or process, or re-use or discharge, sewage or by-products of sewage (whether or not the sewage is generated on the premises	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted.

Comment	Response
on which the system of sewage management is operated). Therefore, separate approval may be required under Section 68 of the Local Government Act 1993 if the proposal includes infrastructure to hold or process, or re-use or discharge, sewage or by-products of sewage. In these circumstances, the Applicant is required to demonstrate that the system's design and capacity are adequate for its intended purpose taking into consideration maximum load requirements, unforeseen incidents and shutdown contingencies.	
Waste Management Suitable waste storage facilities are to be provided as part of the proposal. The garbage/waste storage areas shall be clearly identified on the site plans and be located within the proposed building. The designated garbage/waste storage areas shall comply with the following requirements: a) The rooms shall be fully enclosed and provided with a concrete floor, and with concrete or cement rendered walls coved to the floor; b) Provided with a hose cock for hosing the garbage bin bay and a sewered drainage point in or adjacent to the bin storage area. The drainage point should have a fine grade drain cover sufficient to prevent coarse pollutants from entering the sewer. If the hose cock is located inside the bin storage bay, it is not to protrude into the space indicated for the placement of bins; c) The room shall have a floor waste which is to consist of a removable basket within a fixed basket arrestor and is to comply with Sydney Water requirements; and d) The room must include a tight-fitting, self-closing door and mechanical ventilation.	Noted. Recommended conditions of consent will be considered by the Department at the determination stage. SINSW will comment further on these conditions once conditions have been drafted. Indicative location of waste storage, including hardstand details are shown on the site plan provided at **Appendix K**. Further details will be incorporated in the operational management plan that is to be prepared to support the operation of the school.
Transport for NSW	
1. A significant number of vehicles and pedestrians will access the site at the start and	Noted. SINSW are satisfied that a condition relating to these matters would be appropriate.

Comment	Response
end of the school day. School Zones must be installed along all roads with a direct access point (either pedestrian or vehicular) from the school. School Zones must not to be provided along roads adjacent to the school without a direct access point. Road Safety precautions and parking zones should be incorporated into the neighbouring local road network: • 40km/hr School Zones are to be installed in accordance with the following conditions. • Council should ensure that parking, drop-off and pick-up zones and bus zones incorporated are in accordance with TfNSW standards. Transport for NSW (TfNSW) is responsible for speed management along all public roads within the state of New South Wales. That is, TfNSW is the only authorised organisation that can approve speed zoning changes and authorise installation of speed zoning traffic control devices on the road network within New South Wales. Therefore, the Developer must obtain written authorisation from TfNSW to install the School Zone signs and associated pavement markings and/or remove/relocate any existing Speed Limit signs. To obtain authorisation, the Developer must submit the following for review and approval by TfNSW, at least eight (8) weeks prior to student occupation of the site: a. A copy of Council's development Conditions of Consent b. The proposed school commencement/opening date c. Two (2) sets of detailed design plans showing the following: i. School property boundaries ii. All adjacent road carriageways to the school property iii. All proposed school access points to the public road network and any	

Comment	Response
iv. conditions imposed/proposed on their use v. All existing and proposed pedestrian crossing facilities on the adjacent road network vi. All existing and proposed traffic control devices and pavement markings on the adjacent road network (including School Zone signs and pavement markings). vii. All existing and proposed street furniture and street trees. School Zone signs and pavement marking patches must be installed in accordance with TfNSW approval/authorisation, guidelines and specifications. All School Zone signs, and pavement markings must be installed prior to student occupation of the site. The Developer must maintain records of all dates in relation to installing, altering, removing traffic control devices related to speed. Following installation of all School Zone signs and pavement markings the Developer must arrange an inspection with TfNSW for formal handover of the assets to TfNSW. The installation date information must also be provided to TfNSW at the same time. Note: Until the assets are formally handed-over and accepted by TfNSW, TfNSW takes no responsibility for the School Zones/assets.	
2. The Construction Traffic Management Plan (CTMP) detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be updated and submitted to the Department for approval prior to the issue of a Construction Certificate. The CTMP must be in consultation with Council, and be endorsed by Council and TfNSW. The document can be submitted to TfNSW via the email: development.sco@transport.nsw.gov.au.	Noted. SINSW are satisfied that a condition relating to these matters would be appropriate.

Comment	Response
3. Prior to the issue of the first Occupation Certificate, the applicant should prepare an updated Green Travel Plan in consultation with and endorsed by TfNSW. The Green Travel Plan should be submitted to development.sco@transport.nsw.gov.au.	Noted. SINSW are satisfied that a condition relating to these matters would be appropriate.
Sydney Trains	
A1. The proposed development is to comply with the deemed-to-satisfy provisions in the Department of Planning's document titled "Development Near Rail Corridors and Busy Roads-Interim Guidelines.	Noted. SINSW are satisfied that a condition relating to these matters would be appropriate.
A2. Prior to the issue of an Occupation Certificate (whether an interim or final Occupation Certificate), a report must be prepared and submitted to the Certifying Authority and Council certifying that the completed development meets the requirements of State Environmental Planning Policy (Infrastructure) 2007 and with the Department of Planning and Infrastructure's Development Assessment Guideline titled "Development Near Rail Corridors and Busy Roads – Interim Guidelines" as set down in the subject condition of this consent. Such a report must include external and internal noise levels to ensure that the external noise levels during the test are representative of the typical maximum levels that may occur at this development, and that internal noise levels meet the required dB(A) levels. Where it is found that internal noise levels are greater than the required dB(A) level, necessary corrective measures must be carried out to ensure that internal noise levels are compliant with the requirements of this consent.	Noted. SINSW are satisfied that a condition relating to these matters would be appropriate.
A3. Prior to the issue of a Construction Certificate the Applicant is to engage an Electrolysis Expert to prepare a report on the Electrolysis Risk to the development from stray currents. The Applicant must incorporate in the	Noted. SINSW are satisfied that a condition relating to these matters would be appropriate

Comment	Response
development all the measures recommended in the report to control that risk. A copy of the report is to be provided to the Principal Certifying Authority with the application for a Construction Certificate. The Principal Certifying Authority must ensure that the recommendations of the electrolysis report are incorporated in the construction drawings and documentation prior to the issuing of the relevant Construction Certificate.	
A4. Prior to the issue of a Construction Certificate, the Applicant shall provide an accurate survey located the development with respect to the benefitting easement over Burnside Drive, the rail boundary and rail infrastructure. This work is to be undertaken by a registered surveyor, to the satisfaction of Sydney Trains representative.	Noted. SINSW are satisfied that a condition relating to these matters would be appropriate.
A5. No work is permitted within the rail corridor, or any easements which benefit Sydney Trains/TAHE (Transport Asset Holding Entity), at any time, unless the prior approval of, or an Agreement with, Sydney Trains/TAHE (Transport Asset Holding Entity) has been obtained by the Applicant. The Principal Certifying Authority is not to issue the Construction Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied.	Noted. SINSW are satisfied that a condition relating to these matters would be appropriate.
A6. The Applicant must ensure that all drainage from the development is adequately disposed of and managed and not allowed to be discharged into the railway corridor unless prior written approval has been obtained from Sydney Trains.	Noted. SINSW are satisfied that a condition relating to these matters would be appropriate.
A7. During all stages of the development the Applicant must take extreme care to prevent any form of pollution (including dust) from entering the railway corridor. Any form of pollution that arises as a consequence of the	Noted. SINSW are satisfied that a condition relating to these matters would be appropriate.

Comment	Response
development activities shall remain the full responsibility of the Applicant.	
A8. Excess soil is not allowed to enter, be spread or stockpiled within the rail corridor (and its easements) and must be adequately managed/disposed of.	Noted. SINSW are satisfied that a condition relating to these matters would be appropriate.
A9. The design, installation and use of lights, signs and reflective materials, whether permanent or temporary, which are (or from which reflected light might be) visible from the rail corridor must limit glare, reflectivity and illumination to the satisfaction of the light rail operator. The Principal Certifying Authority is not to issue the Construction Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied.	Noted. SINSW are satisfied that a condition relating to these matters would be appropriate. However, SINSW request that the condition be reworded to allow for the PCA to issue a Construction Certificate once they are satisfied this condition has been met, following consultation with Sydney Trains.
A10. Prior to the issue of a Construction Certificate the Applicant must submit to Sydney Trains to plan showing all craneage and other aerial operations for the development and must comply with the Sydney Trains requirements. If required by Sydney Trains, the Applicant must amend the plan showing all craneage and other aerial operations to comply with all Sydney Trains requirements. The Principal Certifying Authority is not to issue the Construction Certificate until written confirmation has been received from the Sydney Trains confirming that this condition has been satisfied.	Noted. SINSW are satisfied that a condition relating to these matters would be appropriate. However, SINSW request that the condition be reworded to allow for the PCA to issue a Construction Certificate once they are satisfied this condition has been met, following consultation with Sydney Trains.
A11. If required by Sydney Trains, prior to the issue of a Construction Certificate, a Risk Assessment/Management Plan and detailed Safe Work Method Statements (SWMS) for the proposed works are to be submitted to Sydney Trains for review and comment on the impacts on rail corridor. The Principal Certifying Authority is not to issue the Construction Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied.	Given there are no works within, or within close proximity to the rail corridor, this condition is considered onerous. Therefore, SINSW request that the condition be reworded to allow for the PCA to issue a Construction Certificate once they are satisfied this condition has been met, following consultation with Sydney Trains.

Comment	Response
A12. If required by Sydney Trains, prior to the issue of a Construction Certificate, the Applicant is to engage an EMF (Electromagnetic Fields) expert to prepare a final version EMF Impact report. If required by Sydney Trains, the EMF Impact report is to be submitted to Sydney Trains for review, comment and written endorsement. Any recommendations from the EMF report are to be implemented.	An EMF Assessment Report was submitted at Appendix EE of the EIS.
A13. The Applicant/Developer shall not at any stage block rail related use (including easements and corridor access gates) of Burnside Drive, to ensure continuous provision for easy and ongoing 24/7 access by rail vehicles, plant and equipment to support maintenance and emergency activities. i. The applicant shall consult with Sydney Trains to ensure suitable and consistent access is made available through any areas deemed necessary to which the easement applies. ii. The Applicant/Developer must give Sydney Trains written notice at least 5 business days before any necessary closure or partial closure relating to the area associated with any rail related easements to ensure accessibility to the easement can be managed and maintained where necessary.	Noted. SINSW are satisfied that a condition relating to these matters would be appropriate.
A14. The Applicant must ensure that at all times they have a representative (which has been notified to Sydney Trains in writing), who: • oversees the carrying out of the Applicant's obligations under the conditions of this consent and in accordance with correspondence issued by Sydney Trains; • acts as the authorised representative of the Applicant; and • is available (or has a delegate notified in writing to Sydney Trains that is available) on a 7 day a week basis to liaise with the	Noted. SINSW are satisfied that a condition relating to these matters would be appropriate.

Comment	Response
representative of Sydney Trains, as notified to the Applicant.	
A15. Without in any way limiting the operation of any other condition of this consent, the Applicant must, during demolition, excavation and construction works, consult in good faith with Sydney Trains in relation to the carrying out of the development works and must respond or provide documentation as soon as practicable to any queries raised by Sydney Trains in relation to the works.	Noted. SINSW will ensure ongoing consultation with Sydney Trains.
A16. Where a condition of consent requires consultation with Sydney Trains, the Applicant shall forward all requests and/or documentation to the relevant Sydney Trains External Interface Management team. In this instance the relevant interface team is West Interface and they can be contacted via email on West_Interface@transport.nsw.gov.au.	Noted. SINSW will ensure ongoing consultation with Sydney Trains.
A17. Copies of any certificates, drawings, approvals/certification or documents endorsed by, given to or issued by Sydney Trains or TAHE (Transport Asset Holding Entity) must be submitted to Council for its records prior to the issuing of the applicable Construction Certificate or Occupation Certificate.	Noted. SINSW will ensure ongoing consultation with Sydney Trains.
Sydney Water	
Sydney Water Servicing A Section 73 Compliance Certificate under the Sydney Water Act 1994 must be obtained from Sydney Water. The proponent is advised 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. Applications must be made through an authorised Water Servicing Coordinator. For	Noted. This will be undertaken accordingly.

Comment	Response
help either visit www.sydneywater.com.au > Pluming, building and developing > Developing > Land development or telephone 13 20 92.	
Building Plan Approval 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. The Tap in™ service provides 24/7 access to a range of services, including: • building plan approvals • connection and disconnection approvals • diagrams • trade waste approvals • pressure information • water meter installations • pressure boosting and pump approvals • changes to an existing service or asset, e.g. relocating or moving an asset. Sydney Water's Tap in™ online service is available at: https://www.sydneywater.com.au/SW/plumbing-building-developing/building/sydney-water-tap-in/index.htm Sydney Water recommends developers apply for Building Plan approval early as in some instances the initial assessment will identify that an Out of Scope Building Plan Approval will be required.	Noted. This will be undertaken accordingly.
Out of Scope Building Plan Approval Sydney Water will need to undertake a detailed review of building plans: 1. That affect or are likely to affect any of the following: • Wastewater pipes larger than 300mm in size • Pressure wastewater pipes	Noted. This will be undertaken accordingly.

Comment	Response
• Drinking water or recycled water pipes • Our property boundary • An easement in our favour • Stormwater infrastructure within 10m of the property boundary. 2. Where the building plan includes: • Construction of a retaining wall over, or within the zone of influence of our assets • Excavation of a basement or building over, or adjacent to, one of our assets • Dewatering – removing water from solid material or soil. The detailed review is to ensure that: • our assets will not be damaged during, or because of the construction of the development • we can access our assets for operation and maintenance • your building will be protected if we need to work on our assets in the future. The developer will be required to pay Sydney Water for the costs associated with the detailed review.	
Trade Wastewater Requirements If this development is going to generate trade wastewater, the property owner must submit an application requesting permission to discharge trade wastewater to Sydney Water's sewerage system. You must obtain Sydney Water approval for this permit before any business activities can commence. It is illegal to discharge Trade Wastewater into the Sydney Water sewerage system without permission. The permit application should be emailed to Sydney Water's Business Customer Services at businesscustomers@sydneywater.com.au A Boundary Trap is required for all developments that discharge trade wastewater	Noted. This will be undertaken accordingly.

Comment	Response
where arrestors and special units are installed for trade wastewater pre-treatment. If the property development is for Industrial operations, the wastewater may discharge into a sewerage area that is subject to wastewater reuse. Find out from Business Customer Services if this is applicable to your development.	
Backflow Prevention Requirements Backflow is when there is unintentional flow of water in the wrong direction from a potentially polluted source into the drinking water supply. All properties connected to Sydney Water's supply must install a testable Backflow Prevention Containment Device appropriate to the property's hazard rating. Property with a high or medium hazard rating must have the backflow prevention containment device tested annually. Properties identified as having a low hazard rating must install a non-testable device, as a minimum. Separate hydrant and sprinkler fire services on non-residential properties, require the installation of a testable double check detector assembly. The device is to be located at the boundary of the property. Before you install a backflow prevention device: 1. Get your hydraulic consultant or plumber to check the available water pressure versus the property's required pressure and flow requirements. 2. Conduct a site assessment to confirm the hazard rating of the property and its services. Contact PIAS at NSW Fair Trading on 1300 889 099. For installation you will need to engage a licensed plumber with backflow accreditation who can be found on the Sydney Water website:	Noted. This will be undertaken accordingly.

Comment	Response
http://www.sydneywater.com.au/Plumbing/BackflowPrevention/	
Water Efficiency Recommendations Water is our most precious resource and every customer can play a role in its conservation. By working together with Sydney Water, business customers are able to reduce their water consumption. This will help your business save money, improve productivity and protect the environment. Some water efficiency measures that can be easily implemented in your business are: • Install water efficiency fixtures to help increase your water efficiency, refer to WELS (Water Efficiency Labelling and Standards (WELS) Scheme, http://www.waterrating.gov.au/ • Consider installing rainwater tanks to capture rainwater runoff, and reusing it, where cost effective. Refer to http://www.sydneywater.com.au/Water4Life/InYourBusiness/RWTCalculator.cfm • Install water-monitoring devices on your meter to identify water usage patterns and leaks. • Develop a water efficiency plan for your business. It is cheaper to install water efficiency appliances while you are developing than retrofitting them later.	An ESD report is provided at Appendix K of the EIS, which notes all relevant water efficiency methods which will be incorporated into the NLPS development.
Contingency Plan Recommendations Under Sydney Water's customer contract Sydney Water aims to provide Business Customers with a continuous supply of clean water at a minimum pressure of 15meters head at the main tap. This is equivalent to 146.8kpa or 21.29psi to meet reasonable business usage needs. Sometimes Sydney Water may need to interrupt, postpone or limit the supply of water	Noted.

Comment	Response
services to your property for maintenance or other reasons. These interruptions can be planned or unplanned. Water supply is critical to some businesses and Sydney Water will treat vulnerable customers, such as hospitals, as a high priority. Have you thought about a contingency plan for your business? Your Business Customer Representative will help you to develop a plan that is tailored to your business and minimises productivity losses in the event of a water service disruption. For further information please visit the Sydney Water website at: http://www.sydneywater.com.au/OurSystemsandOperations/TradeWaste/ or contact Business Customer Services on 1300 985 227 or businesscustomers@sydneywater.com.au.	
Environment, Energy and Science Group (EES)	
EEs does not support the planting of Chinese Tallow Tree on the site as they are classified is weeds: https://weeds.dpi.nsw.gov.au/Weeds/Details/38. EES recommends the New Liverpool Primary School Landscape Concept Design report (spackman mossop michaels, May 2021) be amended to substitute Chinese Tallow Tree for a native species.	The species will be swapped from the Sapium sabiferum to a Platanus x hybrida on the Landscape Architect's recommendation. The landscape plans have been amended to reflect the revised species
Endeavour Energy	
As shown in the Architectural Plans provision has been made for a padmount substation to the Lachlan Street road frontage. As there is no existing 11,000 volt / 11 kilovolt (kV) high voltage conductors on the southern side of Lachlan Street where the padmount substation is proposed to be located, a feeder required to supply the substation will need to be extended to the location.	Noted. This can be accommodated. See response from Steensen Varming at **Appendix E**. The padmount design and relevant easements are shown in the drawing provided at **Appendix J**, which demonstrates the padmount design complies with the relevant dimensions.

Comment	Response
Endeavour Energy's Mains Design Instruction MDI 004 'Easements and Property Tenure Rights', Figure A4.3 'Padmount easements and clearances', padmount substation require: • Easement with a minimum size of 2.75 x 5.5 metres (single transformer). • Restriction for fire rating which usually extends 3 metres horizontally from the base of the substation footing / plinth and 6 metres vertically from the same point. • Restriction for swimming pools which extends 5 metres from the easement.	An easement of 2.75 x 5.5 metres as noted for a single transformer has been provisioned in the architectural design. The easement has been located on the the property boundary in order to facilitate access from the street side. There are no swimming pools within 5m of the proposed easment location. Personnel access doors and fire exit doors to a building are not located within the fire restricted area as confirmed by the architects drawings. See response from Steensen Varming at **Appendix E**. The padmount design and relevant easements are shown in the drawing provided at **Appendix J**, which demonstrates the padmount design complies with the relevant dimensions.
The easement should not cross property boundaries but the restriction/s may affect any adjoining property provided they are able to be registered on the title to that property. In addition the following matters also need to be considered in regard to the fire restriction: • Personnel access doors and fire exit doors to a building are not permitted within the fire restriction area. • Gas mains/pipes shall not pass through the fire restriction area. • A 10 metre clearance distance shall be maintained between substation and fire hydrants, booster valves, and the like in accordance with AS2419.1 'Fire hydrant installations System designs, installation and commissioning' as updated from time to time. • Any landscaping that potentially could transfer / provide connectivity for flame or radiant heat from a fire in the substation to a dwelling or building should be avoided. • The storage of and / or use of flammable, combustible, corrosive or explosive material within the fire restriction should be avoided.	Noted. This can be accommodated. See response from Steensen Varming at **Appendix E**.
The applicant will need to complete the connection of load process for the provision of electricity supply to the proposed development.	Noted. This can be accommodated. See response from Steensen Varming at **Appendix E.**

Comment	Response
Endeavour Energy's Network Connections Branch are responsible for managing the conditions of supply with the proponent and their Accredited Service Provider (ASP) and can be contacted via Head Office enquiries on business days from 9am - 4:30pm on telephone: 133 718 or (02) 9853 6666.	
Generally, it is the Level 3 Accredited Service Provider's (ASP) responsibility (engaged by the developer) to make sure that the substation location and design complies with Endeavour Energy's standards the suitability of access, safety clearances, fire ratings, flooding etc. As a condition of the Development Application consent the Department should request the submission of documentary evidence from Endeavour Energy confirming that satisfactory arrangements have been made for the connection of electricity and the design requirements for the substation, prior to the release of the Construction Certificate / commencement of works.	A level 3 accredited service provider (ASP) has been engaged by Steensen Varming as a sub-consultant (Henderson Consulting) who will complete the application for supply and the level 3 design in accordance with the requirements and standards set out by Endeavour Energy. See response from Steensen Varming at **Appendix E**.
Endeavour Energy is urging applicants /customers to engage with an Electrical Consultant / ASP prior to finalising plans to in order to assess and incorporate any required electricity infrastructure. In so doing the consideration can also be given to its impact on the other aspects of the proposed development. This can assist in avoiding the making of amendments to the plan or possibly the need to later seek modification of an approved development application.	Noted. This can be accommodated.
Heritage NSW	
The archaeological resource, associated with the three phases of site occupation identified, has been assessed as of low to medium (moderate) potential. Heritage NSW considers the assessment of archaeological potential suitable.	Noted.

Comment	Response
The site is assessed as having potential for archaeology of local significance, which may contribute to understanding of the historical development of Liverpool. Heritage NSW concurs with the significance assessment.	Noted.
A combined archaeological program is proposed, involving monitoring of ground clearance and recording in areas of archaeological potential, and testing and salvage excavations targeting evidence of former occupation on site. Heritage NSW considers the archaeological program appropriate for managing the impact of the proposed development. It is noted that underfloor deposits, wells and cesspits would be recorded within grids and excavated in spits. It is suggested that the optimal approach to excavating and recording any historical archaeology is stratigraphically and per context. This method minimises the disruption of stratigraphic relationships, thereby simplifying analysis by avoiding the need to (potentially) equate the same archaeological contexts at the interpretation stage. It is also recommended that all archaeological features encountered on site are subject to survey levels, reduced to Australian Height Datum (AHD).	Noted.
The two research questions provided to underpin the archaeological program focus on the presence/absence of evidence. The other research questions, to be addressed by historical research, may not (all) be adequately supported by the archaeology of the site. No comparative research questions are included, for example other sites in Sydney that evidence the development of early nineteenth town allotments etc.	Noted.
Heritage NSW observes that an Excavation Director does not appear to have been nominated to manage the archaeological program. It is noted that, as an SSD project, the approval of an Excavation Director will be the	Noted.

Comment	Response
responsibility of the Department, not the Heritage Council of NSW.	
Heritage NSW – Aboriginal Heritage Regulation Branch	
Heritage NSW strongly support the recommendation for text excavations to be undertaken prior to SSD approval because the results will assist with development appropriate avoidance, mitigation and management recommendations for Aboriginal cultural heritage in addition to permitting a comprehensive identification and description of the cultural heritage values within the project area. We look forward to reviewing the project again with the results of the test excavations.	Due to Covid-19 restrictions and lockdowns across Greater Sydney, the archaeological testing was delayed. However, the investigations for Aboriginal heritage has now been completed and the findings report is currently being prepared and will be completed shortly. It is also noted that the site has been registered on the Aboriginal Heritage Impact Management System (AHIMS).
We also note that the newly recorded sites within the project area are not yet registered on the Aboriginal Heritage Information Management System (AHIMS) and remind the proponent of their legal requirement to register all Aboriginal sites with AHIMS under section 90Q of the *National Parks and Wildlife Act 1974*.	
South Western Sydney Local Health District	
Key points outlined in the ptc. report that require agreement prior to confirming SWSLHD in-principle support include: • Staggered pick-up drop-off times; • Concerns in relation to the proposed staff car park to be addressed through operational management and/or an increased size of the car park; • Measures to prevent drivers undertaking U-turns along Burnside Drive; • Confirmation and clarification of the use of the Hospital Northern Link Road, including improvements to the intersection with Forbes Street; • Clarification of staged opening of the primary school and confirmation of satisfactory	Noted. Discussions between SINSW team and SWSLHD team are ongoing.

Comment	Response
operations prior to the opening of the Hospital Northern Link Road; • The development of appropriate management plans in consultation with SWSLHD.	
In relation to the REF on Burnside Dr, SWSLHD request a program setting out design, approvals and construction, including landowners consent prior to proceeding with any works.	This is separate to the NLPS SSDA process. However, DPIE is assured that engagement with SWSLHD is progressing and these queries are being addressed.
We support the ambitious active travel targets for the NLPS. Only 25% of the population in Liverpool LGA achieve adequate levels of physical activity and subsequently there are very high rates of overweight and obesity in children and adults. Walking is the easiest and most equitable form of physical activity that can be built into the everyday lives of residents, (including children) in Liverpool. For the proposed levels of active travel to be achieved however, a lot more will need to be done to support walking and micro-mobility in the catchment area for the new school, which is primarily residential high-rise to the west boarded by the Hume Highway. We recommend using the NSW Walking Space Guide to ensure adequate allocation of space for walking in the NLPS catchment area.	Noted. The Student Transport Plan analyses the projected volumes of pedestrian travel and undertakes a Fruin Level of Service assessment to determine where capacity constraints are expected and provides recommendations for footpath widening where appropriate. Existing crossing facilities near the site have also been reviewed and upgrades recommended where appropriate. The NSW Walking Space Guide seeks to elevate the level of comfort for pedestrians through provision of footpaths wider than other national guidance (such as Austroads). SINSW will liaise with Liverpool Council with respect to application of the NSW Walking Space Guide and interface with existing infrastructure and constraints.
The NSW Cycleway Design Toolbox provides excellent guidance on space for cycling and cycleway design which is relevant for all streets in the NLPS catchment area.	The Toolbox will be considered for upgrades to the wider street network cycling infrastructure by SINSW in conjunction with Council.
We support the proposed initiatives to encourage the shift away from private vehicles towards walking, cycling and public transport. We recommend that the planning and design of the transport strategy for the precinct strongly aligns with the Healthy Streets Approach, which has been used by Liverpool City Council's planning and design team. The Liverpool CBD Masterplan has identified the Healthy Streets Approach as an excellent opportunity to use the	Noted. This is supported by SINSW.

Comment	Response
indicators and design metrics to achieve greater walkability and cycleways.	
The Healthy Streets Approach offers a broad range of strategies including lower traffic speeds, allocate space for walking and cycling, reduce conflict between cycles and turning vehicles, separate cycles from vehicles, and reduce turning speeds at side roads.	Noted. This is supported by SINSW.
The location of the roundabout directly outside the NLPS is far from ideal, even with the proposed pedestrian crossings. Roundabouts are not a safe or convenient option for people walking and cycling, and particularly for children, as they are unable to judge vehicle movements and exits at roundabouts. As outlined in Cycling Aspects of Austroads Guides, studies have also shown that roundabouts increase the risk of crashes for cyclists.	The Lachlan Street/ Hart Street/ Burnside Drive roundabout is an existing facility. The proposed pedestrian crossing/ school crossing to the west of the existing Lachlan Street/ Hart Street/ Burnside Drive roundabout provides an adequate north-south pedestrian link. There is no need for children to cross at the roundabout, as other pedestrian crossing points are provided. The roundabout located at Burnside Drive between the proposed school and Liverpool Hospital is proposed under a separate planning pathway. This location has been developed with both the Transport Working Group and the South West Sydney Local Health District, and the proposed outcome is considered suitable in addressing both traffic and pedestrian concerns. This roundabout is a separate planning pathway to this SSD application, and the relevant impacts will be considered under this pathway.
If Hart Street is blocked off at the intersection with Lachlan Street and through traffic is redirected down Drummond Street or Forbes Street, this will remove the need for a roundabout right outside the school. It will also create a safe drop off environment in Hart Street for children to them walk a short distance safely to school. Closure of Hart Street would have ramifications on traffic flows in other areas, but should be balanced against the needs of all people who need to walk and cycle safely in this area.	This is not a viable proposal. Hart Street is the primary access route for Hospital staff/ visitors following completion of the Hospital multi-storey car park. Blocking this road will result in intensification of traffic along Forbes Street and Drummond Street which are narrow residential streets unsuitable in supporting the increased traffic. This in turn will also result in intensification of Lachlan Street beyond current projections. Combined with increased drop-offs along Hart Street, there will be unacceptable increases in pedestrian/ vehicle interaction to get students between Hart Street and the school.
The allocation of a pedestrian refuge outside the school will be inadequate, as this will be a high traffic route to the hospital's new multistorey car park. We recommend a priority wombat crossing directly outside the school on Lachlan straight to support pedestrians moving between Warwick Farm Station, the school precinct and the Hospital further south	No pedestrian refuge was proposed outside the school on Lachlan Street. A school crossing is proposed and a combined school/ wombat crossing can be considered in consultation with Transport for NSW.
Streets in the school catchment area north of Campbell Street are not designed for safe	This has been considered in the Student Transport Plan (Appendix G of the EIS) which analyses projected pedestrian volumes and routes and proposes appropriate pedestrian/ cycling infrastructure upgrades.

Comment	Response
walking and cycling. Many of the intersections are roundabouts, others are stop or give-ways and some have refuge islands. Vehicles parked on both sides of these streets make it extremely difficult for children, to see oncoming traffic and cross safely. There are no midblock crossings or pedestrian crossings on the northern sections of Bigge Street, George Street or Macquarie Street. These are all high traffic streets which are outside the 30km/hr trial zone and vehicle speed are greater. This cumulative impact makes it extremely difficult for children to cross and walk/cycle to school independently. There needs to be much greater consideration for people (especially children) walking or cycling in an east-west direction to get to and from the new school.	
SWSLHD would like to see Lachlan Street made into a priority walking and cycling route for east-west movements in the northern end of the CBD. Children should be able to walk the full length of the street with an adequate space for walking and cycling and pedestrian crossing priority at all intersections. The proposed reversal of the priority at the Lachlan and Forbes Street intersection will also support east-west walking movements.	Noted.
For all vehicle entry points to the school and along Lachlan Street, we recommend that priority is given to people walking via continuous footpaths to ensure those in wheelchairs, prams and with disabilities have seamless access to footpaths.	Noted. No vehicle entry points relating to the NLPS are provided on Lachlan Street.
The proposal for a bus route down and Lachlan Street with turning at the roundabout is unlikely to be beneficial for people walking and cycling. Widening the roundabout intersection for buses to make U-turns will make it even more difficult for people to cross at intersections and mid-block. The closest bus stop on Golden Street is less than 400m from the school. The Warwick Farm train station is also just over 400m walk	The proposed bus route will be subject to projected utilisation and is of ongoing discussion with Transport for NSW and bus operators. Swept path assessment demonstrates no need for amendments to the existing roundabout to accommodate bus U-turn movements.

Comment	Response
from the school. There needs to be greater focus on improving the walking experience (wider footpaths, shade, priority continuous crossings) to these transport stops.	
SWSLHD has a dedicated program of work focusing on Healthy Places to ensure that health and wellbeing outcomes are built into all levels of urban planning and design. SWSLHD and Liverpool City Council employ a Healthy Places Urban Designer to provide urban design experience and advice to shape places, neighbourhoods and streets that drive health and wellbeing outcomes across the Liverpool LGA. We encourage School Infrastructure NSW to connect directly with the SWSLHD Healthy Places team future school planning and EIS consultations earlier in the consultation process.	Noted.
State Design Review Panel	
Despite the Early Contractor Involvement procurement method, the structural system is unconfirmed, and the design ramifications of this selection are currently unknown.	The design team are investigating structural solutions. The decision has been made to move from a volumetric delivery methodology to a “Kit of Parts" methodology. The building will likely consist of a concrete in-situ structure, with lightweight framing and the facade being installed at a later date. Note: the facade treatment has not changed when adopting the KoP methodology. Structural system will be further developed during detailed design phase.
The architectural expression and material selections presented are uncertain. Close collaboration between the design team and the contractor is necessary to make this procurement method successful and retain design integrity. The architecture and structural system should be confirmed within the Response to Submissions.	There has been close collaboration between the Architect and Very Early Contractor Involvement (VECI) Consultant to ensure the budget reflects the documentation and the design integrity can be retained. A copy of proposed material schedule is provided in support of RtS.
The neighbouring Liverpool Boys and Girls High School upgrade announcement is an excellent opportunity to look across the two sites and implement the proposed masterplan. Connecting with Country, community consultation, and sustainability approaches can be considered for both the High School and Primary School. Complementary community	SINSW will ensure the Connecting with Country and sustainability approach developed in the Southern Schools Cluster is implemented and coordinated with the neighbouring Liverpool Boys and Girls High School upgrade.

Comment	Response
uses are encouraged across the schools and should be coordinated.	
The following elements of the design strategy are supported: • Roof articulation and generous eaves to provide shade • Use of woven wire for the balustrade of the staircase • Colour to the flat bar balustrade • Development to the central courtyard with the sports court and covered outdoor learning area • Street furniture provided outside the Lachlan Street primary school entry	The School Security Unit within SINSW has reviewed the street furniture proposal outside the Lachlan Street entry and advised the street furniture should be removed. The street furniture is seen as a high security risk being located outside the school. It is noted user group preference is for the project funding to be concentrated inside the school. Please refer to public domain plan at **Appendix F**, which confirms the projects commitments to the public domain.
The team is commended for organising engagement with local Aboriginal community members and Elders. This engagement should occur throughout the project lifecycle. Use the engagement to inform the spatial architecture, landscape design and materiality decisions. For example, the engagement can inform the placement of the bush tucker garden rather than it be tucked behind the toilets and service space.	SINSW commits to ongoing engagement with the local Aboriginal community members and that the elders are continually engaged to inform relevant landscape design, materiality and planning decisions, align with EFSG.
Consider site-wide, within the Department of Education campus, holistic connecting with Country strategies. A site-wide narrative and stories could inform the applied artworks located at the main and after-hour entries. Continue to reference stories and local materials throughout the architecture and landscape.	Ongoing engagement with the local aboriginal community members and elders will assist in informing a site-wide narrative and Connecting with Country strategies.
Discuss the purpose of the yarning circle with the local Aboriginal community and how it fits into the school's pedagogy. Yarning circles can have multiple purposes. For example, they can be a community gathering place, a place of justice or teaching.	Noted. The local Aboriginal community will be further engaged in the next design and delivery stages to further develop the yarning circle purpose.

Comment	Response
Continue to develop the central courtyard design, especially the informal outdoor learning space and social settings. The outdoor learning space is a quarter of the central courtyard and is underdeveloped.	The whole central courtyard space has the potential to be utilised as outdoor learning spaces. In the latest landscape report the outdoor learning space includes synthetic turf and moveable furniture.
Target a 40% canopy cover over the entire site. Increase the number of trees on the site, particularly due to the hot and dry context. Additionally, note the following: • Ensure large trees are costed for the project. Providing large trees for shade is particularly important within the courtyard space. • To meet the canopy target, wrap the whole oval with appropriately selected trees to create shade for spectators. • Trees should be located along the Western boundary between the building and the site boundary, as previously indicated. • Consider re-using trees removed for other purposes, such as a nature play area.	Noted. The error is acknowledged. Please refer to the coordinated proposed site plan at **Appendix B**. SINSW advise that there are no trees proposed on the western boundary due to the potential security and safety risks. Refer to landscape drawings at **Appendix C** for detailed tree schedule, including pot sizes.
Reconsider if the bike parking could be re-located closer to the entries and away from the waste area. Bikes and scooters will be a popular mode of transport for this area. Clarify the location and amenity of end of trip facilities.	Refer to the Transport and Accessibility Impact Assessment. Our Traffic Consultants anticipates a high percentage of pedestrian traffic entering the school, therefore pedestrian access to the school is prioritised. Bicycle parking is proposed for staff, students and visitors in the form of sixty bicycle racks located south of the support unit building, as per EFSG. The main school entry for the students is on Burnside Drive. The bicycle parking is in close proximity of the main entry being just south of the main entry. There is a recommendation by the traffic consultants, refer to the latest traffic report to separate the bicycle parking from major pedestrian routes to avoid potential conflicts and safety risks. Therefore, the bicycle parking is as close to the main school student entry before there becomes a conflict and safety risk. There is no briefed area for end of trip facilities. There is 1 x Accessible WC located within staff area as a nominated facility for staff to use as end of trip facilities.
Consider using the same balustrade detail as proposed within the school for the external fence for consistency.	SINSW implement a standard external fence design and detail across all schools which is being applied on this site to ensure the external fence meets security and safety requirements
Retain the important street furniture provided outside the Lachlan Street main school entry into the project's next phases.	The School Security Unit within SINSW has reviewed the street furniture proposal outside the Lachlan Street entry and advised the street furniture should be removed. The street furniture is seen as a high security risk being located outside the school. It is noted user group preference is for the project funding to be concentrated inside the school. Please refer to public domain plan, at **Appendix B** which confirms the projects commitments to the public domain.
Align and coordinate the landscape and architectural documentation.	Noted.

Comment	Response
Conceal or re-locate the booster and substation near the main entrance to improve the amenity of this public zone.	The Services Consultant has engaged with relevant authorities (Endeavour Energy and Fire and Rescue NSW) and advised they have limited opportunities/ solutions for relocating the booster and substation. The authorities advise the location of the booster and substation is to be retained. The front of the substation must not be obstructed to ensure maintenance access. There is a fence behind the substation to provide a buffer from the substation. ADCO advise that landscaping can be provided along the eastern side of the substation, align with requirements of the authority, and their landscaping requirements.
Retain the woven wire stair balustrade and colour on the flat bar balustrading as proposed.	Noted. Subject to ongoing design development.
Adapt the DFMA module and consider using larger doors so classrooms can open out to the sizable covered outdoor learning areas.	Noted. To successfully enable a DfMA approach, a standardised grid design is required to provide a consistent size and theme for the design to fit into. This grid works as “train tracks” for all elements of the design to work with, meaning the dimensions of homebases, amenities, etc will all “slot into” the grid dimensions. It is therefore essential that this exact grid projects up to each level through the building to ensure the structural system of the DfMA method is consistent. Only 8 classrooms have connections to outdoors on the ground floor. The grid is consistent and reflected up through the building, including elements such as doors. The size of the doors comply with BCA requirements and meet the mechanical ventilation requirements.
Water storage is critical to maintain the landscaping and sports field. The proposed 5000L tank is severely undersized given the context and climate of Western Sydney. OSD and WSUD best practice strategies should be researched and incorporated into the project.	The above ground 5,000L provided for irrigation use only, size is in line with Council DCP requirement and has been proposed by the ESD consultant. The Project Team are amenable to exploring larger tank sizing in consultation with DPIE. As set out in the Hydraulic Services Report submitted with the EIS. The Project team have investigated opportunities for on site re-use of stormwater as captured by OSD tank. We have received advice from Liverpool Council and Crown Certifier confirming they do not support OSR due to human health risks in children underage of 10.
Demonstrate strategies that align with NSW’s Net Zero emissions goal by 2050. Refer to ‘NSW, DPIE, Net Zero Plan, Stage 1: 2020-2030’ for further information.	Noted. ESD benchmark targets and strategies will adhere to current EFSG environmental design requirements. Refer to the sustainable development plan and ESD Schedule in the latest ESD report outlining the ESD objectives for the development. Specifically, the following strategies are proposed: • Energy use reduction target above NCC 2019 – The Proposed building design is of a better performance than the Reference Building (Reference Building: Minimum NCC compliance). – The proposed building with the proposed systems is expected to achieve a 13.1% Greenhouse Gas Emissions saving above NCC 2019 – The proposed building fabric is 0.7% better than minimum NCC compliance – The energy saving has been achieved without accounting for renewables, so the electricity generated through the proposed PV system will allow for further reductions in energy consumption. – The major contributors to the calculated energy saving are the more efficient VRFs and more efficient Fan Coil Units – Façade performance values will be confirmed during DD stage. • Electrification / gas use reduction activities (ie. substitution of gas heating with elect). – Gas will not be used for heating purposes. – Electric heaters will be included

Comment	Response
	– Hot water is generated using instantaneous electric heaters installed at point of use to save pipework and energy. • Passive design elements to reduce reliance on mechanical HVAC – Shading devices will be installed were feasible to reduce unwanted heat gains while still allowing good levels of daylight. Access walkways will serve as shading devices as well. Critical staff areas expected to be occupied from 9 to 5 exposed to the West to have additional shading. Final shading strategy is currently under review. – Recommendation to increase glazing performance (SHGC) in critical orientations to reduce heat gains. – Blinds will be included in all classrooms to prevent glare & contribute towards reducing heat gains – All classrooms will be designed to maximise the use of natural ventilation. CO2 and temperature sensors will be provided in each classroom to indicate (via the light indicator panel) when internal and/or external conditions are favourable for the use of natural ventilation. • Energy efficient building services – Lighting system will have occupancy sensors to support energy conservation – Lighting will be LED which will contribute towards energy reduction. – Lights near windows will be controlled separately to allow for independent control depending on daylight availability. – Lighting will operate via an intelligent lighting control system to allow for a reduction in lighting intensity and local dimming in key areas resulting in additional energy savings – User interaction (wall-mounted pushbutton) will enable the air-conditioning when outdoor conditions are not suitable for natural ventilation. – A/C to operate for a maximum of 2 hours (adjustable) after being enabled by the pushbutton to avoid operating during unoccupied periods. • Onsite renewable electricity generation – 70kW array is the minimum size allowable under the EFSGs for a Core 35 School (approx. 500m2) to be included. – This could be increased to 99kW if desirable by SINSW. – PV sizing will be defined during DD stage • Low embodied carbon materials – The following is being targeted regarding low embodied carbon material selection: – Concrete: Portland Cement content is reduced by 30%/40% in all concrete mixes used in the project The mix water for all concrete used in the project contains at least 50% (0.5 point) captured or reclaimed water At least 40% of coarse aggregate in the concrete is crushed slag aggregate or another alternative material. – Structural and Reinforcing Steel: 95% of the building steel (by mass) is sourced from a Responsible Steel Maker; and (For steel framed buildings) at least 60% of the fabricated structural steelwork is supplied by a steel fabricator accredited to the Environmental Sustainability charter of the Australian Steel Institute. For concrete framed buildings at least 60% (by mass) of all reinforcing bar and mesh is produced using energy-reducing processes in its manufacture