

RESPONSE TO SUBMISSIONS AND PREFERRED PROJECT REPORT - ST ANTHONY OF PADUA CATHOLIC SCHOOL (SSDA_8865)

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EXECUTIVE SUMMARY

SSDA_8865 for the proposed St Anthony of Padua Catholic School (the Proposal) at 125-165 Tenth Avenue and 140-170 Eleventh Avenue, Austral) has been on exhibition and the Department of Planning has received submissions from agencies and community. This "Response to Submissions Report" ("RtS") sets out the detailed response to issues raised by the community, government agencies and Liverpool Council.

AMENDED PROPOSAL

In response to the submissions Sydney Catholic Schools (SCS) have amended the application. The key changes include:

- amendment to the site area to exclude Lot 839, DP2475 from the application;
- amended arrangements for intersection upgrades, with provision for future upgrades now provided for on Fourth Avenue.
- clarification of the scopes of work to be constructed in Stages 1-6 including the proposed traffic management measures to be constructed in Stage 3;
- amendment to the layout of the school buildings including re -orientation of the Year 1-4 and Year 5-6 building.

The proposal seeks concept approval for the general site layout, access points, buildings and open space. The future church and trade centre buildings will be subject to subsequent detailed development application (or other approval pathways) and will be generally consistent with the Staged SSD consent.

In addition to seeking consent for the concept proposal SSD DA 8865 seeks detailed development approval for construction and occupation of Stages 1-6 of the of the proposed education establishment. Stage 1 involves no increase to the previously approved student population and enables a building to be developed within the infrastructure framework approved under the existing DA. The staged approach allows the School to be delivered in stages as the student population grows over time.

The concept approval will also set the school boundary which enables some future works to be approved under the exempt and complying provisions in State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017 (Education SEPP) subject to satisfying certain development standards.

1. INTRODUCTION

This “Response to Submissions” Report (**RtS Report**) addresses the issues raised in community and stakeholder feedback received during the exhibition of the environmental impact statement (**EIS**) for the proposed St Anthony of Padua Catholic School (the Proposal) at 125-165 Tenth Avenue and 140-170 Eleventh Avenue, Austral (**SSD DA_8865**). This report has been prepared by Urbis Pty Ltd on behalf of Sydney Catholic Schools (**SCS**) (**the applicant**).

SSD DA8865 and the EIS were EIS on public exhibition between 22 November 2018 and 19 December 2018. During this period, eight submissions were received from local and State government agencies including:

- Liverpool City Council,
- Environmental Protection Authority,
- Office of Environment & Heritage,
- NSW Rural Fire Service,
- NSW Roads & Maritime Services,
- Transport for NSW,
- NSW Planning and Environment, and
- NSW Office of Environment and Heritage

One public submission was also received.

The key matters raised in the agency and public submissions include:

- Traffic and transport;
- Noise; and
- Out of hours and childcare use.

In response to the submission from NSW Roads and Maritime Services (**RMS**) and subsequent engagement) SCS has amended the application. The amended application is summarised in Section 2 of this RtS Report.:

This RtS Report is accompanied by additional specialist assessments to address the issues raised in the submissions. The technical consultants have assessed the amended proposal and recommended mitigation measures to ensure the proposal as amended will not have any unreasonable or significant traffic, social and environmental impacts on surrounding properties or the public domain.

1.1. SUPPORTING INFORMATION

The RtS Report should be read in conjunction with the documentation contained in the original EIS – and annexed as outlined in **Table 1** below.

Table 1 – Supporting documentation

Document Name	Prepared by	Appendix	Date/version
Architectural Plans	Munns Sly Moore Architects	Appendix A	November 2019
Architectural Design Report	Munns Sly Moore Architects	Appendix T	November 2018
Landscape Plans	Umbaco Landscape Architects	Appendix C	Issue H, Sept 2019

Document Name	Prepared by	Appendix	Date/version
Civil Drawings	Warren Smith & Partners	Appendix D	November 2019
Flooding Assessment	GRC Hydro	Appendix E	July 2019
Transport Assessment	Colston Budd Rogers & Kafes	Appendix F	25 Sept 2019
Access Report	Function	Appendix G	July 2018
Acoustic Report	JHA Consulting Engineers	Appendix H	8 October 2019
Geotechnical Report	Alliance Geotechnical	Appendix I	13 Feb 2019
BCA Report*	Munns Sly Moore Architects	Appendix J	June 2018
Operational Waste Management Report*	Munns Sly Moore Architects	Appendix K	4 June 2019.
CPTED Report*	Urbis	Appendix L	30 July 2018
Social Impact Assessment*	Urbis	Appendix M	30 July 2018
Table of compliance against <i>State Environmental Planning Policy (Education and Childcare Facilities) 2017</i>	Urbis	Appendix N	November 2019
Record of Liverpool Council Meeting	Urbis	Appendix O	September 2019
Draft Green Travel Plan	CTPG	Appendix P	October 2019
Draft Traffic Management Plan	CTPG	Appendix Q	October 2019
Confirmation of Roofing Material	MSM	Appendix R	2 Sept 2019
Bushfire Compliance Statement	Ecological	Appendix S	29 August 2019
Landscape Response	Umbaco	Appendix T	9 September 2019
Owners' Consent Letter	Sydney Catholic Schools	Appendix U	8 October 2019
Advice on roundabout works	Wilde and Woollard	Appendix V	18 September 2019

2. PREFERRED PROJECT

2.1. OVERVIEW

In response to the submissions and subsequent engagement with local and State agencies Department the proposal under SSD DA 8865 is amended under with clause 55 of the *Environmental Planning and Assessment Regulation 2000* as follows:

- amendment to the site description to exclude Lot 839, in DP2475 from SSD DA8865;
- revised traffic management arrangements at intersections surrounding the site in response to issues raised by RMS and Liverpool City Council (the Council), in response to the exhibition of the proposal; and
- refinement of the staging of the proposal to clearly identify the delivery of road infrastructure and intersection upgrades as required by increases in the student population;
- minor design amendments to the layout of the school buildings including re -orientation of the Year 1-4 and Year 5-6 buildings.

The refined staging for the proposal is further detailed in **Section 2.2**.

2.1.1. Site

The site to which SSD DA 8865 applies is amended by the exclusion of Lot 839 in DP2475. This has been prompted as contamination and asbestos investigations under State environmental planning policy No. 55 Contaminated Land have not been completed for this lot. As no physical works are proposed on Lot 839, it has been removed from the development application site and this does not result in any implications for the design or functioning of the school.

The amended site is comprised of eight lots, legally described as Lot 810 DP2475; Lot 811 DP2475; Lot 812 DP2475; Lot 840 DP2475; Lot 841 DP2475; Lot 842 DP2475; Lot 1 DP1232692; and Lot 2 DP1232692.

The amended application area is presented in **Figure 1** below.

Figure 1 – Site Plan



Source: Urbis

2.2. CONCEPT PROPOSAL AND AMENDED STAGING

SSD DA 8865 seeks development consent for the concept proposal for general site layout, access points, building envelopes and open space. The concept proposal also sets the school boundary which enables some future works to be approved under the exempt and complying provisions in *State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017* (Education SEPP) subject to satisfying relevant development standards.

In addition to seeking consent for the concept proposal SSD DA 8865 seeks detailed development approval for construction and occupation of Stages 1-6 of the School. The staging of the school proposal has been amended to clearly describe the proposed works per stage in relation to the increases in the student population. The trade centre and church are shown in the concept layout – and consent is sought for the general position and land use within the site. These elements will be the subject of future detailed DAs.

The architectural plans at **Appendix A** detail the staging of the school proposal. The civil plans at **Appendix D** detail the traffic management measures to be implemented for each stage.

The future stages will be generally consistent with the proposed staging described in **Table 2** below.

Table 2 – St Anthony's of Padua - Proposed Staging

Project stage	Proposed works	Student population	Timing
Stage 1	<ul style="list-style-type: none"> Classroom building Existing traffic management arrangements retained (give way and stop signs) 	<p>294</p> <p>NB there are 248 existing students. The existing school DA approval is for up to 300 students therefore Stage 1</p>	2020

Project stage	Proposed works	Student population	Timing
	<ul style="list-style-type: none"> car parking for this stage will be provided in existing car park accessed from Eleventh Avenue. <p>Note: A bond or bank guarantee will be submitted to Council as security in respect of future intersection upgrades and traffic management that may be generated by Stage 2 – 6 of the school proposal*</p> <p>(Refer drawing DA052)</p>	does not seek to increase the student population beyond the current approval.	
Stage 2	<ul style="list-style-type: none"> increase in enrolments oval playground temporary carpark for staff parking. installation of school crossing on Eleventh Avenue. existing traffic management arrangements retained (give way and stop signs). <p>(Refer drawing DA053)</p>	659	2021-2022
Stage 3*	<ul style="list-style-type: none"> Required surrounding road infrastructure delivered, including: <ul style="list-style-type: none"> road widening works to Tenth Avenue, Eleventh Avenue and Fourth Avenue, including bus bays. replace existing line marking / stop go signage at Fourth/Tenth and Fourth/Eleventh Avenue intersections with new roundabouts. Marked pedestrian crossings to be provided on Tenth Avenue and Eleventh Avenue (to replace school crossing on Eleventh Avenue) staged construction of main school building carparking plaza <p>(refer drawing DA054)</p>	1088	2023-2024
Stage 4	<ul style="list-style-type: none"> Main school building progressed 	1485	2025-2026

Project stage	Proposed works	Student population	Timing
	<ul style="list-style-type: none"> • Market garden • Outdoor learning areas • Carparking and internal access road (refer drawing DA055)		
Stage 5	<ul style="list-style-type: none"> • Completion of main school building • Childcare centre • Carparking • Play courts 	1635	2027
Stage 6	<ul style="list-style-type: none"> • Hall and indoor recreation centre 	1740	2028

2.3. TRAFFIC MANAGEMENT MEASURES

The RMS submission and subsequent consultation between the project traffic consultant and RMS confirmed that RMS did not support the proposed traffic management measures initially proposed under SSD DA8865.

The following works have therefore been removed from the scope of SSD DA 8865:

- The traffic signals at the Edmondson Avenue/Eleventh Avenue intersection;
- The traffic signals at the Fourth Avenue/ Tenth Avenue intersection;
- The traffic signals at the Fourth Avenue / Eleventh Avenue intersection; and
- the pedestrian crossing on Tenth and Eleventh Avenue.

The extent and timing of intersection upgrades required to these intersections was discussed with Council (face to face) and RMS (present via telephone) on 22 August 2019. A record of the meeting has been provided at **Appendix O**.

During the meeting Council officers confirmed that Council would be responsible for the appropriate intersection treatments at the intersections of Edmondson Avenue with Tenth and Eleventh Avenues. These works will be carried out in association with the plans currently being prepared for the upgrade to Edmondson Avenue, to accommodate future development in the Austral and Leppington North Precincts. SSD DA 8865 is amended so as to not include any works to these intersections.

Prior to occupation of Stage 1 the applicant proposes to provide a bond or bank guarantee to Council as security for the construction of roundabouts to Fourth Avenue/ Tenth Avenue intersection, and Fourth Avenue / Eleventh Avenue. This approach has been confirmed with Council via letter, and the details of this will be negotiated.

For Stages 1 and 2 of the development, the existing stop and give way signage will be retained. Modelling from Colston Budd Rogers and Kafes (refer **Appendix F**) confirms that these intersection will operate satisfactorily under these forms of control.

At Stage 3, the surrounding road infrastructure works will be delivered, including road widening works to Tenth Avenue, Eleventh Avenue and Fourth Avenue, pedestrian crossings and bus bays. Warren Smith Partners (WSP) have prepared civil plans that show the road widening works (**Appendix D**).

The future intersection upgrades to Fourth Avenue/ Tenth Avenue intersection, and Fourth Avenue / Eleventh Avenue intersection are planning consist of roundabouts or traffic signals – consistent with the adopted Contribution Plan. The preliminary civil plans show how the road widening works will be capable of

accommodating future roundabouts. WSP has confirmed that the preliminary roundabout design occupies a larger area than required for traffic lights, therefore if required the intersections could be upgraded to signalised intersections with no disruption to the road reserve. Properties potentially impacted by the road widening works are owned by SCS. A letter confirming ownership of these potentially affected properties has been provided and included at **Appendix U**.

The timing for the delivery of the roundabouts or traffic signals will depend on warrants being issued by RMS. The appropriate treatment will be determined in consultation with Council and RMS at the applicable time and the detailed design of these intersections will be prepared.

2.4. DESIGN AMENDMENTS

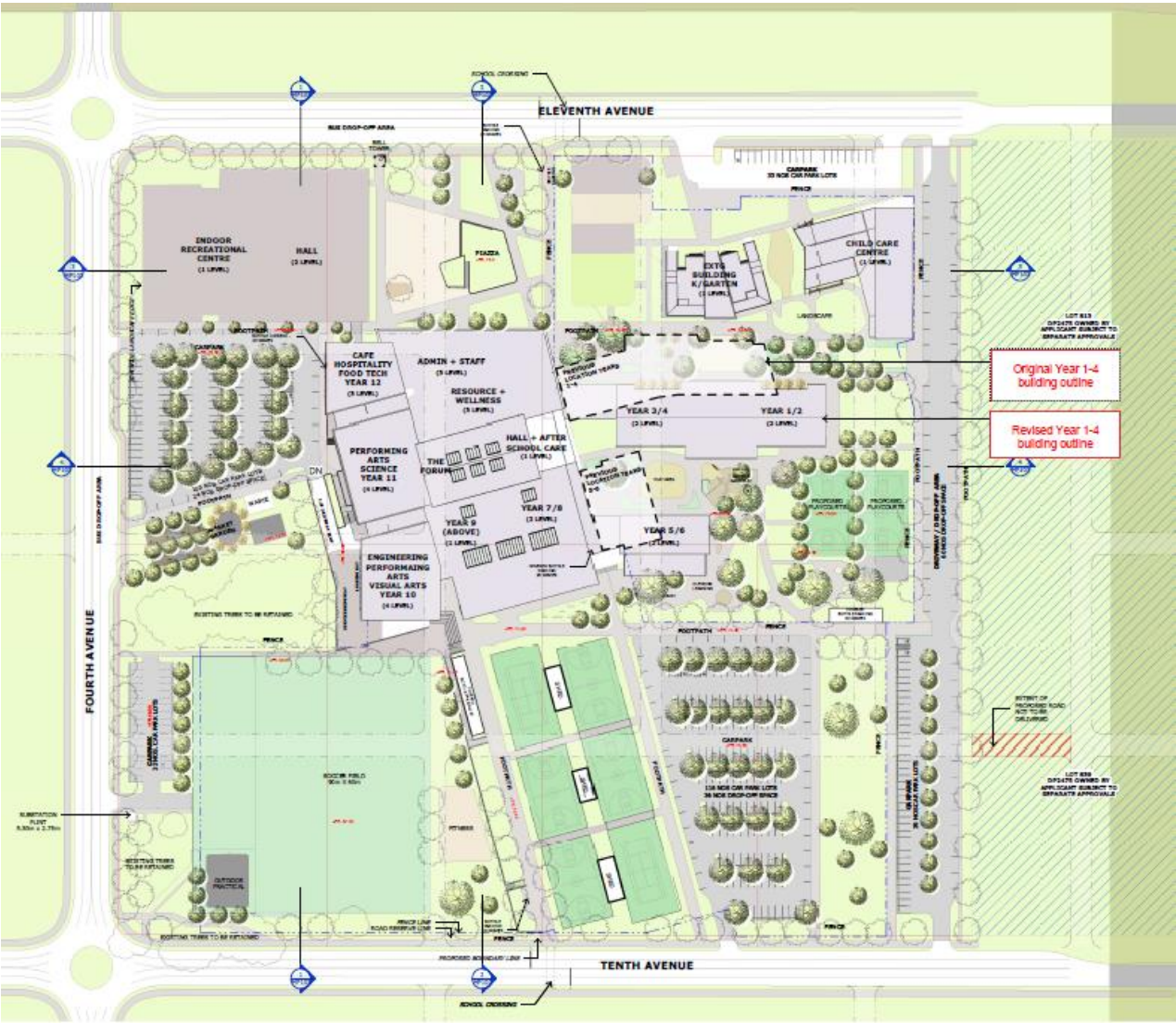
The following design and layout changes have also been made to the Project since the exhibition of the EIS:

- Re -orientation of the Year 1-4 and Year 5-6 building;
- Update of the landscape design between and around the buildings; and
- In response to comments provided in relation to the Urban Heat Island, the proposed roofing colour has been amended to a light grey (Colorbond 'Shale Grey' or similar).

The change to the building layout has arisen from the desire to improve the efficiency and experience of the outdoor play spaces surrounding the school buildings. The amended layout has been informed by the requirements of the Catholic Schools educational specification and pedagogy.

The revised site plan with the original building location overlaid is shown in **Figure 2** below.

Figure 2 – Revised site layout with original building footprint overlaid



Source: Munns Sly Moore, 2019

3. OVERVIEW OF SUBMISSIONS RECEIVED

The EIS for SSD DA8865 was placed on public exhibition between 22 November 2018 and 19 December 2018. During this period, government agencies, Council, and the community were invited to make written submissions on the Project.

A total of nine submissions were received, eight were provided by government agencies and Council. The remaining submission was made by a member of the public.

3.1. AGENCY SUBMISSIONS

The following Agencies provided submissions:

- Liverpool City Council
- Environmental Protection Authority
- Office of Environment & Heritage
- NSW Rural Fire Service
- NSW Roads & Maritime Services
- Transport for NSW
- NSW Planning and Environment
- NSW Office of Environment and Heritage

A response to the matters raised in the submissions is provided in Table 3 below. Additional points of clarification raised by the Department during the preparation of this RtS Report have also been included and responded to in Table 3.

3.2. PUBLIC SUBMISSION

The issues raised by the one public submission received are addressed in Table 4 below.

Table 3 – Response to submissions

Matter	Submission	Response	Refer to
	NSW Planning and Environment		
Childcare centre use	A table of compliance against the provisions of the <i>State Environmental Planning Policy (Education and Childcare Facilities) 2017</i> for the proposed development is to be provided as part of the Response to Submissions (RtS).	<p>A compliance table against the provisions of the <i>State Environmental Planning Policy (Education and Childcare Facilities) 2017</i> is included with this RTS Report.</p> <p>This confirms that the proposal meets the relevant matters for consideration under the <i>State Environmental Planning Policy (Education and Childcare Facilities) 2017</i>. The child-care centre is proposed to be delivered in Stage 5.</p>	Appendix N
Out of Hours and Childcare Centre Use	<p>The acoustic report is to be amended and submitted as part of the RtS to provide additional information, analysis and assessment for the following:</p> <ul style="list-style-type: none"> An assessment of acoustic and noise impacts should be undertaken for the Out of School Hours (OOSH) services proposed. As assessment of the cumulative impacts of the OOSH and childcare centre on sensitive uses should be undertaken including an assessment of the noise impacts of the associated vehicle movements on the site for these out of hours uses; and 	<p>A revised Acoustic Report has been prepared by JHA Consultants to address these matters.</p> <p>The OOSH will provide capacity for 110 places and will operate 7am – 6pm within the primary school hall and outdoor play spaces.</p> <p>The worst-case noise scenario has been assessed for both spaces and demonstrates compliance. This includes the outdoor spaces which have been assessed for the use by 2,480 students and demonstrated compliance. As the worst-case scenario for both spaces is compliant, and the OOSH will not operate during noise sensitive hours, further noise assessment is not considered warranted.</p> <p>The OOSH is proposed in Stage 5.</p>	Appendix H

Matter	Submission	Response	Refer to
	<ul style="list-style-type: none"> Further detailed assessment of noise impacts of the café and churches should be undertaken to establish the maximum noise and acoustic impacts in relation to sensitive receivers. 	<p>The cafe in isolation is not a major noise generating source within the Project, as this will primarily operate in association with the school. The acoustic assessment of lunchtime external spaces thereby provides an appropriate gauge to the level of noise associated with the café and this has demonstrated compliance.</p> <p>The use and operation of the Church will be subject to a separate development application and does not form part of the concept application. An acoustic assessment of the Church will be undertaken as part of the future application and when details of the operation and noise attenuation within the design are available.</p>	<p>Appendix H</p>
<p>Acoustic impacts</p>	<ul style="list-style-type: none"> The Acoustic Assessment has not been updated to consider the impacts on likely future adjoining development. The likely location of all future sensitive receivers, once the area is fully developed should be considered, having regard to Council's DCP controls which will enable the likely setbacks of future dwellings from the site boundaries to be identified. Future dwellings are likely to be materially closer to the site than existing dwellings and the acoustic report must consider the impacts of the development on the future neighbours of the site. 	<p>A revised Acoustic Report has been prepared by JHA Consultants in response to the Department comments. The revised acoustic assessment includes an assessment of:</p> <ul style="list-style-type: none"> noise impacts to residential receivers, having consideration for potential future development within the R3 Medium Density Residential zone. The locations of future sensitive receivers have been identified based on the Liverpool Growth Centres DCP setbacks; noise impacts from the car parking areas, including the carpark to the proposed Indoor Recreation Centre; and noise impacts arising from evening and night time activities 	<p>Appendix H</p>

Matter	Submission	Response	Refer to
	<ul style="list-style-type: none"> As an example, the impacts of the childcare centre have only been assessed with regard to existing dwellings. However, it is likely that future dwellings will be located in very close proximity to the centre. The likely impacts of the centre to those dwellings may necessitate acoustic barriers or treatments and it is necessary to assess those impacts and identify mitigation measures as part of the DA. 	<p>In relation to the child care centre JHA recommend the construction of an acoustic barrier between the childcare centre and the future residential development to the east. The design of this barrier will be provided at the construction certificate stage.</p>	
	<ul style="list-style-type: none"> The previous Table 1 which has been removed from the RTS Acoustic Report should be reinstated and updated to include likely future dwellings and setbacks. 	<p>Table 1 has been incorporated into the acoustic report at Appendix H. The locations of future sensitive receivers in this table have been updated and identified based on the Liverpool Growth Centres DCP setbacks.</p>	
	<ul style="list-style-type: none"> The Acoustic Assessment must be updated to include an assessment of all evening and night time activities and uses proposed on the site, including an assessment of the use of any associated carparks in the evenings and night-time periods. 	<p>The acoustic assessment considers evening and night time activities and uses on the site, including associated car park use. Night time (between 6pm-10pm) events will take place in the Indoor Recreational Centre, performing arts centre and sports field. The adopted noise level criteria for night time differs for these uses based on the proximity of sensitive receivers.</p> <p>The revised assessment provides the following conclusions:</p> <ul style="list-style-type: none"> Noise from out-of-school-hours events held within the Indoor Recreational Centre will meet the noise level criteria at the nearest noise sensitive receivers, assuming that a typical building envelope construction is selected and provided 	<p>Appendix H</p>

Matter	Submission	Response	Refer to
		<p>that doors of the Indoor Recreational Centre remain closed during use.</p> <ul style="list-style-type: none"> Noise from night time performances in the Performing Arts Theatre will meet the noise level criteria at the nearest residential receiver provided that recommended sound insulation is provided. The noise impact of peak hour car movements in the carparks has been assessed and results show that noise level criteria will be met in all carparks. Out-of-hours carpark use will be limited to Carpark E and Carpark F. The noise impact assessment shows that the noise level criteria will be met. 	
	<ul style="list-style-type: none"> The Department notes that the draft RTS assessment of Outdoor Playgrounds has been based on an assumption that the outdoor areas would not be used for more than two hours per day. However, in addition to recess and lunch times, the outdoor areas will be used for morning and afternoon OOSH, sports and outdoor lessons during school time and sports training and games before and after school and potentially Saturday mornings. Similarly, it is likely the childcare centre will use their outdoor areas for more than 2 hours per day. The acoustic assessment must be revised accordingly. 	<p>The revised acoustic assessment adopts noise criteria for the use of outdoor areas for up to two hours per day, and more stringent criteria for the use of the outdoor area for more than two hours per day.</p> <p>The noise level criteria for up to two hours of outdoor area use is LAeq,15min 47dB(A), and for more than two hours of playground use is LAeq,15min 42dB(A). The noise level criteria for evening time is LAeq,15min 43dB(A).</p> <p>Based on the noise level criteria for more than two hours of use throughout the day and evening, some exceedances are expected at the nearest noise sensitive receivers. These range from 2dB(A) to 6 dB(A) over the criteria. However, the assessment has considered the worst-case and unlikely scenario of all 2,480 students playing at the same time. Further to</p>	<p>Appendix H</p>

Matter	Submission	Response	Refer to
		the above, the noted exceedances would not be discernible by the average listener and therefore would not warrant receiver-based treatments or controls.	
Visual impact	<ul style="list-style-type: none"> The indoor recreational centre / school hall will be the most prominent building as viewed from outside the site, occupying extensive street frontage on both Eleventh and Fourth Avenues. Please provide further detail, including perspective images demonstrating how the building will present to these streets. Provide an assessment of the interface with surrounding streets and consider opportunities to improve visual interest and modulation, activation, public domain interface and passive surveillance. 	MSM have provided perspectives of the school hall building. These show that the building, while large in scale, is well set back from the street frontage and does not appear imposing. The design utilises large expanses of glazing and different material finishes to modulate the built form, break up the building elevations and generate visual interest and activity to the street frontage.	Appendix A
Landscape Design & Bushfire	<ul style="list-style-type: none"> The species of all proposed plantings should be shown on the landscape plan, so that the location of the planted species are clear, Consideration should be given to the incorporation of large canopy trees for shading of play areas and minimising urban heat island effects Both Council and the former OEH recommend the use of local native species. The RTS advises species will be from OEH's Cumberland Plain woodland species, but a review of the plans indicates less than 1/6th of all tree species are from this list. The landscaping 	<p>Umbaco has provided an explanation for the species selection and updated landscaped plans.</p> <p>A number of large canopy species will be used. The large canopy trees will mostly form perimeter avenues around the site. These include the Cumberland Plain Woodland species: Eucalyptus moluccana, Eucalyptus crebra, Eucalyptus tereticornis and Corymbia maculata. Large feature trees will include: Lophostemon confertus, Magnolia grandiflora, Quercus palustris and Ficus macrocarpa var Hillii.</p> <p>The CPW species suggested internal to the site are not suitable as they predominantly comprise</p>	Appendix C

Matter	Submission	Response	Refer to
	plans should be updated to better reflect a high proportion of local native species.	<p>flammable species that are not suitable due to bushfire risk.</p> <p>The key CPW shrub species, <i>Bursaria spinosa</i> (Blackthorn), has sharp thorns. Many others have spiky or prickly leaves. These are therefore unsuitable for a school environment. In addition, species such as Wattles are not desirable as they cause allergies in children and they are short-lived, therefore they are not suitable for long term projects that require hardy and resilient species.</p> <p>The landscape plan provides a mix of native and exotic species to address bushfire risk on the site and the amenity considerations of a school. It is proposed to use low flammable species in proximity to buildings as a mixture of deciduous and feature evergreen trees and shrubs.</p> <p>The percentage of CPW species used on the site has been estimated based on the updated landscape plan. There will be about 35% of trees from CPW, while 65% of trees will be other native trees and feature trees. Further, it is calculated that there will be about 50% of locally native grasses used as groundcovers.</p> <p>The mixture of species and the revised landscape layout will provide appropriate shading within and around the school so minimising the heat island effect.</p>	
	<ul style="list-style-type: none"> RFS have advised that the entire site is to be managed as an Inner Protection Area . Please provide confirmation from the bushfire consultant that the updated landscape plan and the proposed species 	Ecological have provided confirmation that the Umbaco landscape design can meet the requirement of an Inner Protection Area. The landscape design has	Appendix S and Appendix C

Matter	Submission	Response	Refer to
	<p>can meet this requirement and that further canopy reduction would not occur to comply with the IPA requirements.</p>	<p>been prepared with regard to the basic principles for controlling fuel within asset protection areas.</p>	
ESD	<ul style="list-style-type: none"> The Department also notes the ESD report recommends inclusion of roofs with high solar reflective index (SRI). Please confirm the SRI of the proposed roof material and if it meets the recommendations of the ESD report. 	<p>MSM has provided confirmation that the proposed roofing material meets the recommendations of the ESD report.</p>	Appendix R.
Inclusion of Lot 839	<ul style="list-style-type: none"> The Department notes that inclusion of Lot 839 within the school site effectively means seeking approval of that allotment for the purpose of an educational establishment in the future. Should the concept proposal approve the inclusion of this allotment, then potential complying developments can be lodged for this part of the site under the Educational Establishments and Child Care Facilities SEPP. To avoid negative impacts on the precinct due to use of this part of the site, the following matters must to be addressed: Is it proposed to provide roads on lot 839 consistent with the DCP road layouts? If so, the roads should form part of the Concept Approval plans, with a commitment to delivering the road in conjunction with future development on that site. If not, then previous issues raised in relation to road layout and alternative access must be addressed. To ensure permeability consistent with the intention of the DCP road layout, alternative arrangements to provide a north – south road connection between Tenth and Eleventh Avenues and connections to DCP east-west roads 	<p>Lot 839 has been removed from the site description of SSD DA8865. Should any future works be proposed on this lot it will be the subject of a future development application and will be supported by all necessary contamination assessments.</p>	

Matter	Submission	Response	Refer to
	<p>should be provided on the plans. Any new future roads should be provided within the boundaries of the site unless the consent of adjoining affected owners is obtained.</p> <ul style="list-style-type: none"> Contamination and asbestos investigations have not been undertaken for this lot. Updated Stage 1 and Stage 2 investigations as necessary, must be provided, with a commitment to remediation prior to any future occupation or use of the land as part of, or in conjunction with the school. The site cannot be included within the proposed development without updated soil investigation. 		
Traffic and Transport	<ul style="list-style-type: none"> The revised scheme proposes to delete road infrastructure upgrades including signalised intersections and pedestrian crossings without any clear commitment as to how the intersections would be treated or infrastructure delivered in the future. There is no additional assessment of the interim and long terms traffic impacts as well. As part of its assessment of the application for a traffic generating development, the Department must understand and assess the traffic impacts of the proposal including an assessment of measures to mitigate those impacts. Consequently, a revised detailed traffic assessment is required, demonstrating the likely traffic movements, impacts to the operation of the local road network, pedestrian and cyclist movements and safety for each sub-stage of the proposal. The assessment should inform road upgrades and mitigation measures necessary to offset 	<p>The extent and timing of intersection upgrades required to roads and intersections was discussed with Council (face to face) and RMS (present via telephone) on 22 August 2019. A record minutes has been provided at Appendix O.</p> <p>Council officers confirmed at the meeting that Council will be responsible for the appropriate intersection treatments at the intersections of Edmondson Avenue with Tenth and Eleventh Avenues.</p> <p>For Stages 1 and 2 of the development, the existing stop and give way signage will be retained. Modelling from Colston Budd Rogers and Kafes confirms that these intersections will operate satisfactorily under these forms of control.</p> <p>At Stage 3, road widening works and pedestrian crossings will be constructed.</p>	Refer traffic assessment at Appendix F and a record meeting at Appendix O.

Matter	Submission	Response	Refer to
	<p>assessed impacts and ensure appropriate levels of service and safety at each sub-stage, with a commitment to delivering those measures subject to roads authority approval at that time.</p>	<p>Prior to the occupation of Stage 1 the applicant will provide a bond or bank guarantee as security to Council to cover the cost of future roundabouts to Fourth Avenue/ Tenth Avenue intersection, and Fourth Avenue / Eleventh Avenue.</p>	
	<ul style="list-style-type: none"> The Department notes that the Growth Centre DCP for this precinct requires roundabouts at the intersections to the west of the site. The draft RTS does not clarify why this option has not been considered instead of the signals, in the scenario that an alternate upgrade is proposed. 	<p>The Liverpool Growth Centre Precincts DCP 2013 does not identify roundabouts at the intersections of Fourth Avenue with Tenth or Eleventh Avenues. However, as detailed above, preliminary civil plans have been prepared demonstrating how roundabouts can be provided at these intersections in future when the works are warranted by the traffic flows from the site and the broader precinct. As noted above the applicant will prior to the occupation of Stage 1 the applicant will provide a bond or bank guarantee as security to Council to cover the cost of future roundabouts to Fourth Avenue/ Tenth Avenue intersection, and Fourth Avenue / Eleventh Avenue.</p>	
	<ul style="list-style-type: none"> The RTS advises that the access / egress points will function at an appropriate level of service without left in / left out restrictions. Please outline the expected traffic movements at these points and expected levels of service during peak drop off / pick up times. Modelling should be based on traffic measures proposed to be in place at each relevant substage, and therefore should be updated from previous modelling if signalised intersections are no longer proposed. 	<p>The SIDRA analysis undertaken for the access/ egress points is based on priority controls for access to and from the site. It is based on one lane in each direction on Fourth, Tenth and Eleventh Avenues, without additional turning lanes on the frontage roads. As the analysis is based on existing conditions, it is not influenced by the removal of traffic lights from the project. The SIDRA analysis shows that the access points would operate with average delays for the highest delayed movements of less than 15 seconds per vehicle during morning and afternoon peak</p>	<p>Appendix F.</p>

Matter	Submission	Response	Refer to
		periods. This represents level of service A/B, a good level of service.	
	<ul style="list-style-type: none"> The Department notes that Council and RMS raise a number of concerns around infrastructure upgrades (traffic signals, road widening, access etc.) and solutions proposed to carry out the works. Any response should fully address these concerns and include any minutes from meetings held with Council and RMS. 	<p>The comments of Council and RMS are addressed in this submission, and within the supplementary Traffic Report provided by CBRK. This report was prepared following a meeting between CBRK and RMS discussed on 7 February 2019. Meeting notes of this meeting have been provided at Appendix F.</p> <p>The extent and timing of intersection upgrades required to roads and intersections was discussed with Council (face to face) and RMS (present via telephone) on 22 August 2019. A record of the meeting has been provided at Appendix O.</p>	Refer traffic assessment at Appendix F and a record of the meeting at Appendix O .
Road widening	<ul style="list-style-type: none"> The Department considers that the road widening required by the development is beyond that expected in the precinct planning and is a direct consequence of the traffic and infrastructure generated by the proposed school. Consequently, the additional land required for the road widening must be within the school site. This matter was raised in Council's submission and well as Department's key issues letter after the exhibition of the EIS. However, no response has been provided in this regard. The proposal in its current form would only provide for half of the road widening within the site and relies on other land owners to construct the remaining half. This requirement would burden a Council owned park and private residential allotments. There is no evidence of a road widening easement at these 	<p>The road widening works will take place in Stage 3. All the land required for road widening be provided from the school site. The preliminary civil and architectural plans have been amended to demonstrate this.</p> <p>Properties on the northern side of Eleventh Avenue are owned by SCS. A letter confirming ownership of these potentially affected properties has been provided and included at Appendix U.</p>	Appendix A and Appendix D

Matter	Submission	Response	Refer to
	locations. Consequently, the proposal cannot rely on these allotments without any owners' consent for the effected land owners consenting to this encroachment. The proposed road widening is not supported in its current form by the Department. The site plan is to be amended to allow the entire widening to occur within the site and the development envelope adjusted to cater for this widening.		
	<ul style="list-style-type: none"> The school boundary should also be adjusted so that public footpaths and required verge landscaping are outside of the school boundary – noting in some cases the current plans show them within the school boundary. 	All public footpaths and verge landscaping are located outside of the school boundary. The civil and architectural plans have been amended to demonstrate this.	Refer to Appendix A and Appendix D
	<ul style="list-style-type: none"> The civil plans for road widening / road works remain inconsistent with the plans recommended by the traffic engineers. Please update or explain the reasons for the inconsistencies. 	The civil plans for road widening / road works have been amended to coordinate with the plans recommended by the traffic engineers and allow for future roundabout installation and/or traffic signals.	Appendix D.
	<ul style="list-style-type: none"> Greater certainty is to be provided regarding the estimated public transport, pedestrian and bicycle trips as required by the SEARs. It should be noted that the design of the bus bays, bus service strategy/plans will be better informed by the identification of this data. The traffic impact assessment should detail how the estimated public transport, pedestrian and bicycle trips have been derived. Figures / estimates have been provided in the RTS but the basis of these figures are unclear. 	<p>The CBRK report clarifies that the estimates of future travel modes at the school have been based on surveys of other private schools. The estimated use of alternative transport modes is as follows:</p> <ul style="list-style-type: none"> Up to half of students would use buses, particularly in the afternoon. Based on capacity of 70 students per bus, some 18 to 20 buses would likely be required to serve the school; and 	Appendix F

Matter	Submission	Response	Refer to
Green Travel Plan	<ul style="list-style-type: none"> A draft Green Travel Plan (GTP) is to be provided as part of the RtS and must include detailed site-specific measures that will be implemented to promote and maximise the use of more sustainable travel modes and should include: <ul style="list-style-type: none"> Site audit and data collection to establish base line data; Objectives and targets (i.e. site-specific, measurable, achievable and timeframes for implementation) to define the direction and purpose of the GTP; Actions to help achieve the objectives, including incentives for using sustainable transport modes; Measures to promote and support implementation of the plan, including financial and human resource requirements; and A process for monitoring and review that allows for the effectiveness of the GTP to be measured. 	<ul style="list-style-type: none"> The number of students walking and cycling to the school would be less than 10 per cent (250 students) due to the catchment of the school. <p>A Green Travel Plan (GTP) has been prepared and is included with this RtS. It includes measures to promote alternatives to private car usage and promote more efficient and green use of cars. These include providing information to staff and visitors about transport alternatives, providing bicycle facilities and promoting car pooling activities. The GTP includes targets and objectives to help achieve these sustainability aims.</p>	Appendix P
Traffic and Parking Management Plan	<ul style="list-style-type: none"> A draft Traffic and Parking Management Plan is to be submitted as part of the RtS that includes but not limited to: <ul style="list-style-type: none"> Kerbside vehicle pick-up/drop-off management and orderly vehicle queuing; 	<p>A Traffic Management Plan (TMP) has been prepared and is included with this RtS. It address pick up and drop off procedures to ensure that staff and students can arrive and depart safely from the college.</p>	Appendix Q

Matter	Submission	Response	Refer to
	<ul style="list-style-type: none"> – Maintaining bus accessibility and student waiting areas; – Safe parent and student behaviour during pick-up/drop-off; and • Safe pedestrian movements to the school entrances, minimising vehicle-pedestrian conflict. 		
Road layout	<ul style="list-style-type: none"> • The traffic report references the “proposal for alternative road layouts to improve accessibility between the street blocks”. The traffic report and assessment should include discussion, figures or diagrams to show how alternative access and development can occur as a result of the amended road network proposed. 	<p>The proposed development does not hinder the ability to deliver the future roads identified in the Growth Centres SEPP. The roads removed will only impact the site and will not constrain access to adjacent properties. The local road to the east of the eastern boundary of the site could be provided in the future, if required.</p> <p>There is adequate distance (approximately 32m) between the eastern boundary of the site and the future north-south road (on Lot 813 and Lot 839) to accommodate residential development.</p> <p>The future intersections on the south side of Tenth Avenue are located away from pedestrian and vehicle access points. As such there will be minimal conflict with the operational of the school and the future road network in this regard.</p> <p>Drawing 4032 MP004 has been updated to indicate the future road layout in relation to the proposed school masterplan.</p>	Appendix G.

Matter	Submission	Response	Refer to
	<p>Urban Design and Built Form</p> <ul style="list-style-type: none"> It is recommended that sustainable built form measures to reduce urban heat island impacts such as green roofs, walls or cool roofs be investigated on the site and the design should give consideration to 'cool roofs' as described by the 'Urban Green Cover in NSW Technical Guidelines' (OEH 2015). The proposed built form provides an opportunity to improve the long-term sustainability of the project while reducing the coverage of impervious surfaces that would result of the proposed development. 	<p>The ESD report submitted with the EIS identified that the Project is capable of achieving a Five Star Rating under the official Green Star Education V1 Scorecard.</p> <p>Best practice sustainability measures are achievable through the proposed development. The ESD report confirms that best practice water sensitive design measures, including permeable paving, will be implemented.</p> <p>The changes to the staging of the Project will not prevent or preclude the ESD goals from being achieved.</p>	<p>EIS Report, Section 7.9 and Appendix M of the EIS.</p>
Road layout	<p>Planning Considerations</p> <ul style="list-style-type: none"> An assessment of the proposal is required in order to identify the potential impacts of future adjoining development. In particular, there is an east to west local road as identified in <i>State Environmental Planning Policy (Sydney Region Growth Centres) 2006</i>, which requires half width construction on the subject land. This is not shown in any concept design and consequently may result in significant accessibility impacts for the development of surrounding development in an orderly manner. Where an alternate road layout is proposed, it will need to demonstrate that the alternative solution does not detrimentally impact on the timing or development of other land. Consent from affected landowners may be required where any alternative solution amends indicative road layouts. 	<p>Drawing 4032 MP004 has been updated to indicate the future road layout in relation to the proposed school masterplan.</p> <p>The Project does not hinder the ability to deliver the roads identified in the Growth Centres SEPP. The changes to the roads shown in the Growth Centres SEPP only impact the site and will not constrain access to adjacent properties. The local road to the east of the eastern boundary of the site could be provided in the future, if required.</p> <p>There is adequate distance (approximately 32m) between the eastern boundary of the site and the future north-south road (on Lot 813 and Lot 839) to accommodate residential development.</p> <p>The future intersections on the south side of Tenth Avenue are located away from pedestrian and vehicle access points. As such there will be minimal conflict</p>	

Matter	Submission	Response	Refer to
		<p>with the operational of the school and the future road network in this regard.</p> <p>The final layout of the Lot 839 DP2475 which contains the half-width road has not been resolved and will be the subject of a future development application.</p>	
ESD	<p>1. Ecological Sustainable Development</p> <ul style="list-style-type: none"> Demonstrate that a minimum 4-star green Star rating can be achieved. 	<p>The ESD report submitted with the EIS determines that all elements of the Project are capable of achieving a Five Star Rating under the official Green Star Education V1 Scorecard.</p>	EIS Report, Section 7.9 and Appendix M of the EIS.
Car parking	<p>2. Car Parking</p> <ul style="list-style-type: none"> Amended plans are to be provided showing the car parking provisions are limited as per Council's DCP requirements in order to minimise potential traffic impacts. The Department reiterates earlier advice that consideration should be given to reducing excess car parking and providing additional bicycle parking consistent with DCP requirements to encourage reduced reliance on private motor vehicles in favour of alternative forms of transport 	<p>Car parking is provided on the basis of pragmatic demand requirements. The supporting traffic assessment has demonstrated acceptable traffic outcomes with modelling showing that the surrounding road network (including key intersections) will operate at good or satisfactory levels of service.</p> <p>At the meeting with Council on 22 August 2019, Council expressed a strong view that on-site parking provision should not be reduced. If the Department considers that parking provision should be reduced, an appropriate condition of consent could be applied.</p>	EIS Report, Section 7.3.2 and Appendix Q of the EIS.
3.	<p>4. Bicycle Parking</p> <ul style="list-style-type: none"> Provide amended plans to demonstrate bicycle parking meets the requirements of Council's DCP. 	<p>The Liverpool Growth Centre Precincts DCP does not include bicycle parking requirements for schools.</p> <ul style="list-style-type: none"> The Project includes the provision of 150 bicycle parking bays, which is considered adequate to meet demand. 	Appendix G

Matter	Submission	Response	Refer to
	Liverpool City Council		
Acoustic Assessment	<p>Nearest Affected Receivers</p> <p>Figure 2: Site layout of the proposed development and distances and Table 1: Nearest sensitive receivers surrounding the site location plus distances on page 7 of the report considers residents being affected from a number of noise sources, however not all noise sources. For example, noise sources such as the proposed Indoor Recreational Centre has been assessed, however the associated carpark that is likely to be utilised during the evening and possibly the night time periods (as defined in the NSW Noise Policy for Industry (NPfI), EPA, 2017) has not been assessed.</p> <p>In addition, the nearest residential receivers identified appear to have been based on existing dwelling locations. No reference to the residential receivers to the east of the site has been considered. The adjacent zoning to the east is R3 – Medium Density Residential and two-storey townhouses/villas and the like should be considered in the acoustic assessment as being impacted by the development.</p> <p>The site is surrounded by car parking that has not been adequately determined as possible noise sources that could contribute to noise pollution that will affect the residential receivers that surround the site.</p>	<p>An updated acoustic assessment has been prepared. Refer to above discussion on acoustic impacts for how these matters have been addressed.</p>	Appendix H

Matter	Submission	Response	Refer to
	<p>Road Traffic Noise</p> <p>Section 5 Noise impact and assessment and recommendations of Appendix S discusses the impacts of road traffic noise exposure to the residential receivers adjacent Edmondson Avenue and Fourth Avenue. Reference is made to a traffic impact report prepared by Colston Budd Rogers & Kafes Pty Ltd that provided an analysis of the additional traffic for the proposed development for the year 2036 and also refers to the NSW Road Noise Policy (RNP) that states an increase of 2dB in relation to existing noise levels is anticipated to be significant with respect to traffic noise.</p>	<ul style="list-style-type: none"> The NSW Road Noise Policy (RNP) states an increase up to 2dB(A) is insignificant, as it is not discernible by the average listener. As noted in Section 4.4.2 of the amended Acoustic Report, <i>when considering land use redevelopment and the impact on sensitive land uses (residential / schools / hospitals / recreational) the NSW Road Noise Policy (RNP) states that an increase up to 2.0 dB in relation to existing noise levels is anticipated to be insignificant.</i> 	<p>Section 4.4.2 of Appendix H</p>
	<p>Table 14: Predicted noise level increase due to traffic movements from the proposed development predicts the development to be a 2dB increase on Fourth Avenue. However, the consultant notes the increase is less than the maximum allowable increase. Council considers 2dB as significant, and further consideration should have been made by the consultant. In addition, Tenth Avenue and Eleventh Avenue also provide major access points for car parking and these roads have not been considered in the assessment.</p>	<p>Assessment of vehicles travelling in, around and out of the car parks via Tenth Avenue and Eleventh Avenue is presented in Section 6.2 of the revised Acoustic Report. The assessment determines the noise levels of the car parks are either compliant with the relevant criteria, or in the case of Carpark D, able to be mitigated through management measures.</p>	<p>Section 6.2, Appendix H</p>
<p>Outdoor Playgrounds</p>	<p>Outdoor Playgrounds</p> <p>Section 5.4 Outdoor Playgrounds assesses the use of the playgrounds for recess, lunch and sport activities. The calculations for the predicted noise levels are based on:</p> <ul style="list-style-type: none"> Students talking at 'normal' speech volume; For every two students only one will be speaking at any given time with a 'normal' voice; and 	<p>JHA Consultants have updated the Acoustic Assessment with a 3D acoustic modelling for the noise impact to the nearest noise sensitive receivers using the simulation software SoundPlan (version 8) and note the following:</p> <ul style="list-style-type: none"> The outdoor areas are spread around school precinct and all students will not gather in the 	<p>Section 5.5, Appendix H</p>

Matter	Submission	Response	Refer to
	<ul style="list-style-type: none"> A maximum number of 100 students will be at the same time on a playground. <p>Thus the calculations are based on 50 students talking 'normal' at 1m to be 72 dB(A), and if the nearest receiver is 34m away the noise level complies.</p> <p>Council deems this scenario to be based on a best case scenario, not a worst case scenario, as indicated. It is considered inappropriate to assess outdoor activity noise levels for a school that is designed to accommodate 2480 students by using 50 students talking at 'normal' speech volume. As such, Council believes Table 15's criteria is only met because the assessment is insufficient.</p> <p>Page 23 of the same report deems 1 child talking with a raised voice to produce an overall dB(A) of 74. It is difficult to understand how 50 children produce 72 dB(A) and 1 child with a raised voice produces 74 dB(A).</p>	<p>same area – except for undercover areas during rain events.</p> <ul style="list-style-type: none"> Students talking 'normal' speech to provide worst-case scenario. This equals to 60 dB(A) at one metre per student. For every two students only one will be speaking at any given time with a 'normal' voice. A maximum number of 2,480 students will be present at the same time during recess and lunch times. Recess and lunch time duration are approximately 30 minutes. Soccer field and surrounding outdoor playgrounds have been modelled as an area noise source – i.e. all students being grouped together which is a worst-case scenario and unlikely to occur. Assumptions have been refined to assess all 2,480 students with one-in-two students speaking at any one time. The 'normal' speaking tone has been rectified to be 60dB(A), which is the applicable standard. <p>There is an exceedance of 1 dB(A) at 150 Tenth Avenue. This exceedance is not considered to be significant and would not be discernible by the average listener and therefore would not warrant receiver-based treatments or controls.</p>	

Matter	Submission	Response	Refer to
Child Care Centre	<p>Child Care Centre</p> <p>Association of Australasian Acoustic Consultants (AAAC) 'Guideline for Child Care Centre Acoustic Assessment' produced October 2013 is referenced as one of the relevant standards considers for the assessment of the Child Care Centre. However, Section 5.7 Child care Centre does not consider the document when discussing sound power levels the children will produce when in the playground. The consultant has not addressed play up to 2 hours (total) per day and play after 2 hours per day as specified in the guideline. Furthermore, the sound power levels provided for 10 children playing has not been implemented into this report's assessment. Table 1 - effective Sound Power Levels for groups of 10 children playing is based on age groups. 10 children aged 0-2 are predicted to produce between 77 to 80 dB(A) whereas 10 children aged 3 to 6 are predicted to produce 84 to 90 dB(A). The assessment with regards to the child care centre is inadequate.</p> <p>It is also unclear if pre-school caters for children 0-6 years of age or 3-5 years of age only. This is relevant when assessing noise from the Child Care Centre.</p>	<p>The highest value of noise level ranges of the Association of Australasian Acoustic Consultants (AAC) Guideline for Child Care Centre Acoustic Assessment have now been applied in the Child Care Centre assessment, as demonstrated in Table 14 of the revised Acoustic Report.</p> <p>As the specific breakdown of ages of children is unknown, the worst-case scenario of all children aged 3 to 6 years has now been applied.</p> <p>The nearest residential receiver to be considered is at 122 Eleventh Tenth Avenue, that it is approximately at 42 metres away.</p> <p>Predicted noise levels associated with the outdoor playground have been considered and attenuated based on distance and the screening effects of buildings. However, the resultant assessment with revised assumptions found exceedances of the relevant day time noise level criteria of 47Db(A).</p> <p>Accordingly, the installation of an acoustic barrier on the boundary between the child care centre and the residential receiver is recommended to minimise noise impacts, a solid barrier has been included. Based on the analysis with the barrier in place, the predicted noise levels at the nearest noise sensitive receiver is 40dB(A), which meets the noise level criteria established for more than two hours of playground use.</p> <p>External noise emissions associated with the outdoor playgrounds have been assessed. The noise impact</p>	<p>Section 5.6, Appendix H</p>

Matter	Submission	Response	Refer to
		<p>predicted at the nearest residential receiver is 1dB(A) above the noise level criteria and at this early stage, this is not considered to be a significant exceedance for the purpose of this assessment.</p>	
	<p>Summary</p> <p>Council cannot support the proposal in its current state given the inadequacies of the acoustic report. Noise such as the use of the outdoor playgrounds and traffic cannot be easily attenuated. Solutions for such noise generating activities need to be considered during the design phase of a development.</p>	<p>The proposal remains acceptable with the assumptions incorporated into the revised acoustic assessment. The revised Acoustic Report concludes that the application should not be refused on the grounds of excessive noise and vibration generation. The acoustic report recommends a number of acoustic management measures that will be incorporated at the detailed design stage and will be the subject of a future development application.</p>	Appendix H
Contamination	<p>Stage 1 – Preliminary Investigation</p> <p>The Stage 1 Environmental Site Assessment complies with a number of the requirements required for a Stage 2 detailed investigation as specified in the Guidelines for Consultants Reporting on Contaminated Sites produced by the Office of Environment and Heritage, August 2011. However, the assessment in Section 10.5 Data Gaps specifies that due to the preliminary nature of the investigation the following data gaps remain:</p> <ul style="list-style-type: none"> • Inaccessible areas (Beneath the building in the south-east section of the site) have not been investigated; and • The extent of asbestos contamination across the site has not been fully characterised at this stage. <p>Taking into consideration the Managing Land Contamination: Planning Guidelines (The Guideline) produced by Department of Urban Affairs and Planning and the</p>	<p>As identified previously, Lot 839 has been removed from SSD DA8865. Therefore any questions raised about contamination investigations on this site have been addressed. Should any future works be proposed on this lot it will be the subject of a future development application and will be supported by all necessary contamination assessments. e note that there was no contamination found on the land that is subject to the Stage 1.</p> <p>A supplementary submission prepared by Alliance Geotechnical has been prepared to respond to the agency comments, and states the following:</p> <ul style="list-style-type: none"> • <i>The Stage 1 assessment contained a robust sampling density, providing an adequate representation of source and pathway conditions at the property.</i> 	Appendix I

Matter	Submission	Response	Refer to
	<p>Environment Protection Authority dated 1998, a Stage 2 – detailed investigation is required to be conducted as part of a remediation proposal with the objective being to define the nature, extent and degree of contamination; and to obtain sufficient information to develop a remedial action plan.</p> <p>A Stage 2 – detailed investigation will be required to identify the actual extent and degree of contamination so that volumes of waste likely to be remediated can be identified and the RAP be prepared in compliance with the relevant guidelines.</p>	<ul style="list-style-type: none"> <i>Analytical results were all below the relevant criteria, and no further collection or analysis for chemical contaminants was deemed warranted.</i> <i>Asbestos remnants within the soil may be managed by excavation and off-site disposal, or assessed for potential remediation.</i> <i>AG would like to draw Council's attention to the report entitled "Report to Sydney Catholic Schools on Detailed Site Investigation – Asbestos for Proposed St Anthony of Padua Catholic School Development at 140 Eleventh Avenue, Austral, NSW (Ref: E27556KDrpt2) prepared by Environmental Investigation Services dated 31 October 2016" (Report 2) which is enclosed with this response but is noted not to have been considered as part of Council's consideration of this proposal. Report 2 outlines the detailed site investigation for asbestos already undertaken on part of the property at 140 Eleventh Avenue and is believed to have been evaluated by Liverpool City Council and accepted as part of the original Development Approval (DA2016/465).</i> 	
	<p>In addition, the assessment notes in section 13 Conclusions that an Asbestos Management Plan (AMP) be prepared for the site and the proposed construction works. This plan has not been submitted and should be required. The recommended conditions provided below require an Asbestos Removal Control Plan in accordance with the Code</p>	<ul style="list-style-type: none"> <i>Previous 'Report 2' details the asbestos site investigation already undertaken for Stage 1 at 140 Eleventh Avenue. A 98% sampling density was undertaken, which was considered adequate due to the irregular shape of the site and access limitations during fieldworks. A consistent</i> 	<p>Appendix I</p>

Matter	Submission	Response	Refer to
	<p>of Practice How to Safely Remove Asbestos produced by SafeWork NSW dated September 2016.</p> <p>The Guideline also stipulates that the objective of a Stage 3 – remedial action plan is to set objectives and document the process to remediate the site.</p> <p>The Stage 2 – detailed investigation and the Stage 3 – remedial action plan are independent of one another and given an adequate stage 2 – detailed investigation has not been provided, the Remedial Action Plan submitted cannot be sufficient and will require amendment.</p>	<p><i>methodology was applied for reporting on this development.</i></p> <ul style="list-style-type: none"> <i>The extent and degree of contamination has been sufficiently identified for this development, and remedial measures sufficiently account for the management and remediation of asbestos contaminants.</i> 	
	<p>Remedial Action Plan (RAP)</p> <p>6.4 Preferred Remediation Option states that the client's preferred remedial option for the site is excavation and offsite disposal (with consideration given to further assessment works to refine the extent of remedial works).</p> <p>Please note that Liverpool City Council has maintained that offsite disposal is the most acceptable form of remediation and that onsite containment is not permissible. Given the client's preference is for removal of contaminants offsite, Council will provide within the recommended conditions that no onsite containment be permitted.</p>	<p>Council's position is noted. Excavation and removal off-site is the preferred remediation option for management of the site, consistent with Council's comments. A condition to this effect is considered appropriate.</p>	<p>Appendix I</p>
	<p>Section 6.5.5 Remediation Works states that within the Areas of Concern (AEC) that contain asbestos impacted soils that are classed as bonded, consideration will be given to onsite treatment. Specific details on what onsite treatment will be undertaken is required. Whether that be hand picking or raking should be specified.</p>	<p>Onsite treatment explicitly refers to the hand-picking and raking of asbestos containing materials that are classed as bonded and are not friable which is in accordance with the DOH Guidelines 2009.</p>	<p>Appendix I</p>

Matter	Submission	Response	Refer to
	<p>Section 6.5.4 Demolition notes a hazardous building materials survey is to be undertaken of the structures on site and that if hazardous materials are found a clearance certificate be obtained from a suitably experienced occupational hygienist, prior to the demolition works of the structures commencing. However the Hazardous Materials Management Survey Hazmat Surveys – Austral (Job No. JN00090) prepared by EHO Consulting Pty Ltd dated 6 April 2018 does not require the services of an occupational hygienist despite findings of hazardous materials.</p> <p>In addition, despite the findings of friable and bonded asbestos, the RAP does not include the need for an Occupational Hygienist to be present during the remediation of such hazardous materials, nor does the RAP stipulate any air monitoring to occur while the remediation is occurring. Air monitoring is mandatory for all friable asbestos.</p> <p>Compliance with the Code of Practice How to Safely Remove Asbestos produced by SafeWork NSW dated September 2016 is required to be demonstrated in the RAP or an adequate Asbestos Removal Control Plan in accordance with the Code of Practice How to Safely Remove Asbestos should be provided.</p>	<p>Council's advice is noted. The presence of an independent licensed asbestos assessor to undertake asbestos fibre monitoring during all removal and clearance inspection is mandatory and this will be complied with.</p> <p>The requirement for an Asbestos Removal Control Plan (ARCP) is a mandatory requirement for any licensed asbestos removalist in all licensed asbestos removal work. Compliance with Workplace Health and Safety Legislation is best demonstrated following development consent, when the procurement and commercial engagement of any licenced removal contractor would occur.</p>	
	<p>The Environmental Impact Statement (SSD 8865) (EIS), prepared by Urbis date signed 2 November 2018 states once remediated, a site validation report will be prepared by a certified NSW Site Auditor. This requirement or recommendation has not been reflected in the stage 1 assessment provided, nor the RAP.</p> <p>Given the scale of the development and the data gaps that are still present, it would be prudent to appoint a site auditor.</p>	<p>An error was made within the EIS which incorrectly identifies that a site validation report will be prepared. This requirement or recommendation was not reflected in the Stage 1 assessment provided, nor the RAP, the EIS reference was an error. For the reasons outlined in the supplementary Alliance Geotechnical addendum, a site auditor is not warranted.</p>	Appendix I

Matter	Submission	Response	Refer to
	<p>The site auditor will assist the planning authority by verifying whether the information adheres to relevant standards, procedures and guidelines. As specified in the Managing Land Contamination: Planning Guidelines (The Guideline) produced by Department of Urban Affairs and Planning and the Environment Protection Authority dated 1998, engaging a site auditor can also provide greater certainty about the information the planning authority is basing its decision, particularly where sensitive uses are proposed on land that may be contaminated and a statement about suitability of the site is required.</p>	<p>As confirmed in the Alliance Geotechnical addendum, there are no data gaps present and the investigations undertaken, and reports prepared have been undertaken to best ability of the contaminated land consultant that was engaged to complete the task.</p>	
Traffic	<p>Traffic</p> <p>The critical traffic issues assessed includes:</p> <ul style="list-style-type: none"> • Adequacy of the off-street parking provision; • Suitability of vehicular access arrangements; • Internal circulation and servicing arrangements; and • Traffic impact of the proposed development including review of existing traffic conditions adjacent to the proposed development site. 	<p>Detailed responses to all traffic comments raised by Council, RMS and TfNSW is provided in the supplementary traffic report prepared by CBRK.</p> <p>This report was prepared based on consultation with RMS on 7 February 2019, and updated following the proponent's meeting with Liverpool Council</p>	Appendix F
	<p>Traffic Generation and Impact</p> <p>The accompanying DA traffic report outlines that proposed school is expected to generate approximately 1,500 vehicles per hour (two-way). This volume is higher than the traffic generation potential identified during the precinct planning stage.</p>	<p>The CBRK trip generation methodology is based on the following assumptions:</p> <ul style="list-style-type: none"> • staggered start and finish times for the school, resulting in afternoon pick up traffic movements spread over the period of about an hour; • 60% of junior and 40% of senior school students travelling by car, reflecting the likelihood that a higher proportion of younger students will be driven to and from school. with older students catching buses; 	<p>Appendix F</p> <p>Figure 3, Appendix Q of EIS</p>

Matter	Submission	Response	Refer to
	<p>The traffic generation potential is generally consistent with the traffic generation rates specified in an RMS Assessment Analysis of Traffic Generation Rates of Schools.</p> <p>The DA traffic report does not provide details of vehicular trip generation rates used for estimation of the traffic generation, traffic distribution and assignment assumption. Details of traffic generation, distribution and assignment on the road network close to the development site are to be provided to Council to assist in the determination of access arrangements and the proposed signalised intersection layouts.</p>	<ul style="list-style-type: none"> • 15 per cent of students having a sibling at the school and an average car occupancy of some 1.4 students per car; and • A small allowance for sickness or absentees. • It is anticipated that the school's population will come from Austral / Leppington North, and immediate surrounding areas (the supplementary traffic report includes a diagram of the school's catchment boundary); • Beyond the immediate roads surrounding the site, the school would not generate significant travel demands beyond those originally planned for the precinct, because the catchment for the school is similar to the precinct itself. <p>The projected 2036 traffic generation distribution is also shown at Figure 3 of the traffic report accompanying the EIS.</p>	
Traffic Impact on the Surrounding Road Network	<p>Traffic Impact on the Surrounding Road Network</p> <p>It is noted that the development site has frontages to the three adjacent streets, i.e. Eleventh Avenue, Fourth Avenue and Tenth Avenue. The expected increase in the traffic flows will require sections of the three roads to be widened to four lanes (to accommodate single traffic lanes in each direction, with kerb side parking bays).</p> <p>While Council supports the proposed road widening of the three roads, details and extent of the road widening are</p>	<p>Cross sections of the Tenth Avenue, Eleventh Avenue and Fourth Avenue road widening are provided at Figures 5, 6 & 7 of the traffic report accompanying the initial DA submission. Detailed engineering design of the road widening will be provided with future development applications at the relevant stages.</p> <p>Importantly, the proposed widening is limited to the frontage of the subject site and will not impact adjoining properties.</p>	Appendix F

Matter	Submission	Response	Refer to
<p>Traffic Impact on adjacent intersections and proposed treatments</p>	<p>required to enable a detailed assessment of the proposed road works.</p> <p>Traffic Impact on adjacent intersections and proposed treatments</p> <p>Four new traffic signals are proposed at the following locations:</p> <ul style="list-style-type: none"> • Edmondson Avenue/Eleventh Avenue intersection • Edmondson Avenue/Tenth Avenue intersection • Fourth Avenue/Eleventh Avenue intersection • Fourth Avenue/Tenth Avenue intersection <p>Intersection performance analysis is to be carried out for the above signalised intersection to determine the required intersection geometric layouts. An electronic copy of SIDRA models is to be submitted to Council for review.</p> <p>Traffic modelling is also required to determine appropriate intersection treatments at the proposed access(s) off Eleventh Avenue, Fourth Avenue and Tenth Avenue.</p>	<p>Refer discussion above regarding proposed intersection treatments.</p> <p>SIDRA analysis provided with the initial transport report determined the access/egress points would operate at Level of Service A, providing minimal delays. Electronic copies of the SIDRA models accompany this RtS Report.</p>	<p>Appendix F</p>
	<p>Access arrangement</p> <p>The proposed vehicular access(s) are off the three roads fronting the development site, i.e. Eleventh Avenue, Fourth Avenue and Tenth Avenue.</p> <p>Both Fourth Avenue and Tenth Avenue are collector roads, while Eleventh Avenue is a local road. It is expected that these roads will carry high traffic volumes when the precinct is fully developed.</p>	<p>Access arrangement</p> <p>Future access / egress points will likely comprise full movement unsignalized t-intersections, similar to the intersection design envisioned under the indicative layout plan. Analysis has determined that the access would function at an appropriate level of service, and on this basis intersection movement restrictions are not warranted.</p>	<p>Appendix F</p>

Matter	Submission	Response	Refer to
	<p>Council raises the following concerns about the proposed access(s):</p> <ul style="list-style-type: none"> • No intersection treatments are proposed at the entry and exit driveways. • Both Fourth Avenue and Tenth Avenue are collector roads, which are expected to carry high traffic volume once the precinct is fully developed. The proposed access(s) off these roads should be restricted to left in/left out only with a raised central island. • Three proposed access(s) off Eleventh Avenue are located in a close proximity to each other. Concern is raised to the potential vehicular conflicts enter into and exit the driveways. 	<p>Conflict is not anticipated between the three Eleventh Avenue access(s) for the following reasons:</p> <ul style="list-style-type: none"> • Two of the three crossovers are for the child care centre car park. Activity in this car park would generally be occurring at different times to the school set-down and pick-up. • The two child care crossovers will be low usage, given the relatively small numbers of car spaces (33) in the child care centre car park. 	
DCP road layouts	<p>DCP road layouts</p> <p>It is noted that the proponent has proposed to modify the DCP road layouts with the removal of a number of local roads. Justification for the proposed road changes, demonstrating that the revised road network would be consistent with the adjacent DCP road network are to be provided.</p> <p>Consultation is required to adjacent land owners for the proposed changes to the DCP road network.</p>	<p>The proposed development does not hinder the ability to deliver the roads identified in the Growth Centres SEPP. The changes to the roads shown in the Growth Centres SEPP only impact the site and will not constrain access to adjacent properties. The local road to the east of the eastern boundary of the site could be provided in the future, if required.</p> <p>There is adequate distance (approximately 32m) between the eastern boundary of the site and the future north-south road (on Lot 813 and Lot 839) to accommodate residential development.</p> <p>The future intersections on the south side of Tenth Avenue are located away from pedestrian and vehicle access points. As such there will be minimal conflict with the operational of the school and the future road network in this regard.</p>	Appendix F

Matter	Submission	Response	Refer to
		Drawing 4032 MP004 has been updated to indicate the future road layout within the proposed school masterplan.	
	<p>Car parking Provision and Design</p> <p>The DA includes:</p> <ul style="list-style-type: none"> • 317 car parking spaces and 143 set-down/pick-up spaces • 13 bus bays <p>The development is required to provide a total of 273 parking spaces in accordance with Liverpool Growth Centre Precincts Development Control Plan.</p> <p>A total of 317 car parking spaces and 143 set-down/pick-up spaces are provided on the site. The car parking provision meets the DCP requirements. However, the car parking provision for the pick and set down requires significant on street parking, queuing stage and efficient management to reduce traffic congestion.</p> <p>This requires a detailed Operational Traffic and Parking Management Plan, as outlined below.</p> <p>In addition, it is unclear how traffic flow circulation will be directed within the proposed car parks. In this regard, a detailed parking signage and line marking plan is to be submitted to Council which illustrates directional signs, vehicular circulation pavement marking, entry/exit access(s) and intersection treatments on the surrounding roads.</p>	<p>Car parking Provision and Design</p> <p>A Traffic Management Plan has been included with the RtS.</p> <p>A detailed parking, signage and line marking plan will be prepared and issued to Liverpool Council for approval prior to the issue of a construction certificate for the relevant stage of construction.</p>	Appendix Q.
Operational Traffic and	Operational Traffic and Parking Management Plan	An Operational Traffic and Parking Management Plan will be provided to the Council prior to occupation of	

Matter	Submission	Response	Refer to
Parking Management Plan	<p>Prior to the occupation of agreed student populations, to ensure appropriate traffic and parking management, an operational traffic management plan is to be prepared by a qualified partitioner and submitted to Council for endorsement and implemented to Council's satisfaction.</p> <p>The Traffic Management Plan is to be modified to include:</p> <ol style="list-style-type: none"> 1. The management of school buses. 2. The management of school pick-up and drop-off zones within the school which may include pedestrian supervision during the peak periods. 3. Capacity of each identified zone. 4. Traffic and pedestrian movements to/from the drop-off and pick-up zones to minimise pedestrian and vehicular conflicts. 5. Safe and efficient off-street car park management. 6. Traffic and parking signage and control plan for the street frontage of the development site. 7. Parent education process to minimise traffic conflicts within and along the school frontages. <p>A detailed Operational Traffic Management Plan (OTMP), including staggered hours, car parking control and management is to be submitted for approval with regular reviews and updates by a committee or school council, and notification to Council as required. The OTMP is to be designed for different stages of the development.</p>	<p>Stage 1 and it will be updated progressively as future stages of the school are developed.</p>	

Matter	Submission	Response	Refer to
Staged Implementation of Required Traffic Management Works	<p>Staged Implementation of Required Traffic Management Works</p> <p>A schedule traffic management works forecast student enrolments and time line for delivery of required works, is to be prepared and submitted to Council for review and included in the Concept Consent as Commitments for staged implementation of required traffic management works.</p>	<p>The staging of the proposal has been amended as described in Section 2.2 of this RtS Report. Major traffic management works will be delivered as part of Stage 3 works.</p>	<p>Section 2.2.</p>
Referral to the RMS	<p>Referral to the RMS</p> <p>Due to the scale and nature of the application, referral to the RMS and TfNSW are required. In addition, the proposed traffic signals at the following intersections require RMS approval under the Section 87 of Roads Act 1993.</p> <p>The applicant is to prepare and submit warrant assessment reports in accordance with RMS traffic signal warrant assessment template as shown in Appendix A.</p>	<p>The amended proposals details the extent of works to be delivered in stage 3, including roundabouts at Fourth/Tenth and Fourth/Eleventh. Should there be a need for traffic lights at a future date, the intersection configuration has been designed to accommodate this – refer advice at Appendix V</p> <p>A warrant assessment report would only be required if traffic signals are pursued at some future time.</p>	<p>Appendix F</p>
Roads upgrading	<p>Roads upgrading</p> <p>It is noted that the developer proposes to upgrade the following surrounding roads to four-lane roads along the frontage of the development.</p> <ul style="list-style-type: none"> • Eleventh Avenue • Tenth Avenue • Fourth Avenue <p>Strategic concept designs of the proposed road upgrades including intersection treatments, Category ‘P4’ street lighting (including underground cabling and the use of LED</p>	<ul style="list-style-type: none"> • Road infrastructure works will take place in Stage 3 of the development. Preliminary civil plans showing the road widening have been prepared. • The proposed widenings will occur at the site’s frontage only, and not to the entire length to Edmondson Avenue. The land required for upgrades does not impact adjoining properties. • As noted above the applicant will prior to occupation of Stage 1 provide a bond or bank guarantee to Council as security for future intersection works. 	<p>Appendix D and Appendix F</p>

Matter	Submission	Response	Refer to
	<p>lights), footpath paving, landscaping are to be submitted to Council for review and approval.</p> <p>The design are to take the following requirement into consideration:</p> <ul style="list-style-type: none"> • As Fourth Avenue is an existing bus route, the minimum width of kerbside lanes is to be 3.5m including gutter. • The widening of Eleventh Avenue and Tenth Avenue shall be between Edmondson Avenue and Fourth Avenue. • Council is currently preparing a strategic concept design for Edmondson Avenue upgrade between Bringelly Road and Fifteenth Avenue. A meeting is to be held with Council to agree on the scope and funding arrangement for the proposed intersection treatment at Edmondson Avenue/Eleventh Avenue and Edmondson Avenue/Tenth Avenue. <p>Council notes that road widening may necessitate land acquisition from private properties to facilitate four-lane roads between Fourth and Edmondson Avenue on both Tenth and Eleventh Avenue. Council has serious concerns regarding the likelihood of this being delivered by the proponent, and requests that the proponent meet with Council to discuss potential road layouts, and that this matter be resolved to the satisfaction of Council before development approval is granted.</p>		
Bus Zones and Service Bay	Bus Zones and Service Bay <p>The transport report (Page 12) indicates that four bus bays are proposed on Tenth Avenue. The landscape master plan also shows that four bus bays are proposed on Fourth</p>	<p>The signalised intersection of Fourth Avenue/Eleventh Avenue has been removed from the scope of the SSD DA</p>	Appendix F

Matter	Submission	Response	Refer to
	<p>Avenue. It is noted that the proposed bays on Eleventh Avenue are in close proximity to the proposed signalised intersection of Fourth Avenue/Eleventh Avenue. The proposed geometric layout of the intersection is to be provided to Council for review. Prior to the construction certificate, details of bus bays (i.e. bay dimension and bus zone signage) should be provided to Council for approval. The swept path analysis of a bus entering into and exiting the bays is to be submitted to Council for review.</p>	<p>The detailed design of bus bays will be provided prior to the issue of the construction certificate for Stage 3 works, in consultation with Council.</p>	
Bus Route	<p>Bus Route</p> <p>The proposed bus routes around the school are to be confirmed with TfNSW and bus operators. Details are to be submitted to Council for review.</p>	<p>TfNSW has advised that future bus services around the school are not confirmed. Further discussion and with TfNSW and local bus operators will take place as future stages of the school progress.</p>	Appendix F
Pedestrian and cycling facilities	<p>Pedestrian and cycling facilities</p> <p>Pedestrian/cycling crossing facilities are to be provided at or near the proposed pedestrian and cyclist entry and exit access(s). Raised 'Wombat Crossing' facilities are to be installed across all internal and external crossing points where and when warranted.</p> <p>Details of interim pedestrian and cycling crossing facilities are to be provided to Council if the warrants for the marked foot crossing(s) are not met. Details of cycling routes and crossings on the surrounding roads including ramps to shared paths are to be provided to Council.</p> <p>Proposed level of bicycle parking is lower than envisaged in Council's DCP, informed by the Liverpool Bike Plan 2018-2023, which indicates one bicycle parking spot for every 10 students and one spot for every 10 staff. This would mean</p>	<p>An interim school crossing is proposed on Eleventh Avenue until the warrants for marked foot crossings are met. Pedestrian crossings will be provided on Tenth and Eleventh Avenue at Stage 3 of the Project.</p> <p>Cycling routes are identified in the DCP for Austral and Leppington North, including along Tenth, Fourth and Edmondson Avenues.</p> <p>The 150 bicycle parking bays are provided to meet expected demand. Adequate space is provided within the concept proposal to increase the number of bicycle parking spaces if additional capacity is required. Provision of additional bicycle parking can be if required as the staged delivery of the school progresses.</p>	Appendix D and Appendix F

Matter	Submission	Response	Refer to
	268 spaces, rather than the proposed 150. The proposal has stated there is room for more bicycle parking if required. Council recommends that cycling infrastructure be provided in accordance with the intent of the Bike Plan.		
School zones	School zones In accordance with RMS requirements, 40km/hr 'School Zones are required along sections of the three road fronting the development site, i.e. Eleventh Avenue, Tenth Avenue and Fourth Avenue. Prior to the occupation of agreed student populations, applications are to be submitted to the RMS for installation of an RMS approved school zone.	Noted. Application for school zones will be made at the relevant future stage of the school. These can be conditions as part of future development applications.	
Workplace travel plan	Workplace travel plan A workplace travel plan is to be prepared in accordance with TfNSW Travel Plan toolkit and template. Details of documents and supporting resources can be found at the following site: https://www.mysydney.nsw.gov.au/travelchoices/tdm	A workplace travel plan will be provided prior to occupation of Stage 1 and this will be updated with each subsequent stage.	
Summary	Summary Council requests the following traffic-related additional information to be submitted to Council for review prior to the determination of the application: a. Details of traffic generation, distribution and assignment based on school catchment area are to be provided to Council to assist in the determination of extents and scope of the proposed road upgrades, intersection treatments at the development access points as well as the proposed signalised intersection layouts.	The supplementary traffic report confirms the following: <ul style="list-style-type: none"> the traffic generation methodology and school catchment area. 	Appendix F

Matter	Submission	Response	Refer to
	<p>b. Intersection treatments at proposed at the entry and exit driveways. Both Fourth Avenue and Tenth Avenue are collector roads, which are expected to carry high traffic volume once the precinct is fully developed. The proposed access(s) off these roads should be restricted to left in/left out only with a raised central island.</p> <p>Three proposed access(s) off Eleventh Avenue are located in a close proximity to each other. Concern is raised to the potential vehicular conflicts enter into and exit the driveways.</p>	<ul style="list-style-type: none"> SIDRA analysis provided with the initial traffic report confirms that the proposed full movement access driveways will operate at an appropriate level of service, and that limiting access / egress to left-in/left-out is not warranted. Conflict is unlikely to occur between vehicle access points, as peak periods do not align and the access points cater to lower levels of traffic overall. 	Appendix F
	c. A detailed parking signage and line marking plan is to be submitted to Council which illustrates directional signs, vehicular circulation pavement marking, entry/exit access(s) and intersection treatments on the surrounding roads.	<ul style="list-style-type: none"> A detailed parking signage and line marking plan will be prepared with relevant future development applications. 	
	d. Details of all bus bays (i.e. bay dimension and bus zone signage) including swept path analysis of a bus entering into and exiting the bays is to be submitted to Council for review.	<ul style="list-style-type: none"> The detailed design of bus bays will be provided prior to the issue of the construction certificate for Stage 3 works. 	
	e. Staged Implementation of Required Traffic Management Works - A schedule traffic management works, forecast student enrolments and time line for delivery of required works, is to be prepared and submitted to Council for review and included in the Concept Consent as Commitments for stage implementation of required traffic management works.	<ul style="list-style-type: none"> The staging of the project, expected student numbers and associated traffic measures are set out in the architectural plan set The traffic management works are outlined in the updated civil drawing set. The proponent commits to the completion of works as part of stage 3, in addition to providing a bond prior to occupation certificate for Stage 1. 	Appendix F

Matter	Submission	Response	Refer to
	f. Details of cycling routes and crossings on the surrounding roads including ramps to shared paths.	<ul style="list-style-type: none"> Pedestrian and cycling crossing facilities will be installed on adjacent roads as required, and when appropriate warrants are met and will be detailed on relevant future development applications. This approach was agreed with RMS at the meeting on 7 February 2019. 	
	g. Strategic concept designs of the proposed road upgrades including the intersection treatments prepared in accordance with Austroads Design Guide and Council requirements. In particular, as Fourth Avenue is a bus route, the minimum width of kerbside lanes is to be 3.5 m including gutter.	<ul style="list-style-type: none"> The design of the proposed road widenings has been provided in the civil plans 	Appendix D
	h. The DA includes the removal of a number of local roads, justification is to be provided demonstrating that the revised road network would be consistent with the adjacent DCP road network. Consultation is also required with adjacent land owners for the proposed changes to the DCP road network.	<ul style="list-style-type: none"> The removal of the local roads will only directly impact the subject site and will not constrain the wider road network or adjacent properties. Further consultation is not warranted on this basis. 	
	It is suggested a meeting be held between Council and the proponent to discuss the above matters as well as agree to the funding arrangement and provision of the required staged upgrading works.	The applicant met with Council in respect of these matters on 22 August 2019 and the outcome is set out in the record of meeting Appendix O	Appendix O
Engineering	It is noted that the Appendix G Civil Plans provided conflict with the Appendix Q Transport Plan. The proposed four-lane road section from the Transport Plan in Figures 5, 6 and 7 are to apply, and the Civil Works plans should be updated to reflect this.	The road section provided in the Civil Works plans has been updated to reflect a four lane (two in each direction) roads.	Appendix E, plan C5.02

Matter	Submission	Response	Refer to
Public Benefit Offer	<p>Council has reviewed the Public Benefit Offer (Appendix EE), which the proponent intends to use as the basis for a Voluntary Planning Agreement (VPA). In regards to the Terms of Offer contained in the Public Benefit Offering, Council notes the following:</p> <p>a) Council is agreeable to the proponent constructing the half width portion of Eleventh Avenue, with costs able to be offset against item LR37 in the Liverpool Contributions Plan 2014 - Austral and Leppington North (October 2014). Any cost above that listed for item LR37 will not be offset against total Section 7.11 charges.</p>	<p>Agreed. The construction of Eleventh Avenue (LR37) will be undertaken by the applicant at the relevant future stage of development.</p>	
	<p>b) Council does not believe that construction of road widening on Fourth, Tenth and Eleventh Avenue should be part of a Public Benefit Offer, rather this should be a condition of consent under Section 4.17 of the Environmental Planning and Assessment Act 1979, as these are upgrades required due to the increased burden on the road network caused by the development, and not a public benefit. As these works are not listed in the Contributions Plan, they are unable to be offset against Section 7.11 charges and should be provided wholly at the proponent's cost. Council recommends that road widening along Tenth Avenue and Eleventh Avenue is conditioned to be provided by the proponent between Fourth Avenue and Edmondson Avenue, and not just the section of the road fronting the development site.</p>	<p>The applicant will accept a condition of consent at the relevant stage of development requiring the construction of road widening and road works within the boundary of the site and within the Council road reserve to accommodate the school development. Such works would not extend beyond the perimeter of the school site.</p>	
	<p>c) Council does not believe the construction of traffic signals at Fourth and Eleventh Avenue should be part of a Public Benefit Offer, rather this should be a condition of consent under Section 4.17 of the Environmental Planning and</p>	<p>The traffic signals at Fourth and Eleventh Avenue have been removed from the scope of the DA, replaced by future provision for roundabout and/or traffic signals as per the outcomes of the meeting with</p>	<p>Appendix O</p>

Matter	Submission	Response	Refer to
	<p>Assessment Act 1979, for the reasons stated above. Costs can be offset against item IN10 in the Liverpool Contributions Plan 2014 - Austral and Leppington North (October 2014). Any cost above that stipulated for item IN10 will not be offset against Section 7.11 charges.</p>	<p>RMS held on 7 February 2019, The provision of an alternative interim traffic management strategy has been discussed and agreed with RMS and Council as detailed in Appendix O.</p>	
	<p>d) Council does not believe the construction of traffic signals at Fourth and Tenth Avenue should be part of a Public Benefit Offer, rather this should be a condition of consent under Section 4.17 of the Environmental Planning and Assessment Act 1979, for the reasons stated above. Costs can be offset against item IN11 in the Liverpool Contributions Plan 2014 - Austral and Leppington North (October 2014). Any cost above that stipulated for item IN11 will not be offset against Section 7.11 charges.</p>	<p>The traffic signals at Fourth and Tenth Avenue have been removed from the scope of SSD DA 8865, replaced by roundabout treatments, as per the outcomes of the meeting with RMS held on 7 February 2019 and with RMS and Council on 22 August 2019.</p>	<p>Appendix O</p>
	<p>e) Construction of traffic signals at Edmondson Avenue and Eleventh Avenue should be a condition of consent under Section 4.17 of the Environmental Planning and Assessment Act 1979, for the reasons stated above. As these works are not listed in the Contributions Plan, they are unable to be offset against Section 7.11 charges. It is noted, however, that Edmondson Avenue is listed as a 'Road with State Infrastructure Contribution Funding' in the Liverpool Contributions Plan 2014 - Austral and Leppington North (October 2014), and the proponent should discuss funding and delivery of this upgrade with the Department of Planning and Environment.</p>	<p>The traffic signals at Edmondson and Eleventh Avenue have been removed from the scope of the DA as per the outcomes of the meeting with RMS held on 7 February 2019. A standard SIC contribution is expected to be made through conditions of consent.</p> <p>The provision of an alternative interim traffic management strategy have been discussed and agreed with RMS and Council as detailed in Appendix O.</p>	<p>Appendix O</p>
	<p>f) Item '1(e)' of the Terms of Offer has been repeated in '1(f)'. It is assumed that this item is meant to state 'Construction of traffic signals at Edmondson Avenue and Tenth Avenue; value to be agreed with Council.' The construction of traffic</p>	<p>This interpretation is correct, items (e) had been transposed and repeated in error in the letter of offer. The provision of an alternative interim traffic management strategy have been discussed and</p>	<p>Appendix O.</p>

Matter	Submission	Response	Refer to
	<p>signals at Edmondson Avenue and Tenth Avenue should be a condition of consent under Section 4.17 of the Environmental Planning and Assessment Act 1979, for the reasons stated above. As these works are not listed in the Contributions Plan, they are unable to be offset against Section 7.11 charges. It is noted that Edmondson Avenue is listed as a 'Road with State Infrastructure Contribution Funding' in the Liverpool Contributions Plan 2014 - Austral and Leppington North (October 2014), and that the intersection of Edmondson Avenue and Tenth Avenue is listed as a signalised intersection. The proponent should discuss funding and delivery of this upgrade with the Department of Planning and Environment.</p>	<p>agreed with RMS and Council as detailed in Appendix O.</p>	
	<p>g) Excision and dedication of land for the purpose of road widening should be a condition of consent under Section 4.17 of the Environmental Planning and Assessment Act 1979, for the reasons stated above. This is not listed in the Contributions Plan, and as such cannot be offset against Section 7.11 charges. Council believes the proponent should be responsible for all land acquisition necessary for road widening along the entire stretch of Tenth and Eleventh Avenue between Fourth Avenue and Edmondson Avenue, not just the land fronting the proponent's development site.</p>	<p>The applicant is not responsible for future development beyond the perimeter of the school site as agreed with Council at the meeting on 22 August 2019.</p>	<p>Appendix O</p>
	<p>Recommendations</p> <p>While Council remains open to entering into a VPA with the proponent, it is Council's opinion that the remaining works proposed as part of the Public Benefit Offering (namely item 1(a)), would more appropriately be delivered as a Works in</p>	<p>The applicant will prior to the occupation of Stage 1 provide a bond or bank guarantee for future intersection upgrades.</p>	

Matter	Submission	Response	Refer to
	<p>Kind Agreement. The Public Benefit Offering states that the value of works will be determined in agreement with Council.</p> <p>As part of Council's Works In Kind policy, it is the proponent's obligation to engage a suitably qualified practising Quantity Surveyor, Civil Engineer or Surveyor to estimate the value of the works. It is advised that the proponent provide a written application for Works In Kind for the half width section of Eleventh Avenue, as set out in Council's Development Contributions Land Dedication and Works In Kind Policy.</p>		
	<p>Flooding</p> <p>The proposed development site is located within Kemps Creek catchment. The site of the school is affected by overland flooding and a number of overland flow paths run across the site. An overland flood study was undertaken by GRC Hydro Pty Ltd to assess the impacts of the proposed development (Ref: Project Number: 170041; St Anthony of Padua, Masterplan – Flood Assessment, dated: 24 July 2018). However, the flood study by GRC Hydro is not acceptable for the following reasons:</p> <p>There is significant variations in the flood maps of GRC Hydro study as compared to flood maps from Council's overland flood study and overland flood study by Costin Roe Consulting Pty Ltd (done under previous application, DA-465/2016).</p> <p>GRC Hydro flood study did not considered necessary changes in the land surfaces of the site that will be carried out as a part of the proposed development.</p>	<p>The flooding consultant and stormwater engineer met with Liverpool Council on 25 June 2019 to discuss the parameters for the revised flood reporting. It was observed by Council at the meeting that GRC and Council's results were based on a similar rainfall on grid approach and 1% AEP depths/extents were a good match. GRC have therefore satisfied Council in respect of the issue of consistency issue.</p> <p>Following the meeting, GRC Hydro prepared a revised flooding assessment. This revised assessment also addresses the comments received by Council in that it incorporates designed ground levels provided by Warren Smith & Partners and proposed stormwater pipe elements based on data obtained from WS&P. This approach is also consistent with Council advice.</p> <p>The revised flood impact assessment shows that no proposed building is impacted by over floor flood liability. Flood affectation is not exacerbated for any private property other than the subject site.</p>	<p>Appendix A, Appendix F</p>

Matter	Submission	Response	Refer to
		<p>The PMF level varies across the site. The highest PMF levels is in the NE corner of the site most prone to flooding. As per Council communication in the meeting, Munns Sly Moore have designed the school buildings so that floor levels have been set to be equal or greater than the PMF.</p>	
Shared facilities	<p>Social impact</p> <p>The EIS and Social Impact Assessment (SIA) has been considered by Council's Community Planning team, and the following issues are noted:</p> <p>Shared facilities</p> <p>The SIA states that the proponent is working with Council to deliver facilities that can be shared with the wider community. Council strongly supports joint-use partnerships for the proposed facilities at the site, and encourages further detail to be developed. It is also supportive of the suggested sharing of a school bus service with the Austral Public School as a measure to encourage using public transport and also to increase social cohesion by creating genuine interaction opportunities. Council requires a tangible commitment to be made by the proponent, and looks forward to the establishment of a vision and commitment for shared facilities.</p>	<p>Noted. The applicant is committed to ongoing dialogue with Council regarding the establishment of shared public transport service and will keep an open channel of communication with Council.</p>	

Matter	Submission	Response	Refer to
	<p>For purposes of explaining the social context and socio-economic benchmarking, the proponent uses a 3km radius. When it comes to attracting enrolment from the surrounding areas, given the subject school's popularity and the overall increased demand for Catholic Schools in Sydney, it is believed that the current suggested catchment is understated. This is also reinforced by the fact that the immediate vicinity is relatively socio-economically disadvantaged, as also acknowledged by the proponent. Currently, the proposal does not include an Enrolment Management Plan, which would be helpful to improve equity in regards to socio-economic and cultural backgrounds of new enrolling students, and in regards to identifying a priority enrolment area.</p>	<p>An Enrolment Management Plan will be prepared detailing information regarding the school's operation. This will be prepared prior to the occupation of Stage 1 and will be updated as the stage development of the school progresses.</p>	
	<p>In order to identify socio-economic disadvantage at any given area, household income is a useful measure that can provide a brief picture for the local context, however it can be misleading as it does not include variables such as household composition and age in its calculations. In the submitted SIA, it is stated that the identified study area (3km radius) has an average household income of \$1682 per week, which is lower compared to the average for Liverpool LGA and Greater Sydney, which are \$1807 and \$1750 p/w, respectively. A more accurate indicator of the economic resources available to a standardised household is equivalised household income. The identified study area has an equivalised household income of approximately \$1500 p/w, which is significantly lower than the projections made in the SIA and further underlines the disadvantage experienced in the community. These figures are likely reflective of the</p>	<p>It is recognised there are different methods to assess socio-economic disadvantage. The SIA acknowledges that the local area is economically disadvantaged and has noted that Sydney Catholic Schools aim to provide support for disadvantaged students through education subsidies, provision of affordable childcare places and other suitable program initiatives.</p>	

Matter	Submission	Response	Refer to
	precinct's high elderly population, given the proximity of nearby retirement villages.		
	Council's Social Justice Policy is a key policy relevant to the school expansion in regards to issues such as access to education, inclusivity and anti-discrimination, which is currently not referred to in the document prepared by the applicant.	<p>Council's Social Justice Policy has been reviewed. A summary of how the proposal addresses this is provided below.</p> <p>It is considered the proposal reflects the following social justice principles outlined in section 4.4 of the policy:</p>	This RTS table
		<p>Access</p> <p>The proposal includes a non-denominational preschool which is intended to be available for people of all backgrounds. This demonstrates the commitment of Sydney Catholic Schools to providing inclusive and welcoming facilities to the community.</p>	
		<p>Equity</p> <ul style="list-style-type: none"> It is recognised that Liverpool LGA is expected to accommodate an additional 21,072 students by 2036 and will require increased educational services to help meet this demand. The proposal seeks to help in meeting this demand by providing increased primary and secondary education services in an area of identified need. <p>Evidence based approach</p>	

Matter	Submission	Response	Refer to
		<ul style="list-style-type: none"> The proposal has been informed by the technical assessments undertaken by specialist consultants in accordance with SEARs requirements. <p>Participation and partnership</p> <ul style="list-style-type: none"> Community and stakeholder consultation was undertaken prior to lodgement of SSD DA8865 to provide opportunities for the community to share their views on the proposed design and to incorporate this feedback in the design of the Project. <p>Community strengths</p> <ul style="list-style-type: none"> The school is committed to working with the local community and has actively involved them in the consultation process to help shape the school design and potential shared use facilities. The proposed Piazza provides a shared civic space along with establishing a sense of community for both the School and the local community The school hours of full operation of the school are to be flexible to allow for school and community related activities to occur outside of typical school hours. Activities include the use of the school hall and sports fields after hours. This will also provide for the operation of the café before and after future church services on the weekends It is anticipated that the school hall building will be able to be use for community activities and events subject to operational management. The school's 	<p>Section 8, EIS report</p>

Matter	Submission	Response	Refer to
		<p>fields and facilities may also be used by the local community subject to finalising management and security arrangements.</p> <ul style="list-style-type: none"> The proposal seeks to reflect and build on the local heritage of Austral through the integration of 400 sqm of market gardens on site. 	
		<p>Safe and healthy communities</p> <ul style="list-style-type: none"> Schools facilitate an environment where students can be engaged, safe and healthy. A Crime Prevention through Environment Design (CPTED) assessment was undertaken and is Appendix H to the EIS. The CPTED assessment identifies that the school layout has been designed in accordance with CPTED principles of surveillance, access control, territorial reinforcement and space activity and management. It provides mitigation measures to minimise any potential crime risks relating to the school's construction and operation. 	Appendix, Section 7.20 EIS.
		<p>SIA Recommendations</p> <p>It is proposed that the school's Enrolment Management Plan reflect the principles of Liverpool's Social Justice Policy and is developed having regard to the area's socio-economic disadvantage. The enrolment Management Plan will be available prior to occupation of Stage 1 and will be updated over time.</p>	
Food premises	<p>Food premises</p> <p>Council has concerns regarding the proposed café. While SEPP (Educational Establishments and Child Care Facilities)</p>	<p>Any use of the café by the public will be an insignificant component of the overall operation of the school. The core purpose of the café is to service the</p>	

Matter	Submission	Response	Refer to
	<p>2017 allows development without consent at schools for “a kiosk, cafeteria or bookshop for students and staff that is not more than 1 storey high”, the EIS notes that a proposed café is expected to also service the public. While a café servicing the student and staff population could be considered ancillary development, Council has concerns characterising a public-facing café as ancillary development to the school and questions its permissibility.</p> <p>As there are limited facilities currently in the area, a public serving café has the potential to become a traffic generating development.</p>	<p>school pupils, staff, parents and attendees of the future church services, and on this basis the café is ancillary. The café will include segregated frontages to the public and students, to mitigate any potential safety concerns arising from interaction between students and members of the public. These details will be provided in an Operational Management Plan that will be provided post project consent.</p> <p>Any traffic generated by the café would likely occur over the lunch period, being the off-peak traffic time for the school. As a result, there will be adequate capacity in the road network to accommodate any traffic generated by the café.</p>	
	<p>Urban Heat Island</p> <p>There is significant removal of trees and decreased albedo from the development's buildings.</p> <p>The previous SEARs indicated that the proponent would demonstrate how the development would reduce its contribution to the urban heat island effect, however there is insufficient detail on how this will be achieved.</p> <p>For example, the Liverpool City Council Growth Centre Precincts DCP requires roofing and paving materials and colours to minimise the retention of heat from the sun. Council is concerned the black roofing material selected would unnecessarily increase the urban heat island effect.</p>	<p>The proposal incorporates the following measures to mitigate the Urban Heat Island effect:</p> <ul style="list-style-type: none"> • The proposed roofing colour has been amended to a light grey (Colorbond 'Shale Grey' or similar). This will reduce heat absorption into the building. The external finishes schedule within the Urban Design Report has been updated to reflect this. • All buildings have a robust masonry base providing a good source of thermal mass. which will control the internal environment and reduce the reliance on active heating and cooling. • Metal façade cladding provide generous overhangs to the windows and entries which decrease heat transfer through windows and provide protection from inclement weather. • The revised landscape plan will provide shading within and around the school. 	<p>Appendix C</p>

Matter	Submission	Response	Refer to
	Environmental Protection Authority		
EPL	The EPA does not consider that the proposal will require an Environment Protection Licence (EPL) under the POEO Act.	Noted	
	Office of Environment & Heritage		
Biodiversity	<p>Biodiversity</p> <p>OEH notes that the site is identified as biodiversity certified land pursuant to Schedule 7 of the Threatened Species Conservation Act 1995, and therefore an assessment of the impacts of the proposal on biodiversity is not required. However, the proposal includes the retention of Cumberland Plain Woodland vegetation in the western part of the site.</p> <p>Consistent with Appendix K (Eco Logical Australia, 12 June 2018), OEH recommends that species selected for landscaping and revegetation include the use of a diversity of local native provenance plant species (trees, shrubs and groundcovers). Refer to the OEH website for a list of Cumberland Plain Woodland species, available at: https://www.environment.nsw.gov.au/determinations/cumberlandwoodlandsFD.htm</p>	<p>The proposed plant schedule prepared by Umbaco Landscape Architects (L-DA02-Issue E) details a selection of vegetation species suitable for the site, the school use and the locality.</p> <p>These include species identified on the OEH list of Cumberland Plain Woodland species.</p>	Appendix C
Flooding	<p>Floodplain Risk Management</p> <p>OEH has reviewed Appendix G and Appendix R in relation to flooding and provides the following comments:</p> <ul style="list-style-type: none"> The flood maps (grc Hydro, July 2018) included in Appendix R (Part 2) appear to have inconsistencies 	<p>The flooding consultant and stormwater engineer GRC Hydro met with Council on 25 June 2019 to discuss the parameters for the revised flood reporting.</p> <p>As described above, GRC Hydro have subsequently prepared a revised flooding assessment in consultation with Council. It was observed by Council</p>	Appendix F

Matter	Submission	Response	Refer to
	<p>between the existing conditions and the proposed development conditions.</p> <ul style="list-style-type: none"> Figure 4 for the existing conditions shows minor flood affectation in the 1% AEP at the southern end of the development site (i.e. Tenth Avenue), while Figure 5 shows widespread flooding across the site particularly across the south west and southern areas. Also, the flood maps under developed scenarios do not show any flood affectation at these locations. These inconsistencies need to be checked, corrected and updated in the report in order to have sound understanding of flood behaviour within the site for the proposed development. 	<p>at the meeting that GRC Hydro and Council's results were based on a similar rainfall on grid approach and 1% AEP depths/extents were a good match. GRC Hydro have therefore satisfied Council in respect of the issue of consistency issue.</p> <p>The revised flood impact assessment shows that no proposed building is impacted by over floor flood liability. Flood affectation is not exacerbated for any private property other than the subject site.</p>	
	<ul style="list-style-type: none"> Appendix G (Civil Plans) outlines the proposed drainage network and detention basins within the development site. The adopted design standard for the drainage network should be shown. Also, it should be clarified whether the flood models include these details. 	<p>This revised GRC Hydro Flooding Assessment incorporates designed ground levels provided by WS&P and proposed stormwater pipe elements based on data obtained from WS&P. This approach is also consistent with Council advice. The Civil plans were prepared in accordance with the following:</p> <ul style="list-style-type: none"> Liverpool City Council Development Design Specification, Section D5 Stormwater Drainage Design, dated January 2003, and; On-Site Stormwater Detention (OSD) Technical Specification, dated January 2003. 	Appendix E
ESD	<p>Sustainability</p> <p>OEH notes that the EIS (Urbis, updated) and Architectural Design Report (Munns Sly Moore Architects, July 2018) briefly discuss ecologically sustainable development, including that the design strategy for the proposal includes</p>	<p>The ESD report prepared in support of the EIS determined that the school project can achieve a Five Star Rating under the official Green Star Education V1 Scorecard.</p>	EIS Report, Section 7.9 and Appendix M of the EIS.

Matter	Submission	Response	Refer to
	<p>installation of solar pv to help meet the energy needs of the school, landscaping to reduce the impacts of the Urban Heat Island effect and maximising the opportunities for natural lighting and ventilation in the building design.</p> <p>It is recommended that the NSW and ACT Governments Regional Climate Modelling (NARClIM) climate change projections developed for the Sydney Metropolitan area are used to inform the building design and asset life of the project. These include over 100 climate variables, including temperature, rainfall, hot days and cold nights, severe Forest Fire Danger Index (FFDI) and are publicly available online and at fine resolution (10km and hourly intervals) for 20-year time periods: 2020-2039 near future and _long-term 2060-2079. Further, sustainable design measures such as green roofs should be incorporated into the project design to maximise the long-term ecologically sustainable development outcomes of the proposal. The climate change projections for the Sydney Metropolitan area are found at the following link: https://climatechange.environment.nsw.gov.au/Climate-projections-for-NSW/Climate-projections-for-your-region/Metro-Sydney-Climate-Change-Downloads</p> <p>OEH further recommends that green roofs, cool roofs and/or green walls be incorporated into the detailed design of the proposal. The benefits of Green Roofs, Cool Roofs and Green Walls are outlined in the OEH (2015) Urban Green Cover in NSW Technical Guidelines which can be found at the following link: http://climatechange.environment.nsw.gov.au//Adapting-to-climate-change/Green-Cover</p>	<p>Best practice sustainability measures are achievable through the development. As such, additional measures (such as green roofs and walls) have not been incorporated into the development concept.</p>	

Matter	Submission	Response	Refer to
	<p>Green roofs are roof surfaces that are partially or fully vegetated. Cool roofs use reflective material to reflect and emit more solar energy than dark coloured roofs. Green Walls are vegetated systems that are grown on the vertical facade of the building envelope</p> <p>Green roofs and cool roofs can have a strong regulating effect on the temperature of roofs and building interiors, reducing the energy needed for cooling and the impact of the Urban Heat Island effect. Green Walls can reduce heating and air-conditioning requirements. The provision of an Intensive Green roof or Green Wall would increase habitat and biodiversity at the site, particularly if local provenance plant species are used from the relevant native vegetation community.</p>		
	NSW Rural Fire Service		
Bushfire	<p>The New South Wales Rural Fire Service (NSW RFS) has reviewed the information provided and advises that it raises no objection to the proposed development, subject to the following conditions being implemented within the consent:</p> <ul style="list-style-type: none"> At the commencement of building works, and in perpetuity, the entire site shall be managed as an inner protection area (IPA) as outlined within section 4.1.3 and Appendix 5 of Planning for Bush Fire Protection 2006 and the NSW Rural Fire Service's document Standards for asset protection zones. New construction shall comply with Sections 3 and 5 (BAL 12.5) Australian Standard AS3959-2009 Construction of buildings in bush fire-prone areas or NASH Standard (1.7.14 updated) National Standard 	<p>The advice is noted and it is considered that the requirements can be progressively addressed through the staged development of the school.</p>	

Matter	Submission	Response	Refer to
	<p>Steel Framed Construction in Bushfire Areas - 2014 as appropriate and section A3.7 Addendum Appendix 3 of Planning for Bush Fire Protection 2006.</p> <ul style="list-style-type: none"> • A Bush Fire Emergency Management and Evacuation Plan shall be prepared consistent with Development Planning- A Guide to Developing a Bush Fire Emergency Management and Evacuation Plan December 2014. • Internal roads shall comply with the requirements of section 4.2.7 of Planning for Bush Fire Protection 2006. • The provision of water, electricity and gas services are to comply with section 4.1.3 of Planning for Bush Fire Protection 2006. • Future landscaping to the site is required to comply with the principles of Appendix 5 of Planning for Bush Fire Protection 2006. 		
	NSW Roads & Maritime Services		
Traffic signals	<p>1. Roads and Maritime does not provide approval under Section 87 of the Roads Act 1993 to the installation of traffic signals at the Fourth Avenue/Eleventh Avenue and Fourth Avenue/Tenth Avenue intersections as part of this application. It is not clear what the proponent's justifications are for the proposed traffic signals and whether warrants have been met in accordance with Traffic Signal Design Manual Section 2 – Warrants.</p> <p>If the site satisfies the warrants, it does not necessarily mean that a traffic control light is the best solution. All traffic data should be analysed and alternative treatments considered to determine the optimum solution.</p>	<p>CBRK prepared the original traffic report for the EIS. CBRK also met with the RMS on 7 February 2019 to discuss the RMS comments. CBRK have subsequently provided a supplementary letter responding to traffic and transport comments provided by RMS and Liverpool Council.</p> <p>In direct response to comments received from RMS. The traffic signals at the Fourth Avenue/ Eleventh Avenue and the Fourth Avenue/ Tenth Avenue intersection are proposed part of Stage 3. The pedestrian crossing on Tenth and Eleventh Avenue remains shown on the architectural plans, for potential future provisions., Should they be required at Stage 3 (or later), necessary applications will be made for the</p>	Appendix G.

Matter	Submission	Response	Refer to
	<p>An alternative intersection treatment/design will need to be considered by the proponent to efficiently and safely manage vehicle and pedestrian traffic, subject to Council's satisfaction.</p>	<p>crossings.</p> <p>instead being replaced by roundabouts to accord with the adopted Contribution Plan. This was confirmed at the subsequent meeting with Council and RMS on 22 August 2019.</p> <p>In response to the RMS advice, the traffic signals no longer form part of the current application, but could be considered for implementation at a future time, if and when they were warranted by a combination of school traffic and traffic from other development in the Austral and Leppington North precincts.</p> <p>The provision of an alternative interim traffic management strategy was discussed with Council and the RMS at the meeting of 22 August 2019. The applicant will provide a bond or bank guarantee for the future intersections or intersection works, enabling Council to advance these works in the instance that required ahead of provision by the school in stage 3. The civil plans at Appendix D demonstrate that the intersections can be designed to accommodate either round-a-bout treatments or traffic signals.</p> <p>At this meeting Council confirmed that they would be responsible for the appropriate intersection treatments at the intersections of Edmondson Avenue with Tenth and Eleventh Avenues. The amended SSDA_7255 application therefore does not propose any works to these intersections.</p>	

Matter	Submission	Response	Refer to
Pedestrian crossings	2. Roads and Maritime requests further information for the pedestrian crossings on Tenth and Eleventh Avenue as proposed in section 3.14 of the Traffic Report. Please note that a warrants assessment is required for each new pedestrian crossing on the road network.	The pedestrian crossing on Tenth and Eleventh Avenues have been removed from the application, however may be provided at a later date - in which case necessary application would then be made.	Appendix G. Appendix O
Traffic generation	3. Chapter 3 of the Traffic Report does not clearly differentiate between the potential traffic generation rates of the three proposed uses at this site, i.e. the school development under Stage 1, the new church development and the new school facilities. These different uses are likely to have different traffic impacts on the surrounding road network at different times during the week, which should be considered in the traffic assessment.	<p>The original transport assessment prepared by CBRK for the EIS identified that the original Stage 1 would be the peak traffic generating component of the development, as the majority of development envisaged in the concept proposal will be provided as part of the Stage 1 works.</p> <p>The amendments to the staging of the school means that the traffic generation will be staged and gradually incorporated into the local road network as the development progresses. As the staged development of the school progresses road and intersection upgrades will be delivered to accommodate the gradual increase in traffic generation.</p> <p>The future church will generate overall lower levels of traffic in comparison to the school. These uses will also generate traffic outside of the school peak period. The church will be the subject of a future development application. The development concept make allowance for the church in the future. The traffic network will have adequate capacity to accommodate these off-peak activities.</p>	Appendix G.
Traffic surveys	4. It is not clear what current traffic surveys of the surrounding road network and surveys of existing and similar	Future traffic counts in the original CBRK report were estimated from the transport report prepared for the ultimate development of the precinct; this is the	Appendix G.

Matter	Submission	Response	Refer to
	schools were undertaken for the traffic assessment and modelling.	<p>appropriate base case for consideration of the proposed school.</p> <p>As the surrounding locality is largely undeveloped, the existing road network would likely carry low traffic flows. A traffic survey of the existing road network would thereby not provide an appropriate traffic base case.</p> <p>RMS agreed at the meeting of 7 February 2019 that no further information was required to respond to this issue.</p>	
Trip distribution	5. Further information is requested regarding the determination of trip distribution and what assumptions and evidence was used to determine travel demands for this development (e.g. expected travel demands for car trips, bus trips and other travel modes).	The school expects that most of its population will come from Austral/Leppington North and immediately surrounding areas. These are students who, without the proposed school, would have attended other local schools in the area. They will therefore not create new demands for travel in the broader area, compared to that already envisaged in previous precinct planning. The catchment area for the school is included in the supplementary CBRK report.	Appendix G.
	6. Additional development traffic at the intersections with Bringelly Road and Cowpasture Road need to be considered in the traffic assessment.	<p>As demonstrated in the CBRK reports beyond the immediate roads surrounding the site, the school would not generate significant travel demands beyond those planned for the precinct, because the catchment for the school is similar to the precinct itself.</p> <p>Traffic effects at intersections on Camden Valley Way and Bringelly Road have already taken into account in broader planning for the area, and are not significant</p>	Appendix G

Matter	Submission	Response	Refer to
		<p>in the context of the upgrades which have been and are currently being undertaken for these roads.</p> <p>The effects of school traffic at intersections along these roads would not be significant.</p>	
	7. Roads and Maritime requests a copy of the SIDRA 7 traffic modelling summary outputs and electronic files for further review and comment.	The SIDRA electronic files have been provided with the supplementary traffic report.	Appendix G
	<p>Summary</p> <p>Roads and Maritime also provides the following comments for the Department's consideration in the determination of this application:</p> <p>1. Roads and Maritime also does not provide approval under Section 87 of the Roads Act 1993 to the installation of traffic signals at the Edmondson Avenue/Eleventh Avenue intersection.</p>	The traffic signals at Fourth Avenue, Tenth and Eleventh Avenues and the pedestrian crossing on Tenth and Eleventh Avenue have been removed from SSD DA 8865 as a direct response to comments received from RMS. Upgrades to roundabouts are not proposed as part of the scope of development, being stage 3.	Appendix G
	2. A significant number of vehicles and pedestrians will access the site at the start and 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 and 40km/hr School Zones are to be installed in accordance with the conditions below. The consent authority should ensure that parking, drop-off and pick-up zones and bus zones are incorporated in accordance with Roads and Maritime standards.	The advice is noted. The designation and approval of school zones will be obtained in accordance with RMS requirements as the development of the school progresses.	Appendix G

Matter	Submission	Response	Refer to
	<p>Roads and Maritime is responsible for speed management along all public roads within the state of New South Wales. That is, Roads and Maritime 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.</p> <p>Therefore, the Developer must obtain written authorisation from Roads and Maritime to install School Zone signs and associated pavement markings, and/or remove/relocate any existing Speed Limit signs.</p> <p>To obtain authorisation, the Developer must submit the following for review and approval by Roads and Maritime, at least eight (8) weeks prior to student occupation of the site:</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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 conditions imposed/proposed on their use iv. All existing and proposed pedestrian crossing facilities on the adjacent road network 	<p>The RMS advice is noted. The designation and approval of school zones will be obtained in accordance with RMS requirements as the development of the school progresses.</p>	<p>Appendix G</p>

Matter	Submission	Response	Refer to
	<p>v. All existing and proposed traffic control devices and pavement markings on the adjacent road network (including School Zone signs and pavement markings).</p> <p>vi. All existing and proposed street furniture and street trees.</p> <p>School Zone signs and pavement marking patches must be removed and installed in accordance with Roads and Maritime approval/authorisation, guidelines and specifications.</p> <p>All School Zone signs and pavement markings must be installed prior to student occupation of the site.</p> <p>The Developer must maintain records of all dates in relation to installing, altering, removing traffic control devices related to speed.</p> <p>Following installation of all School Zone signs and pavement markings the Developer must arrange an inspection with Roads and Maritime for formal handover of the assets to Roads and Maritime. The installation date information must also be provided to Roads and Maritime at the same time.</p> <p>Note: Until the assets are formally handed-over and accepted by Roads and Maritime, Roads and Maritime takes no responsibility for the School Zones/assets.</p>		
	<p>3. The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements in relation to landscaping and/or fencing, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS</p>	<p>The RMS advice is noted. Car parking areas are appropriately sized and can be designed to comply with the applicable Australian Standards. This will be demonstrated with future development applications for development stages involving car parking.</p>	

Matter	Submission	Response	Refer to
	2890.1- 2004, AS2890.6-2009 and AS 2890.2 – 2002 for heavy vehicle usage.		
	4. The swept path of the longest vehicle (including garbage trucks, building maintenance vehicles and removalists) entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTROADS. In this regard, a plan shall be submitted to Council for approval, which shows that the proposed development complies with this requirement.	Swept paths demonstrating these requirements are shown in Figure 2 of the traffic report Appendix Q to the EIS.	Refer Appendix Q of EIS.
	5. A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to the relevant consent authority for approval prior to the issue of a Construction Certificate.	A Construction Traffic Management Plan can be prepared prior to the release of a construction certificate for each of the seven stages of development.	
	6. The Department of Planning and Environment should be satisfied that adequate parking arrangements for staff are provided on-site.	Noted.	
	7. The proposed development will generate additional pedestrian movements in the area. Pedestrian safety is to be considered in the vicinity.	The pedestrian crossings on Tenth and Eleventh Avenue have been removed from SSD DA8865 in response to RMS's comments. Pedestrian safety will be addressed through the provision of school zones and other measures as may be required by the RMS as the school progressively develops.	
	Transport for NSW		
Proposed traffic signals;	Proposed traffic signals; justification and timing Comment: The Transport and Accessibility Impact Assessment report prepared by Colston Budd Rogers &	<ul style="list-style-type: none"> Traffic signals at Edmondson Avenue / Tenth Avenue are identified within the contribution plan for Austral and Leppington North as a SIC item. It is 	Appendix G

Matter	Submission	Response	Refer to
justification and timing	<p>Kafes Pty Ltd (October 2018) provides likely timeframes for the signalisation of the intersections at Fourth Avenue with Tenth Avenue and Edmondson Avenue with Eleventh Avenue. It is unclear within the traffic report of the justification of the proposed traffic signals, which are beyond that envisaged for the Austral & Leppington North precinct.</p> <p>Furthermore, it is unclear whether the proposed timing of the signalisation of the aforementioned intersections is suitable having regard for the expected growth of the precinct.</p> <p>Recommendation: Clarification should be provided regarding the justification for the proposed traffic signals and the timing for the delivery of the signals.</p>	<p>understood that these signals will be installed by Council as part of its works program for the precinct.</p> <ul style="list-style-type: none"> The traffic signals for Fourth Avenue, Tenth and Eleventh Avenues have been removed from SSD DA 8865 as a direct response to comments received from RMS. 	
Active transport network	<p>Active transport network</p> <p>Comment: The Austral and Leppington North Precincts Development Control Plan identifies shared paths along Tenth Avenue along the site's frontage. The proposed works in this application includes the widening of Tenth Avenue. This widening should include provisions for shared paths on either or both sides of the road (per Council's specifications).</p> <p>Recommendation: The Applicant should note the above in the development of road design plans.</p>	<p>The updated civil plans prepared by WSP indicate the shared path to Tenth Avenue along the site's frontage.</p>	Appendix D, Figure C5.02
Staggering of school start/end times; trip generation assumptions	<p>Staggering of school start/end times; trip generation assumptions</p> <p>Comment: It is proposed that the school start/end times will be staggered between the junior and senior schools (Section 3.19 of the traffic report). Additional details should be provided regarding the likely start/end times for the</p>	<p>The school currently caters for primary aged children and anticipates the high school to commence from 2023/2024. Details of start and finish times for the senior school are not confirmed at this time. Other private schools typically stagger start and finish times</p>	Appendix G

Matter	Submission	Response	Refer to
	<p>respective schools. This will impact the traffic generation assumptions as the traffic report assumes that all trips to/from the school will occur uniformly over the peak hour. Reference should be made to a traffic assessment undertaken for the Lindfield Learning Village documented a survey of the arrival/departure profile of vehicles for Lindfield Public School (K-6). This survey indicated that the majority of vehicular movements occurred 20 minutes prior to the start and after the end of school.</p> <p>Furthermore, the report should provide additional information justifying the estimated 1,500 vph during the morning and afternoon periods. A detailed description of the methodology should be included to explain how the estimated traffic generation volumes have been derived. It should be noted that the traffic generation rates per student varies across year groups; generally younger students would more likely to be picked-up or dropped-off by car.</p> <p>Recommendation: The Applicant should provide further information as recommended above.</p>	<p>by 20 – 40 minutes, with the proposed school likely to operate in a similar way.</p> <p>The traffic generation figure of 1,500vph is based on the following methodology:</p> <ul style="list-style-type: none"> Approximately 60 and 40 per cent of junior and senior school students travelling by car. 15 per cent of students having a sibling at the school and an average car occupancy of some 1.4 students per car. A small allowance for sickness or absentees. 	
<p>Satisfaction of SEARs; non-car trips</p>	<p>Satisfaction of SEARs; non-car trips</p> <p>Comment: The SEARs provided by DP&E includes the following requirement: details of estimated total daily and peak hour trips generated by the proposal, including vehicle, public transport, pedestrian and bicycle trips based on surveys of the existing and similar schools within the local area;</p> <p>It is unclear within the EIS and/or traffic report whether the details of estimated public transport, pedestrian and bicycle trips have been provided. In particular, details of estimated</p>	<ul style="list-style-type: none"> It is estimated that up to half of the students at the school would use buses, particularly in the afternoon. Based on capacity of 70 students per bus, some 18 to 20 buses would likely be required to serve the school. The proposed road works and bus parking arrangements provide for some 13 buses at one time. With modest staggering of bus arrival times, as is typical, the proposed provision will readily cater for the expected bus activity. 	<p>Appendix G</p>

Matter	Submission	Response	Refer to
	<p>public transport trips could inform the design of bus bays and the required bus service strategy to accommodate expected demands.</p> <p>Recommendation: The Applicant should provide details of the estimated public transport, pedestrian and bicycle trips.</p>	<ul style="list-style-type: none"> It is likely that the number of students walking and cycling to the school would be less than 10 per cent (250 students). 	
Green Travel Plan	<p>Green Travel Plan</p> <p>Recommended Condition:</p> <p>As part of the ongoing operation of the school, a detailed Green Travel Plan (GTP), which includes target mode shares for both staff and students with the objective to reduce the reliance on private vehicles and encourage active transport modes, shall be prepared. The GTP must be implemented accordingly and updated annually.</p> <p>Reason:</p> <p>To ensure the school contributes to sustainable transport outcomes and achieve the overall strategic planning objectives in the Future Transport Strategy 2056.</p>	<p>At this time the details of where staff and students are travelling from to reach the school is unknown. Preparation of a GTP can be completed prior to occupation of Stage 1 and then progressively updated as new stages are completed and then annually after the school is fully developed.</p>	Appendix G
Traffic and parking management plan	<p>Traffic and parking management plan</p> <p>Recommended Condition: The Applicant shall prepare a Traffic and Parking Management Plan, which details the measures to safely manage the daily transport task to/from the school. Traffic and parking management measures that need to be addressed include:</p> <ul style="list-style-type: none"> pick-up/drop-off management and orderly vehicle queuing; 	<p>A Traffic and Parking Management Plan will be prepared prior to occupation of Stage 1 and will be progressively updated as stages of the development are completed.</p>	

Matter	Submission	Response	Refer to
	<ul style="list-style-type: none"> maintaining bus accessibility and student waiting areas; safe parent and student behaviour during pick-up/drop-off; and safe pedestrian movements to the school entrances, minimising vehicle-pedestrian conflicts. <p>The plan shall also detail the responsibilities of various personnel executing the plan and include measures to monitor, review the performance and make improvements to the plan. This plan should be implemented as part of the ongoing development and operation of the school.</p> <p>Reason: To safely manage the high volume of traffic (vehicular and pedestrian) movements, which generally occur within a short timeframe before and after school hours.</p>		
Road safety audit	<p>Road safety audit</p> <p>Recommended Condition: A Road Safety Audit (RSA, refer to NSW Centre for Road Safety Guidelines for Road Safety Audit Practices and Austroads Guide to Road Safety Part 6: Road Safety Audit) shall be conducted on all surrounding frontage roads upon completion of each subsequent stage of development. The focus of the RSA should be the pick-up and drop-off periods.</p> <p>Appropriate road safety measures and/or traffic management measures shall be implemented based on the outcomes of the RSA in consultation with Liverpool Council.</p> <p>Reason: The traffic demands, parking demands and changes associated with the school has the potential to adversely impact road safety and exacerbate any existing</p>	<p>Noted. A road safety audit should be completed prior to the occupation of relevant stages of the development. As the maximum school population will not increase under Stage 1 this audit should initially occur from Stage 2 and then following stages.</p>	

Matter	Submission	Response	Refer to
	road safety issues. The ongoing RSAs will facilitate the implementation of further road safety improvements, where identified, and contribute to the delivery of the Road Safety Plan 2021.		

Table 4 – Public submission

Matter	Comment	Response	Refer to
Table text			
Traffic and Transport	I am a resident located at 144 Tenth Avenue, Austral. which is directly opposite the redevelopment of St Anthony of Padua Catholic School. I do not wish to have any Bus bays, pedestrian crossings, traffic calming and or speed humps directly in front of my property.	There are no bus bays proposed to be located directly in front of 144 Tenth Avenue. None of the traffic and transport infrastructure identified in the submission is proposed in front of 144 Tenth Avenue. The detailed design of these elements will be considered with Council at the relevant future stages.	Appendix A

4. CONCLUSION

This RtS Report has considered the responses received from Department, Council and the agencies during the exhibition of SSDA_8865. The submissions received have been identified and addressed in the amended reports annexed to this RtS Report and in the body of this report. In some instances, attention is drawn to the information as contained in the EIS and associated Appendices.

The amended proposal is seeking development consent for:

- The Concept Proposal for the school including staging, layout, general built form considerations, access, landscape concepts and infrastructure; and
- Construction and use of Stage 1-6 works.

The amendments to the staging of the development are proposed to clarify the delivery of the school buildings and associated traffic management infrastructure to support the population growth of the school. The school will as part of the preparation of each application be consulting with Council and RMS on the progressive delivery of road and intersection upgrades.

The EIS and this RtS Report have demonstrated that:

- the school is able to be accommodated on site with minimal environmental impact;
- the school will result in positive impacts in the local community, by providing greater access to education services with high quality facilities;
- the proposal will provide shared community infrastructure within the precinct and offers a high-quality learning environment and facilities to meet the demands of the growing community of Austral; and
- the school will be supported by required road and intersection upgrades as the school progressively develops.

, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control. In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

APPENDIX A ARCHITECTURAL PLANS

APPENDIX B

ARCHITECTURAL DESIGN REPORT

APPENDIX C LANDSCAPE STATEMENT AND PLANS

APPENDIX D CIVIL REPORT AND PLANS

APPENDIX E FLOODING ASSESSMENT

APPENDIX F TRANSPORT ASSESSMENT

APPENDIX G ACCESS REPORT

APPENDIX H ACOUSTIC REPORT

APPENDIX I

GEOTECHNICAL REPORT

APPENDIX J BCA REPORT

APPENDIX K OPERATIONAL WASTE MANAGEMENT REPORT

APPENDIX L CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN REPORT

APPENDIX M SOCIAL IMPACT ASSESSMENT

**APPENDIX N SEPP EDUCATION 2017 COMPLIANCE
TABLE**

**APPENDIX O RECORD OF LIVERPOOL COUNCIL
MEETING**

APPENDIX P DRAFT GREEN TRAVEL PLAN

APPENDIX Q

DRAFT TRAFFIC MANAGEMENT PLAN

APPENDIX R CONFIRMATION OF ROOFING MATERIAL

APPENDIX S BUSHFIRE COMPLIANCE STATEMENT

APPENDIX T LANDSCAPE RESPONSE

APPENDIX U OWNERS' CONSENT LETTER

