

Mr Brent Devine  
Principal Planner, School Infrastructure Assessments  
Department of Planning, Industry and Environment  
4 Parramatta Square  
12 Darcy Street  
**PARRMATT A NSW 2150**

Dear Mr Devine

**Re: AI-Faisal College, Austral (SSD-10445)**

Council welcomes the opportunity to provide comments on the above State Significant Development (SSD-10445) at 66-80 and 83-87 Gurner Avenue, Austral. It is noted that Council previously provided a response to the SEARs request in April 2020, and this submission should be read in conjunction with that submission.

The proposed development involves alterations and additions to the existing AI-Faisal K-12 school at 83-87 Gurner Avenue and the expansion onto the adjoining site at 79 Gurner Avenue, Austral. The primary school will be located at 79-87 Gurner Avenue and the secondary school will be located at 66 and 80 Gurner Avenue, Austral.

Council has concerns with the scale of the proposed development including the following:

- Interface issues between the school and the future public open space
- Student and local road network capacity
- Permeability and removal of planned local roads
- Land acquisition and zoning issues, in particular, the proposed secondary school component planned on a future public school site
- Access to sewerage infrastructure.

Please refer to the attached detailed submission, which has been separated into major concerns and comments/recommendations regarding the proposed development. It is requested that the Department considers the comments raised by Council into consideration during the assessment of this application. Council would also appreciate that a meeting is organised between Council, the Department of Education and Department of Planning, Industry and Environment (DPIE) to discuss the location of a future public school in the local area given this proposal is located on land reserved in the Growth Centres SEPP for a public school.

Council is also concerned that the proposed development will have significant traffic impacts and requests a meeting with Council, the proponent, Transport for NSW (TfNSW) and DPIE to discuss the staged delivery of transport infrastructure/services to minimise traffic and transport impacts of the proposed development.

Council is currently assessing a modification application to DA-311/2019 which seeks approval to delete conditions of consent relating to traffic improvements. It would be

beneficial for the SSD assessment to take into consideration the above-mentioned modification application. The relevant planning documents can be found below.

<https://eplanning.liverpool.nsw.gov.au/Pages/XC.Track/SearchApplication.aspx?id=410675>

If you have any further enquiries in relation to the above, please contact Murray Wilson, Principal Strategic Planner on 8711 7427.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'C. Wiafe', is positioned above the printed name.

**Charles Wiafe**  
A/Manager Planning & Transport Strategy

## **Land use Interface Issues**

The rear portion of 79 Gurner Road is zoned RE1 Public Recreation and SP2 Infrastructure (Local Drainage) and is planned to be acquired by Council in the future.

Council requests clarification on how this interface will function without significant CPTED issues, given that public access and passive surveillance to the public open space will be significantly compromised by the proposed layout of the development.

### Recommendation

Further discussions should be carried out with Council to address potential land use interface issues between the school site and the future open space land.

## **Student capacity and local road network capability**

Schools are significant traffic generating developments when they cater to families outside of their walking or public transport catchment. Council's LSPS and the Western City District Plan recognise the multitude of issues associated with motor-vehicle dependency and the need to take real action on promoting mode-shift. The proposed redevelopment is not located near any significant public transport infrastructure and the local road network would be impacted by the proposed development.

In particular, the Indicative Road Layout has not taken into consideration the expected travel demand and should further consideration be given to the proposed development, capacity of the local road network and or public transport services would need to be increased.

As a minimum, the sections of Fourth Avenue, Gurner Avenue and the associated access roads would need to be widened to four-lanes to cater for the expected traffic volumes and a traffic and public transport plan which would accommodate the expected student population (in stages) is required.

### Recommendation

Prior to the approval of this application, Council requests that a meeting is organised with Council, DPIE and Transport for NSW to discuss the required staged road improvements and bus services to accommodate the expected travel demand (to and from the school).

## **Variation to Austral Precinct Indicative Layout Plan (ILP)**

The proposed road network is not designed to cater for the capacity proposed in this SSD application. The development of the school campuses (as proposed) negatively impacts on the accessibility and permeability of the future local road network. The variations sought (shown in Figure 1) as part of this application are not supported for the reasons outlined in the Table 1 below.

Attachment 2 further explains the proposed amendments to the ILP by Council as part of a separate amendment process and the applicants' proposed changes as part of this SSD Application.

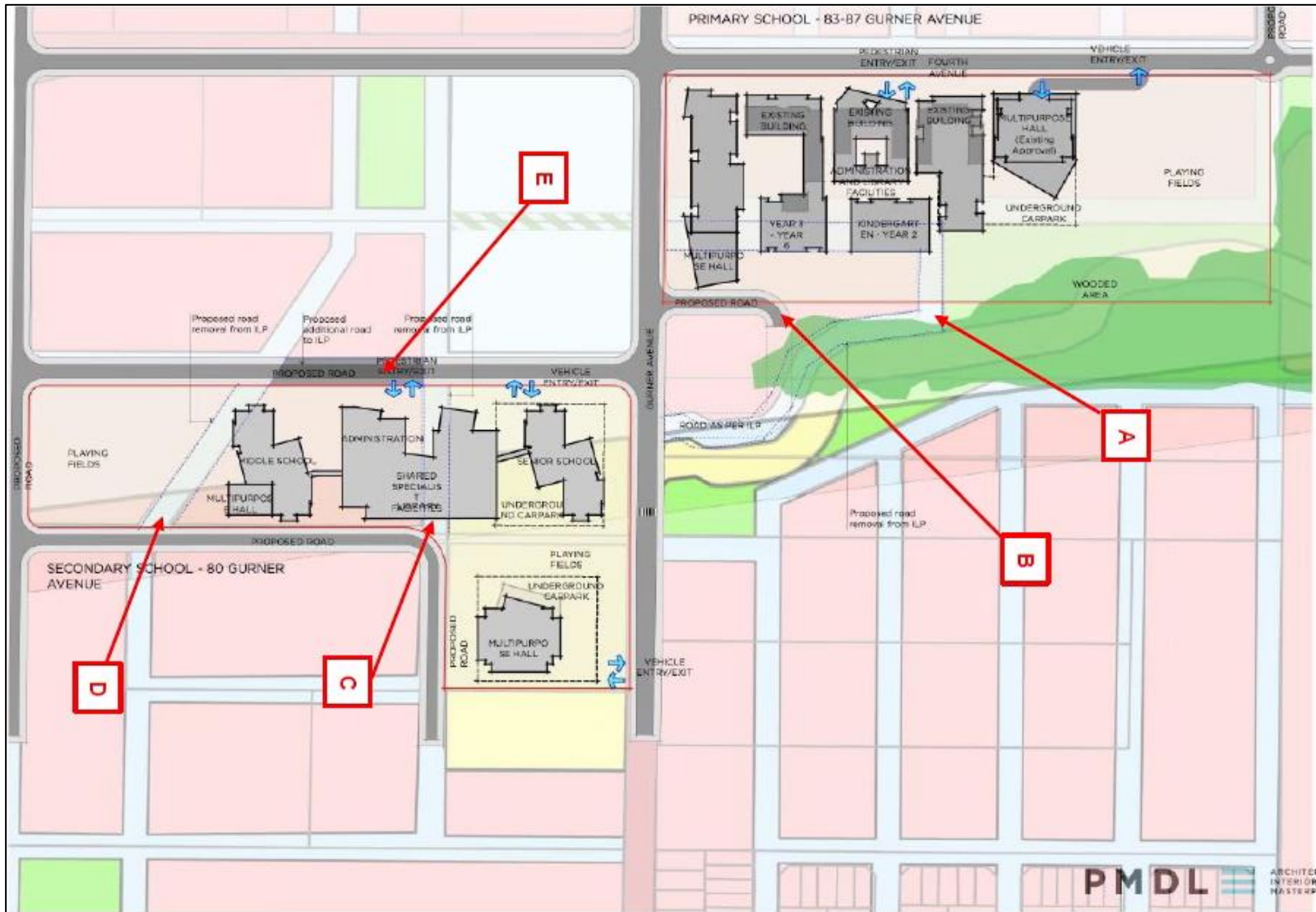


Figure 1.1 – Proposed Road Variations

Table 1 – Council comments on Proposed Road Variations

Proposed Road Variation	Support Yes/No	Comment
Road A	No	<p>Road A is proposed to be deleted as part of this SSD application. Council has exhibited a draft ILP (18 March 2020 to 21 April 2020) to remove a road to the west of the Road A as part of Liverpool Local Environmental Plan – Amendment to SEPP (Sydney Region Growth Centres) 2006.</p> <p>The proposed removal of the road west of Road A is justified given that the school is established and has buildings in the area indicated for a future road.</p> <p>Road A as proposed by the draft ILP is designed to allow the remaining lands to be developed and allow for passive surveillance to the future public open space. This further variation to the ILP as proposed by this SSD is not supported.</p> <p>The variation as proposed will result in a strip of land that can only be developed in a manner which has its back and/or side to the open space, further reducing passive surveillance and public safety concerns relating to the space. This will restrict access to the open space, and is not considered orderly development, nor an optimal outcome.</p> <p><b>Please note</b> - Attachment 2 further explains the proposed amendments to the ILP i.e. by Council as part of a separate amendment process and the applicants' proposed changes as part of the SSD Application.</p>
Road B	No	<p>Road B is proposed as a variation to the deletion of Road A. The proposed variation would restrict access to the open space, and is not considered orderly development or an optimal outcome.</p> <p>The proposed amendment does not encircle the remainder of the residential zoned land outside of the school, in fact it isolates a long narrow (20-40m wide) strip of R3 zoned land between the school and open space, which would only have access to a road on its southern boundary. This strip of land could only be developed in a manner which has its back and/or side to the open space, thus further reducing passive surveillance and public safety concerns relating to the future open space.</p>

Proposed Road Variation	Support Yes/No	Comment
		<p>Whilst there may be an opportunity to provide a pedestrian and cycle path between the school and the open space, this would be facilitated on neighbouring land. However, this shifts the burden of providing a public benefit to another landowner, who receives no benefit in providing such infrastructure.</p> <p>This proposed ILP change will not provide for the orderly development of adjacent land, and will reduce passive surveillance to the public open space when compared to the recently exhibited ILP.</p> <p>A variation to the proposed ILP as exhibited is not supported.</p>
Road C	No	<p>The proposal does not consider precinct permeability at the neighbourhood scale. The proposed deletion of Road C creates a barrier to the pedestrian desire line. The road variation is not in keeping with the principles of maintaining pedestrian permeability along desire lines in close proximity to a town centre.</p> <p>Other existing planned school sites (within the Austral ILP) creates large landholdings whilst also maintaining permeability - this proposal proposes the deletion of local roads which dramatically reduces permeability.</p> <p>The 'diversion' for pedestrians from the east of the proposed school to the (yet to be built) neighbourhood centre is not modest. If pedestrian/s were walking from the street corner on the eastern side of Road C and travelling to the neighbourhood centre on the western extent of Road C, this represents a distance of approximately 150m; a 300m return trip could be completed in about 4 minutes. By removing Road C and D, one would then have to travel around the perimeter of the school, via new road E.</p> <p>This is approximately 650m, resulting in a 1.3km return trip which would take &gt;15 minutes (walking at the same speed). This would significantly impact on the desirability for active transport, either decreasing local sales / commercial viability or increasing demand on parking and traffic around the centre. This is not consistent with the objectives of creating liveable neighbourhoods and encouraging sustainability in the South West Growth Area. A variation to the proposed ILP as exhibited is not supported.</p>
Road D	No	<p>In addition to points raised above in Road C, it is recognised that non-ninety-degree roads are not ideal, however the angled road still provides permeability.</p>

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Proposed Road Variation	Support Yes/No	Comment
		<p>Road D also provides the most direct link between two planned public open space areas. It is recommended that this road is retained.</p> <p>A variation to the proposed ILP as exhibited is not supported.</p>
Road E	No	<p>The addition of this road could be supported from the standpoint that it increases permeability, however, it is entirely located on a neighbouring allotment. This shifts the burden onto the neighbouring allotment.</p> <p>Without agreement from the neighbouring property owner, Council staff cannot support the proposed amendment.</p>

### Recommendation

If DPIE supports any or all of the above road layout variations, agreement should be obtained from the affected and adjoining property owners prior to any approvals given.

### **Land Acquisition, Land Zoned for Future School Site**

School Building proposed on the RE1 Public Recreation zone

Clarification is needed whether a building within the proposed primary school site will be constructed on land zoned RE1 Public Recreation. A number of images / figures indicate that a building is proposed on RE1 land, while the EIS states (page 94):

*The rear portion of No.79 Gurner is identified as land to be acquired for Local Open Space (RE1) and Local Drainage (SP2). Liverpool City Council is the relevant authority to acquire both the RE1 land and SP2 land. **The proposed school grounds do not incorporate any land which is located within this portion of the site.***

Please refer to *Figure 3-1 Primary School Masterplan* from the submitted Flood Impact Assessment and *01 Site Plan Primary School – LO (Ground)* from the Submitted Architectural Plans.

It is noted that the land to which the building is proposed in the RE1 Public Recreation zone is not biocertified. A building being constructed on the RE1 zoned land is not supported.

It is also noted that based on the landscaping plan, there does not appear to be provision for vehicular access to the section of open space for maintenance and public access purposes, contrary to the road DCP layout this deficiency needs to be addressed as part of the assessment and prior to any approval.

### Recommendation

- DPIE to clarify if any part of the school is to be located on land zoned RE1 Public Recreation.
- DPIE to clarify the permissibility of the school on RE1 zoned land and impacts of non-bio-certified land.

### **Shared eco-learning space on Land Zoned RE1 Public Recreation**

The application is proposing a 'shared eco-learning space' facility on land to be acquired by Council (RE1 Public Recreation). Concern is raised that this will effectively be a 'privatised space' when it is in fact on (future) public land. There are also potential land acquisition and maintenance issues for Council if this is approved.

It is also noted that the land to which the 'eco learning space' is proposed is not bio certified.

Under the Land Acquisition heading (of the EIS - Page 94) the proposed school grounds do not incorporate any land which is located within the RE1 and SP2 portion of the site, however the Landscape Plan identifies items which appear to be garden beds, seating and paths. This needs to be clarified.



Section 8.9 (of the EIS - page 132) states that the proposed development does not include any works outside the existing biodiversity certification, whereas the majority of the land zoned RE1- Public recreation and SP2 Local drainage is non-bio certified and the proposed "eco-learning space and temporary detention basins, along with an encroaching building appear to be identified within the non-bio-certified areas. It does not appear to address the non-bio certified categorisation. This needs to be clarified.

If garden beds, landscaping and paths (are proposed on the RE1- zoned land and are acceptable to Council) depending on who would be responsible for maintenance, a positive covenant may be required on the title of the schools land to ensure ongoing future management responsibility and liability. A positive covenant would require Council approval and payment of associated administration fees.

Council's preferred option for the land to be vacant when acquiring RE1 Public Recreation land.

#### Recommendation

- Further discussions must be held with Council's Property, City Presentation, Community Development and Planning and Strategic Planning teams prior to any approvals of such a facility. If approved this facility should be open to the public at all times. Detailed design of this facility must be undertaken in consultation with Council.
- DPIE need to assess the impacts of a learning space on non-bio-certified land.

It is also noted that a 'learning space' is proposed on land zoned RE1 Public Recreation that is potentially flood prone and away from any local road i.e. located at the back of the school. This could be a risk and needs to be assessed.

#### Recommendation

Further discussions need to be held with Council to ascertain if a 'learning space' is appropriate to be located on flood prone land and required flood evacuation.

#### **Land Zoned SP2 (Education Establishments)**

The Department of Education is responsible for acquiring land zoned SP2 (Education Establishments). Council has not been instructed from Department of Education to rezone the site and release the acquisition burden.

#### Need for a Public-School Site in this Locality

#### Recommendation

Prior to the decision being made on this application, further discussions need to be held with Council, DPIE and Department of Education to ascertain the needs for a future public-school site in Austral and where this will be located.

#### Access to Sewerage Infrastructure

Section 5.2 of *Building Services Engineering Design Intent Report (Revision 3- Final)* prepared by Evolved Engineering discusses the existing inground sanitary drainage

reticulation system, which connects to an onsite sewage management system (OSMS) consisting of a holding tank with pump-out. The consultant advises –

*“that the system will be extended and modified as required to suit the new building layouts where it has sufficient capacity to do so. Where the existing system is not large enough to accept discharges from the new buildings, new inground sanitary drainage systems shall be provided.*

*As part of the development of this site, it is desirable that the school is taken off the onsite sewerage treatment plan and connected to the reticulated sewer system. While the property is not directly serviced by a Sydney Water sewer main, with the continual development of Austral as a suburb, and the creation of the new secondary school, it is likely that the mains sewer can be extended to the site via Gurner Ave.*

*If this is the case, the ideal scenario will be to connect any of the new buildings that can drain via gravity to the mains sewer with the remainder of the site still connected to the treatment plant. The treatment plant could be decommissioned, but with the holding tanks retained as wet wells for a pumped sewer system. New macerator pumps would then be installed into the holding tanks, and pumped up to the gravity sewer.”*

Sydney Water have provided Council with a revised plan indicating that sewer services will not be available to the locality until 2026. Council has not supported the installation of temporary solutions such as pump out wet wells for developments impacted by the lack of sewage infrastructure.

It is noted that in Sydney Water's Interim Operating Plan Guidelines for Temporary pump out system the following points raise concern for a proposed development such as this that may propose to rely on these interim measures to proceed:

1. Sydney Water does not recommend proposals for temporary infrastructure to have a lifespan of greater than 1 year.
2. It is our understanding that Sydney Water cannot advise when trunk drainage or some other lead-in infrastructure will be made available and thus the life of the system may go beyond the recommended 1-year lifespan.
3. Section 3.1 – Identify maximum properties or area to be serviced, stipulates that the 'guidelines are generally appropriate for servicing up to a maximum of an equivalent of one hundred (100) residential dwellings.

This is based on a total daily flow requiring up to an acceptable limit of six (6) tanker cycles per day.' In addition, Sydney Water does not recommend temporary schemes greater than 200 dwellings, or multiple schemes within a development area.

4. It is unclear what a development such as this will require regarding tanker servicing per day. Furthermore, should this development be permitted to install an IOP pump out, surrounding developments permitted to install the same or similar systems will result in multiple schemes within the developments area. This is not in accordance with the Interim Operating Plan guideline.
5. On three occasions the document specifies that Sydney Water does not recommend proposals for temporary infrastructure to have a lifespan of greater than one (1) year (pages 5, 6 and 8).

### Recommendation

- Without any assurance as to when the trunk drainage or other lead-in infrastructure will be available, it is not recommended this development proceed unless a feasible solution for the management of wastewater is provided.
- Documentation from Sydney Water and the applicant are to be provided to address this matter.

### **Natural Environment**

#### Bio certification and Growth Centres SEPP

The following comments are only applicable to the portions of the site that are not bio certified.

Council's records show that portions of the property are mapped as Existing Native Vegetation (ENV) under the Growth Centres SEPP.

#### Recommendation

The SSD Application is considered within the context of compliance with the Growth Centres SEPP, and Bio-certification Order. The EIS assumes no impacts would occur within land identified as ENV.

However, it does not seem to consider impacts such as those that may be caused by earthworks (page 70 of the EIS) or landscaping (Annexure J of the EIS). There is also ambiguity in the extent of impacts that may occur due to the proposed bushfire mitigation measures.

#### Biodiversity Report Type

The EIS indicates that DPIE have granted a Biodiversity Development Assessment Report (BDAR) waiver. Evidence of this determination is not apparent within the exhibited material.

DPIE are best placed to determine the suitability of the biodiversity report type submitted (a Flora and Fauna Assessment), and whether currently proposed impacts were considered when making the BDAR waiver determination. Of note, the landscape and earthworks plans indicate potential impacts within the land mapped on the Biodiversity Values Map.

#### Comments and Recommendations on the Flora and Fauna Assessment

The following comments are offered on the Flora and Fauna Assessment (FFA):

The FFA considers the BOS threshold in a manner that is consistent with local development, rather than SSD. However, as noted above, it is considered that DPIE are best placed to determine whether a BDAR would be required.

#### Recommendation

- The figure showing the proposed development (figure 1-2) should also include the secondary school component.

- The FFA is based upon a waiver covering works within 79 Gurner Avenue (as indicated on page 16). However, it is unclear what this waiver is intended to cover. If this is a reference to a BDAR waiver, this may have been misinterpreted within the FFA as removing the need to assess impacts within this portion of the site.

#### Recommendation

- Further details should be included regarding the referenced waiver.
- Section 4.3.1 (mitigation measures – Animal welfare) makes reference to a future dwelling. It is recommended that the development type is revised.

#### Recommendation

- Additional mitigation measures are to be included to minimise impacts to the areas of vegetation to be retained.
- The methodology indicates that quadrat surveys were undertaken.

#### Recommendation

The data associated with these surveys should be included.

- The vegetation map shown in Figure 3-2 should be overlaid with the proposed works to demonstrate the extent of direct impacts.
- Further justification should be provided regarding the assumption that there is no suitable habitat for the Cumberland Plain Land Snail within the study area.
- The introductory text under the 'assessment of significance' heading within Appendix E (BC Assessments of Significance) is revised for the correct assessment type (SSD). It currently contains information that is only applicable for other assessment pathways, such as part 5 activities.
- Part (b)(i) of the assessment of significance in Appendix E should be revised. It contains conflicting information for River-flat Eucalypt Forest regarding the degree of continuity of the community within and beyond the site.
- Part (c)(ii) of the assessment of significance in Appendix E is revised to also consider the ecological community, not just threatened species.
- The extent of impacts need to be clarified, including but not limited to impacts associated with earthworks, landscaping and bushfire mitigation measures.

#### General Biodiversity Related Comments

The bushfire assessment report (Annexure K of the EIS) states that "All grounds within the subject site, excluding the identified riparian area, will be maintained in accordance with an Inner Protection Area". It is unclear if 'riparian area' encompasses the entire future reserve, or just the riparian zone identified within the ILP. Any bushfire mitigation measures, including the APZ, should be within the school property, not the future reserve.

#### Recommendation

The extent of the proposed Asset Protection Zone (APZ) need to be clarified.

The EIS assumes that no impacts would occur within the land identified on DPIE's Biodiversity Values Map (page 100). It appears that some associated works, including but not limited to earthworks and landscaping, may extend into land identified on the Biodiversity Values Map.

### Recommendation

The extent of impact needs to be further clarified and considered.

### **Social Impact Assessment (SIA)**

#### Comprehensive Social Impact Assessment

Council previously request that a comprehensive social impact assessment is submitted with the SSD application identifying the impacts if a public school is not constructed in this locality. Please see below extract.

*Council's Social Impact Assessment Policy 2015 provides detailed guidelines about the preparation of a Social Impact Assessment (SIA), which are typically required for education establishments.*

*Part of the high school campus is proposed on land zoned SP2 Infrastructure (Educational Establishment). This land is reserved for acquisition by the NSW Department of Education (DoE). It is Council's understanding that the DoE has provided a letter to the applicant stating, to the effect, that they do not object to private schools being built on land reserved for a public school. Council is of the opinion that this will likely lead to the preclusion of a government school being built on this site, with the DoE not identifying another suitable site to cater for this walking catchment in close proximity to the town centre and other planned facilities.*

*Elton Consulting prepared a comprehensive social infrastructure strategy when the Austral and Leppington North precincts were subject to master planning, including identifying the location of government school sites based on existing information and projected population and demographic assumptions.*

*It is Council's observations that particular areas of Austral are being developed in greater densities than assumed by Elton Consulting when master planning was taking place, and with an increased interest in medium-high density development, including 4+ bedroom dwellings/units on small lots, it is suspected that household sizes may be larger than initially planned (though this cannot be confirmed until the 2021 census).*

*Given these factors, Council staff do not see it likely that this government school site is surplus to requirements, rather the existing planned provision of school infrastructure in Austral is likely underestimated.*

*Given that this development will likely preclude the development of a government school on the site, the applicant shall prepare a comprehensive social impact assessment, which, amongst other matters, also identifies the impacts on society if the construction of this private school precludes the development of a government school in this location.*

The submitted Social Impact Assessment does not adequately address the impacts on the future residents of Austral if a public school is not built in the local area.

## Recommendation

The SIA must address the impacts on the future residents if the planned public school is not constructed in this locality, including how students will adequately access other public schools.

## Demographic Analysis

Austral is an area characterised by relative socio-economic disadvantage. With a low SEIFA (Socio-Economic Indexes for Area) Score (964.2), households in Austral are in the bottom 31% of NSW households, in terms of household income and residents in skilled occupations.

In our previous comments, we recommended a comprehensive demographic analysis and demand assessment to justify the position of the applicant for a Private School. In addition, as Austral is located in a comparatively lower SEIFA Index and high population growth zone, we requested further information supporting the application as to how the affordability issues will be met by the local residents.

The submitted SIA has included a demographic profile table (Annexure A) and analysis which is based on a general community profile.

There is no information in the SIA based on the socio-economic status of Austral and how the proposed development will meet the needs of the local community. It doesn't include any information on SEIFA or religion based demographic details. The SIA is based on general information and does not address our concerns satisfactorily.

## Local Impact

Liverpool Population and Social Infrastructure Study, August 2019 indicates that there is a significant shortage of public schools in the Austral/Leppington area. The study has included a demand assessment based on the criteria of one primary school per 2,000-2,500 dwellings and one public high school per 6,000-7,000 dwellings.

It refers, by 2041, an additional 22 schools will be required across the LGA when assessed at the LGA level. Additional schools will be required in the Established District (9 schools), particularly in Established North, and in new Release District (13 Schools), with most of these in Austral/Leppington.

By 2041, for a total 22,768 population in Austral/Leppington, 3 public high schools are expected; the current actual number is zero (0). For the projected population in Austral/Leppington, the expected number of public primary schools by 2041 will be 9, where the current actual number is 1 (based on population projection and JSA calculation, ABS statistics 2016).

As mentioned earlier, given that this development will likely preclude the development of a government school on the site, the applicant needs to prepare a comprehensive social impact assessment, which, amongst other matters, identifies the impacts on the community if the construction of this private school precludes the development of a government school in this location.

The SIA or other application documents have not addressed this issue. There will be a potential negative impact on the local community due to this replacement of the public school by a fee-paying private school. It might lead to inequality and lack of choice which is

quite significant for a suburb like Austral which is predominately a socio-economically disadvantaged region.

A report published in the Sunday Telegraph Sydney on 10 January 2021 refers, Austral and Leppington are one of most popular suburbs in NSW for first home buyers. The SIA has acknowledged this high growth trend of Austral referring the Forecast ID, 'Forecast ID predicts that the population of Austral will increase over 1000% (1028.27%) between 2020 – 2041 in line with forecast residential development in the suburb. The anticipated growth in the area is driving the redevelopment of the semi-rural land in Austral, around the subject site on Gurner Avenue, Devonshire Road and surrounding streets (SIA, Pg 15).

The high growth trend for Austral has emphasized the requirement for more public schools. We do not see it likely that this government school site is surplus to requirements, rather the existing planned provision of school infrastructure in Austral is potentially underestimated.

The existing situation leads to the preclusion of a government school being built on this site, with the NSW Department of Education not identifying another suitable site to cater for this walking catchment in close proximity to the town centre and other planned facilities.

### Accessibility

The subject site is not easily accessible by public transport and is not close to a train station. The nearest train station i.e. Leppington Railway Station It is approximately 5.5km from the development site. The nearest bus stop is over 2.7km away on Fifteenth Avenue with infrequent services.

Liverpool Social Impact Assessment Policy & Guidelines (updated 2020) refers.

*'Access for all' is an essential component of a fair and equitable society. Accessible developments encourage inclusive communities, improve affordability of goods and services, maximise access to public transport, pedestrian and cycle networks and provide convenient and continuous paths of travel (thereby promoting healthy, sustainable lifestyles). Consideration must also be given to accessibility for people with a disability'<sup>ii</sup>.*

The proposed development has considered accessibility in and around the site. Referring to the Access Report by Vista Access Architects, the SIA has mentioned, the proposal demonstrated that compliance can be achieved with the spatial requirements to provide access for people with a disability and it is assumed that assessment of the detailed requirements such as:

- Accessible paths of travel from the property boundary to and within the development.
- The interconnection between buildings.
- Accessible car parking.
- Internal layout of buildings (SIA, Pg 23).

The Access Compliance report addresses the internal college layout and interconnection. Further alignment with the Traffic and Access report (TRAFFIX) should address the arrival at the site by car and bus.

### Land-locking of 70 Gurner Avenue

DPIE must ensure appropriate access is maintained for the property known as 70 Gurner Avenue, as this property is land locked. Consent from the owners is required of 70 Gurner Avenue for any changes to current access arrangements.

### Provision of Utilities

As per Clause 6.1 of the SEPP (Sydney Region Growth Centres) 2006, DPIE must be satisfied that the proposed development has adequate arrangements for the access of water, electricity, and the disposal of sewage.

### Road Infrastructure

Fourth Avenue, to the north of Gurner Avenue (and directly west of the existing school site), is not constructed. The proponent shall detail how this road is to be constructed and dedicated to Council at no cost. All other future and existing roads, including Gurner Avenue, are to be re-constructed or upgraded in accordance with agreed road capacity to accommodate future travel demand and on-street parking subject to further discussions between Council, TfNSW and DPIE.

### Recommendation

- The proponent shall also seek consent from adjoining landowners where half roads are to be provided adjacent to the school.
- A meeting is to be organised with Council, TfNSW and DPIE to discuss the required and staged delivery of transport infrastructure/services to accommodate and minimise transport impacts of the development.

## **Traffic and Construction Management Plans**

### Traffic Generation Potential

The subject development is for the expansion of the existing primary school and construction of a new secondary school. It is to increase student capacity to 5,460 students (2,940 primary students and 2,520 high school students).

The subject development is expected to generate approximately 3,099 vehicular trips (1,621 vehicular trips from the primary school and 1,478 vehicular trips from the secondary school in peak).

The expected traffic generation from the developments will have significant impacts on the surrounding road network and intersections, particularly Fourth Avenue, Gurner Avenue, Fifteenth Avenue and Edmondson Avenue in the vicinity of the subject site.

### Traffic impact assessment of the development

The proposed student number exceeds what was planned at the precinct planning stage. Hence, a Transport Study is required to assess the cumulative impacts of the proposed development and other planned developments in Austral for horizon years 2026, 2036 and 2042 (ultimate development). This was also required by TfNSW as part of SEARs.



It is noted that linear growth rates are used to forecast future traffic demands at the surrounding intersections. The report adopts some forecast traffic demands in the Post-Exhibition Traffic report (Addendum) 2012, which are out of date. Council has recently developed AIMSUN Traffic survey which were carried out on 28 July 2020 during the morning peak period only.

While the afternoon peak is not concurrent with peak of the state road network, the development will have significant impacts on the local road network during the school pm peak hour. Hence, a Traffic Impact Assessment should be carried out for the school afternoon peak (i.e. 3:00 – 4:00 pm). Due to the pandemic in 2020, traffic demands could be underestimated compared to normal conditions.

Council has developed AIMSUN models for Austral and North Leppington Precinct including base year, 2026 and 2036 scenarios, which can be updated to assess the cumulative impacts of the development as well as the proposed modifications to the ILP road layout. In addition, AIMSUN models were developed for the Middleton Grange Town Centre which can be used for forecasting traffic flows at intersections along Cowpasture Road between the M7 Motorway and Hoxton Park Road.

### Recommendation

- A further transport study is required to assess the cumulative impacts of the proposed development and other planned developments in Austral for horizon years 2026, 2036 and 2042 (ultimate development).
- A meeting is to be held between TfNSW and Council to discuss transport modelling requirements, road network and demand analysis assumptions.

### State transport network

The proposed development would have some impact on arterial roads in the local area including Cowpasture Road, Fifteenth Avenue and Hoxton Park Road. TfNSW should be requested to comment on traffic impacts on the proposed development on these roads.

### Recommendation

Consultation is required with TfNSW for any required intersection improvements.

### Local transport network

The traffic study submitted with the development application has not adequately assessed traffic impacts of the proposed development on local road network in the vicinity of the subject sites, particularly intersections, including the following:

- Fourth Avenue/Gurner Avenue intersection.
- Gurner Avenue/Proposed West Avenue intersection.
- Gurner Avenue/Proposed access road to the primary school intersection.
- Craik Avenue/Seventeenth Avenue intersection.

- Fifteenth Avenue/Craik Avenue intersection.

In addition, both Gurner Avenue and Fourth Avenue are collector roads with one single traffic lane in each direction. The primary and secondary schools are located in close proximity to a future neighbourhood and mixed-use centre at the corner of Fourth Avenue and Gurner Avenue.

The school developments will have significant impacts on the intersections of Fourth Avenue and Edmondson Avenue along Fifteenth Avenue. Fifteenth Avenue and Fourth Avenue intersection is a roundabout controlled intersection. Fifteenth Avenue/Edmondson Avenue intersection is a priority-controlled intersection.

Council is currently preparing designs for the Fifteenth Avenue upgrade. The construction of the upgrade is subject to funding from NSW Government. The developments will be required to provide interim intersection treatments at these intersections prior to the upgrade being complete. The proposed intersection layouts along Fifteenth Avenue in 2036 are to be modelled in accordance with the preferred Fifteenth Avenue design option.

#### Recommendation

- The Transport and Accessibility report is to be updated to assess traffic impacts of the developments on the surrounding local network and intersections and identify staged upgrades to be agreed to with Council.
- The staging could relate to increase to student population in five-year intervals. The stage improvement are being discussed and agreed to prior to approval.

#### ILP Road Layout Amendment

It is noted that the proposed road layout is not consistent with the ILP road layout, which is not supported by Council. Detailed comments are shown in Table 1. As the Fourth Avenue/Gurner Avenue intersection is likely to be heavily congested in future, consideration is to be given to provide a loop road between Fourth Avenue and the new access road to Gurner Avenue along the northern and eastern boundaries of the preliminary school with no pedestrian access in order to provide an alternative access to improve traffic circulation.

A minimum road carriageway width of East Avenue and South Avenue should be 12.8m to allow on-street parking along both sides of the road.

Western Avenue, South Avenue and East Avenue are to be designed to connect to adjacent roads constructed by other developers.

#### Parking Provision

Additional information is required to demonstrate that the development includes appropriate provision for parking for pick up and set down. An operational traffic and parking management plan is required to manage traffic arrangements during pickup and set down. A draft plan is required for Council's review prior to occupation.

### Proposed bus bay and design

The proposed future charter bus routes will depend on the completion of the Edmondson Avenue extension. An interim bus route is to be prepared without the Edmondson Avenue extension.

It is noted that a 75-metre intended bay is designed to accommodate 4 charter buses (48 m long) and 3 minibuses (24 m) at the same time. This might be not sufficient as a standard rigid bus is 12.5 m long and requires draw-in and draw-out areas for bus(s) entering and leaving the bay. A design of the proposed bay is to be submitted to demonstrate that sufficient area is provided for bus(s) parking and manoeuvring in/out of the bay.

In addition, an on-demand bus booking system is to be established in order to provide flexible and door-to-door transport services for students and staff. This can be included as one of measures in the Green Travel Plan.

### Active transport provision

Both Gurner Avenue and Fourth Avenue are collector roads which will include shared paths along both sides of the road when these roads are reconstructed.

Shared path should also be provided along Fourth Avenue, north to Gurner Avenue, West Avenue and East Avenue.

There is no bridge connection between Sixteenth Avenue over the canal. Consideration is to provide a transport bridge to improve transport connectivity and accessibility between the school precinct and the Western Sydney Park land.

Details of change to the existing school zone and additional new zones are to be provided to Council with any required pedestrian crossing facilities and traffic calming devices.

### Green Travel Plan

An on-demand bus booking system is to be established in order to provide flexible and door-to-door transport services for students and staff.

### Recommendation

- The proposed student number exceeds what was planned at the precinct planning stage. Hence, a revised transport study is required to assess the cumulative impacts of the proposed development and other planned developments in Austral for horizontal years 2026, 2036 and 2042 (ultimate development).
- Transport & Accessibility Assessment report does not adequately assess traffic impacts of the proposed development on local road network in the vicinity of the subject sites, particularly intersections, which are immediately adjacent to the subject sites. The report does not recommend any required transport improvement works.

As such, the report is to be updated to include the following:

- Updated AIMSUN models to assess cumulative traffic impacts of the developments on local transport network and the revised ILP road network.

- A meeting is to be held between Council and TfNSW to agree transport modelling and road network assumptions. The assessment is to be carried out for school afternoon peak.
- Connected shared path network around the schools.
- A design of the proposed bay is to be submitted to demonstrate that sufficient area is provided for bus(s) parking and manoeuvring in/out of the bay.
- Revised school zones and associated pedestrian crossing facilities.
- Consultation with TfNSW for state road upgrades.
- Required interim and ultimate road and intersection treatments.

A meeting is to be arranged with TfNSW and Council representatives to further discuss traffic and transport impacts of the proposal prior to approval.

#### Noise & Vibration Impact Assessment

A review of the noise and vibration assessment has identified that the report has been prepared in general accordance with the relevant policies and standards. It is worth noting that the consultant has concluded that the operations of the development will generally achieve a LA90 background + 10dB(A) emission benchmark.

This benchmark is not in accordance with SEPP (Educational establishments and Child Care Facilities) 2017 whereby the accepted noise threshold is LA90 background + 5 dB(A).

Conditions relating to a noise and vibration assessment and a management plan should be prepared by a suitably qualified acoustic consultant and conditioned to occur prior to the Construction Certificate being issued.

#### Contamination

Two contamination reports have been provided for 66, 80 and part of 70 Gurner Avenue, Austral and 79, 83-87 and 91 Gurner Avenue Austral.

The contamination assessments provided appear to be prepared in general accordance with the relevant guidelines and policies. Both reports have identified that a Stage 2 – Detailed Site Investigation is required.

#### Detailed Site Investigation

It is noted that the Stage 2 Detailed Site Investigation (DSI) is currently being undertaken and that the DSI report is to be issued four to five weeks after the site inspection that was proposed to commence within 14 days from the 16 November 2020. As such the report should be provided early next year. The DSI should be reviewed accordingly once finalised.

Where the Stage 2 Detailed Site Investigation indicates that the site poses unacceptable risks to human health or the environment, a Remedial Action Plan (RAP) shall be prepared by a suitably qualified and experienced Contaminated Land Consultant in accordance with applicable guidelines made or approved by the NSW EPA under the Contaminated Land

Management Act 1997. In these circumstances, the DSI and possibly the RAP shall be referred to Liverpool City Council for review.

### Flooding and Basin 25

#### Recommendation

- The finished floor levels of all buildings shall be above the PMF levels adjacent to the buildings.
- The stormwater management shall be carried out as per the Concept Stormwater Drainage Plan for Primary School (Drawing no: 19E51-SSDA-CP100 to CP105, CP200-CP20, CP220-CP 221), Secondary School (Drawing no: 19E51-SSDa-CS100 to CS 106, CS200-CS201, CS220-CS221) Roads (Drawing no: 19E51-SSDA-CR100 – CR111) dated 11.11.2020 and Civil Report (Chapter 6 – Stormwater Management dated November 2020 prepared by Henry & Hymas and shall include all engineering details relevant to collection and disposal of stormwater, existing site levels, finished levels, pipe sizes and grades and water quality treatment trains. Stormwater system shall be designed in such a way that it can be discharged to Basin System 25 (Basin 25 and/or its associated trunk drain).
- All stormwater flows generated from the development site for up to the 1% AEP storm events shall attenuate through temporary on-site detention (OSD) basin as indicated in the Concept Stormwater Drainage Plan for Primary School (Drawing no: 19E51-SSDA-CP100 to CP105, CP200-CP20, CP220-CP 221) and Secondary School (Drawing no: 19E51-SSDa-CS100 to CS 106, CS200-CS201, CS220-CS221) dated 11.11.2020 prepared by Henry & Hymas.

The basin shall provide adequate flow attenuation to ensure that the peak post-development discharges from the development site do not exceed peak pre-development discharges for the 20%, 5% and 1% AEP storm events. The design shall demonstrate that the site discharge will drain by gravity to the point of discharge. The OSD basins shall not be removed without written consent from the Council.

- Temporary on-site water quality control measures shall be provided and maintained until the downstream catchment is fully developed and / or the regional basin 25 and its trunk drainage system are constructed. Water quality treatment works shall be designed using MUSIC modelling software and the water quality treatment system performance shall be verified using Council's MUSIC link.

#### Heritage and Indigenous Heritage

All relevant on-site staff and contractors should be made aware of their statutory obligations for heritage under NSW National Parks and Wildlife Act 1974 and the NSW Heritage Act 1977. They are to be informed of what the potential heritage on the site will be and the significance of the heritage. The site supervisor is to maintain a record of who has completed the heritage induction, and this is to be provided to Council prior to Issue of Occupation Certificate.

If Aboriginal object/s are identified during works, then all works in the immediate area must cease and the area secured. The Heritage NSW must be notified by ringing the Enviroline 131 555. No works are to commence until authorisation has been received from the Heritage NSW and the appropriate permits have been obtained.

In the event that any skeletal remains are uncovered, work must cease immediately in that area and the area must be secured. NSW Police must be contacted, and no further action taken until written advice has been provided by the NSW Police. If the remains are determined to be of Aboriginal origin, the Heritage NSW must be notified by ringing the Enviroline 131 555 and a management plan prior to works re-commencing must be developed in consultation with relevant Aboriginal stakeholders.

## **Attachment 2 - Austral ILP Proposed Changes Explained**

1. The *Liverpool Local Environmental Plan – Amendment to SEPP (Sydney Region Growth Centres) 2006* proposes to delete the (red) road shown in Figure 2.1 below.
2. The *Liverpool Local Environmental Plan – Amendment to SEPP (Sydney Region Growth Centres) 2006* proposes to replace the red road to the blue road while slightly moving the north south portion east onto the boundary.
3. A strip of land will only be able to be developed in a manner which has its back and/or side to the open space, further reducing passive surveillance and public safety concerns relating to the space. This will restrict access to the open space, and is not considered orderly development, nor an optimal outcome.
4. The applicant made a submission on *Liverpool Local Environmental Plan – Amendment to SEPP (Sydney Region Growth Centres) 2006* proposing a loop road.
5. Council officers are not supportive of the changes proposed by the applicant (including the part deletion / variation of the blue road) for the reasons outlined in Attachment 1.

### **Please note**

- Figure 2.1 is the base map provided by the applicant as part of the SSD Application (Source: Planning Ingenuity Ptd)
- Figure 2.2 Extract of Current ILP (Source: DPIE)
- Figure 2.3 Extract of Proposed ILP – publicly exhibited 18 March 2020 to 21 April 2020 (Source LCC)

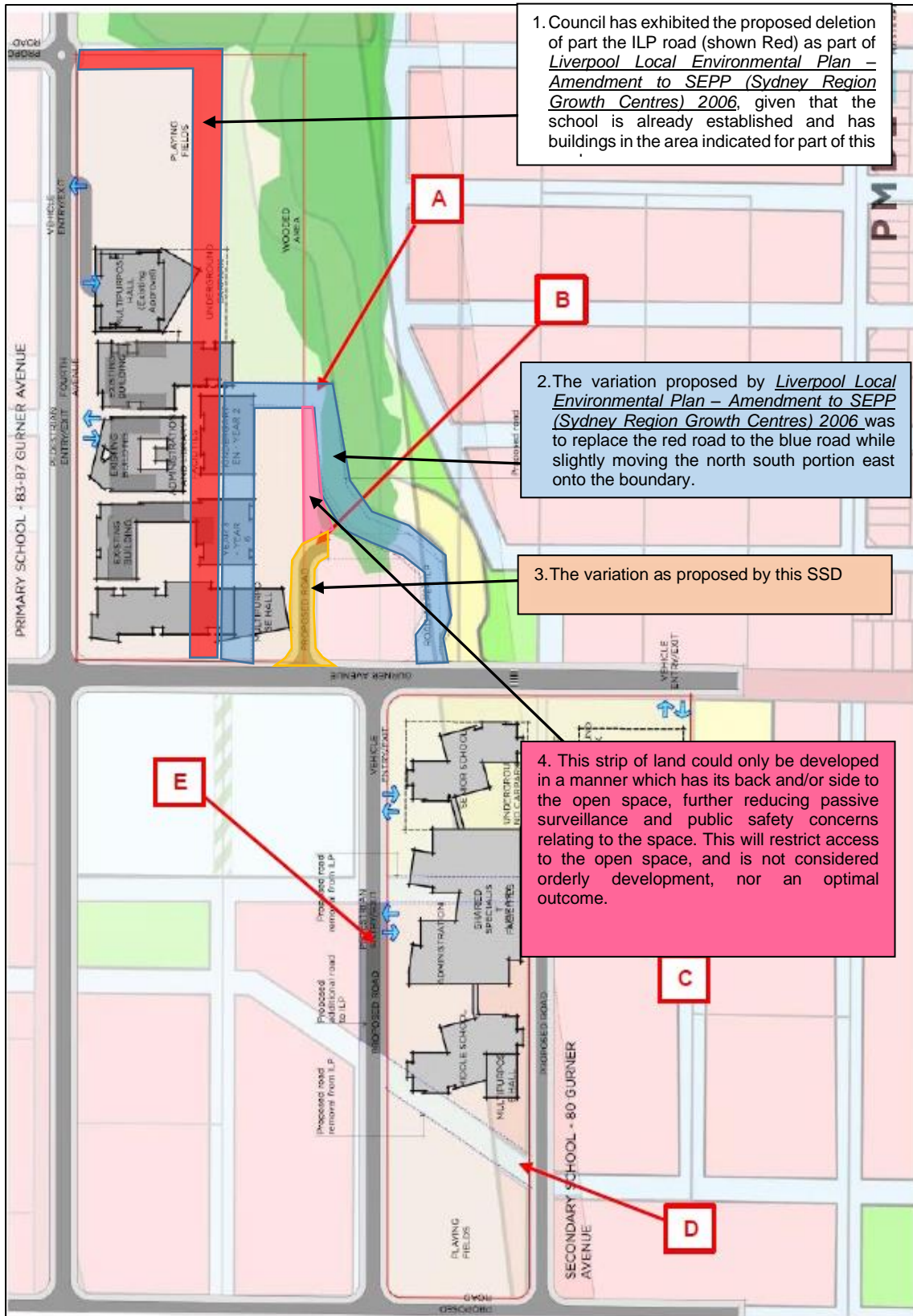
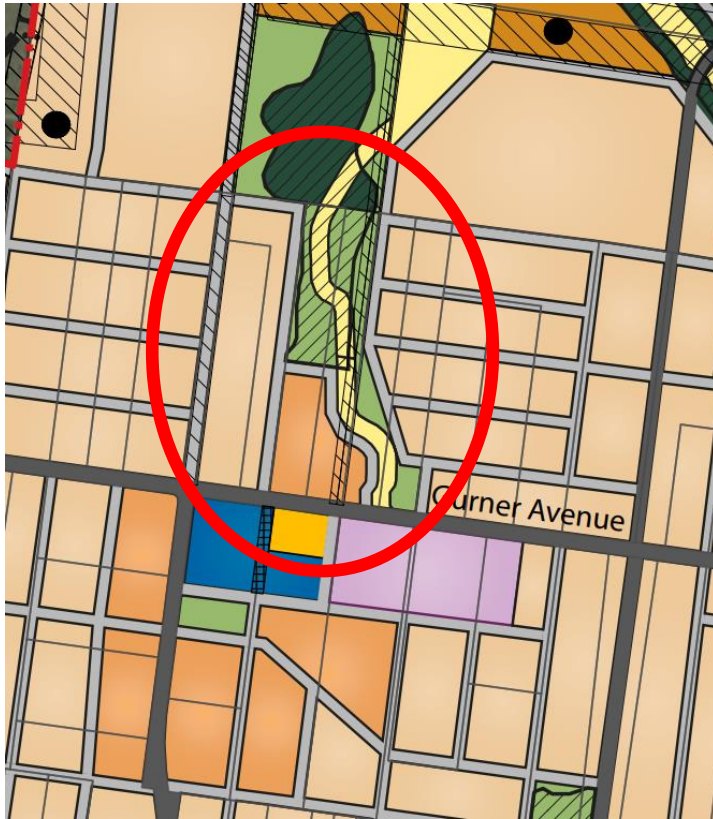


Figure 2.1 - Explanation of Proposed Changes (map source Planning Ingenuity Ptd Ltd).





**Figure 2.2 – Extract of Current ILP (Source: DPIE)**



**Figure 2.3 – Extract of Proposed ILP – 18 March 2020 to 21 April 2020 (Source LCC)**



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