

22 December 2021

2190413

New Liverpool Primary School SSD 10391 – Request for Information

Attachment A – Detailed Responses

Comment	Response
Department of Planning, Industry and Environment	
The RTS indicates that approval is requested for the shell space of the preschool. This is not considered acceptable. The Department's childcare guidelines require that the unencumbered indoor play area for child care centres (such as the proposed preschool) comply with certain criteria. Compliance with this criteria cannot be ascertained if the details of internal layout is not provided. Please submit amended plans with the internal layout to demonstrate compliance with the required unencumbered play area for 40 preschool children.	This application seeks approval for the land use and population of the child care centre only. The cold shell space of the preschool is provided by this DA, with the detailed design and fit-out of the preschool to be sought under a future development application. However, in order to demonstrate that the cold shell space is capable of compliance with the Department's childcare guidelines for unencumbered indoor place area, plans are provided at Attachment B which shows an indicative layout. This layout allows for approximately 250m² of teaching space, which necessitates 3.25m² per student It is noted that this layout is indicative only and will be subject to change based on the future fit out application, which will be required to demonstrate compliance with the Child Care Centre Guidelines with that DA.
The open space area allocation for preschool students is not clear. The Additional Architectural Drawings (submitted with the RTS) show a combined encumbered play area 856sqm for the 'support unit' within the school and the preschool students. This is not accepted, as the preschool play area should be clearly delineated to with the requirements identified in the State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017 (Education SEPP). Please submit amended plans, clearly delineating the open space for the preschool children and demonstrating compliance with the relevant guidelines.	A revised drawing is provided at Attachment D which indicates the play space for the support unit and for the preschool. 7m ² of unencumbered play space is provided per student, or 280m ² in total, which is compliant with the open space requirements of 7m ² per student.
The location of the trees in the submitted drawings NLPS-AR-DRG-SSD-0202 and NLPS-LA-SD-0101-DRG(05) are inconsistent. Please submit consistent landscape and architectural plans.	These plans have been amended and are included at Attachment B and Attachment C .

Comment	Response
The RTS states that the proposal has been amended to reduce the setback of the Lachlan Street entry link (L1 and L2) . However, the RTS documents do not identify the amount of reduction and any resultant effect on the streetscape and/or change to the elevations. Please address this issue and submit amended plans, where needed	The plans have been amended to include the setback distance and are included at Attachment B. The setbacks have been increased from 6m to 7.255m from the northern end of Burnside Drive, from 6m to 6.29m from Lachlan Street and from 5m to 6.38m at the southern end of Burnside Drive. Increased setbacks are considered an improved outcome to the scale and relationship to the public domain.
The overall building footprint has been reduced and internal layout has been changed, compared to the original drawings. However, the RTS does not identify whether this would have any effect on the size or layout of classrooms, reduction of amenity of the users or limitation to accommodate 1280 students.	In order to ensure all schools meet the Educational Facilities Standards and Guidelines, SINSW has rigorous internal processes in place to review and certify that the size and layout of the classrooms is appropriate. This includes sign off by the SINSW Executive. Whilst these internal processes cannot be shared publicly, SINSW confirm that the New Liverpool Primary School has been reviewed in accordance with SINSW's internal processes and complies with the EFSG Guidelines.
The Waste Hardstand Site Plan (Appendix K) includes details of a medium rigid vehicle (MRV) turning circle, which would access the site for waste collection in the future. However, the Department notes that the allocated hardstand space is not sufficient for MRV manoeuvring and that the MRV would encroach into the bike rack area and the ELC play area. Please address this issue and relocate/resize the hardstand area or relocate the vehicle turning circle area to allow for adequate manoeuvring of MRV within the site.	The hardstand area is part of a separate application that is still progressing through detailed design. The design has been modified by the architect and can accommodate waste vehicles turning around on site and therefore can enter and exit the site in a forward direction. Swept paths for waste vehicles is included at Attachment E.
The architectural plans show that the ground level is designed to be at Liverpool Central Business District (CBD) overland flow Probably Maximum Flood (PMF) level. The supporting report indicates that it is difficult to construct the building above this PMF and therefore a flood evacuation plan would be needed. The evacuation plan has not been submitted with the application. A preliminary flood report is required to be submitted for review, given the sensitive use of the site.	A preliminary flood report and emergency evacuation plan is provided at Attachment F which demonstrates an acceptable outcome can be achieved through its implementation and negates the need for finished floor levels which achieve Georges River Probable Maximum Flood.
Chapter 3.3.1 of the amended noise impact report, states that the Development Near Rail Corridors and Busy Roads – Interim Guideline, presents an internal noise criteria for sensitive receivers of 40dB(A). However, the report does not provide information regarding the internal noise level that would likely be achieved within the pre-school and/or school buildings to comply with the above requirement (compared to the existing noise level at the rail corridor). Details of acoustic treatments to achieve this noise level have also not been described. A detailed noise assessment is required to demonstrate that the proposed preschool, playground areas and the school buildings can achieve the required noise levels and are suitable to be constructed at this location, considering the criteria of the Development Near Rail Corridors and Busy Roads – Interim Guideline.	AECOM has prepared a response (provided at Attachment G), which includes a detailed assessment of the school against the criteria of the Development Near Rail Corridors and Busy Roads – Interim Guidelines.

Comment	Response
Parking facility for the preschool users would be required or else an alternate areas are to be identified where parents can park during arrival / departure (when coinciding with the school drop-off/pick-up times). Please address this issue, as the opposite side of Burnside Drive has a 'No Stopping' zone and parents cannot park on this street at any time.	From a traffic operational perspective, the preschool pick up/ drop off times are proposed to occur outside of the school drop off/ pick up times. There will be dedicated signposted spaces for preschool within the Burnside Drive drop off/ pick up area to accommodate longer parking times outside of the peak school pick up and drop off times. The operator of the preschool is not yet known; however, it is expected that the centre will operate on a longer day than the school day. Designated preschool parking spaces of 15mins length of stay will be provided between the hours of 7am to 8:15am and 4pm to 6pm adjacent to the school on Burnside Drive. Unrestricted on-street parking spaces are located in the surrounding local road network on Lachlan Street and Hart Street. Should carers choose to collect/ drop preschool children during the school pick up/ drop off times they would need to obtain an on-street parking space. It is recommended that pickup during these times is avoided. This is discussed further at Attachment E.
The submitted Traffic Report proposes reduction in car usage in the adjacent high schools in the future, to improve the performance of the Lachlan Street/Hart Street roundabout. However, the current Student Transport Plan only applies to the proposed new school and not the high schools adjacent to the site. You are requested to clarify how the reduction in the car usage for the high schools would be achieved, reviewed, monitored in the context of the current development application of the primary school. The Department has requested this information previously, however a suitable response has not been provided. You are also requested to demonstrate the practical feasibility of this mitigation measure to enable the improvement of the level of service of the Lachlan Street/Hart Street intersection.	The High School project is only just commencing so the potential mode shift resulting from the High School project at this stage is unknown. The physical infrastructure mitigation measure is proposed to be pursued in 2033 should a modal shift from the high schools have not been achieved by this time and the traffic conditions require improvement at this intersection. There is no School Travel Plan for the high school at this point as Planning for the high school is only commencing.
The Traffic Report states that, in order to ensure intersection performance improvements in 2033, an alternative physical mitigation measure may be proposed, which includes an additional short approach lane on the northern approach of the roundabout on Lachlan Street / Burnside Drive / Hart Street. Currently the RTS does not clearly iterate whether the high school modal shift or this physical mitigation would be pursued. Please confirm whether this mitigation measure is proposed to be pursued in 2033 and if the modal shift is the preferred option, how would that be implemented and under what circumstance would it trigger the need for physical upgrade to this intersection.	In 2033 without the school and no mitigation measures the roundabout at Hart Street/Lachlan Street would operate at a LoS C - with the school changes and no mitigation measures this would operate at a LoS D. Noting this is reporting on the worst movement which is the Hart Street approach only. Both the Lachlan Street and Burnside Drive approaches operate at LoS A. With the proposed infrastructure mitigation measures the roundabout would operate in 2033 at LoS A. As above we are proposing to allow for the opportunity of a mode shift prior to 2033 instead of committing to the infrastructure improvements at this stage as they

Comment	Response
The Department also notes that the Traffic Report has already considered a physical infrastructure upgrade at the Lachlan Street/ Burnside Drive/ Hart Street roundabout. Despite this upgrade, the intersection appears to be performing in LoS D, in 2033. Please clarify this issue and provide clear information regarding the level of service at this intersection in the future years as well as the proposed mitigation measures.	may not be required. This would be monitored and if traffic conditions in 2033 warrant infrastructure improvements these can be implemented. This is discussed further at Attachment E. A condition is anticipated to be required to facilitate the above outcome, and is suggested as follows: <i>Prior to 2033, a review of the operation of the Hart Street/Lachlan Street (Hart St approach) should be carried out to validate the traffic impact assessment mitigation recommendations. Should the mode shift assumptions for the High School not be achieved, physical upgrades to the roundabout will be required to provide a suitable level of operation.</i>
Liverpool City Council (Council) previously commented that the existing facilities are fragmented and do not sufficiently provide key trunks of safe cycling infrastructure, appropriate for all ages. It includes the recommended cycling infrastructure, in alignment with the Liverpool City Council Bike Plan. Council recommended that Department of Education consults with Council in this regard and provides for cycling infrastructure. However, satisfactory information has not been provided regarding cycling infrastructure and/or any consultation that has been undertaken with Council in this regard, although the Student Transport Plan relies on cycling to reduce the overall car usage at the school.	The School Travel Plan was developed in consultation with the Transport Working Group which included Council. The STP Section 1.7.2 outlines key infrastructure improvements for cycling. It is envisaged that as part of Council ongoing Capital Works Programme cycling infrastructure would be carried out by Council, including that identified in the STP.
The Department notes that the Aboriginal Cultural Heritage Assessment Report and the Historical Archaeological Assessment Report have identified that the site has a moderate potential of presence of archaeological relics. Appendix FF of the Environmental Impact Statement (EIS) indicated that test excavations were conducted on the site in June 2021. Heritage NSW have reviewed the RTS and requested that the test excavation report be provided prior to further assessment in this regard.	The Aboriginal Archaeological Testing Report and the results of the test excavation are provided at Attachment H.
The areas and dimension for waste storage should be shown on the architectural plans.	The plans have been revised to show the areas and dimensions of the waste storage area, provided at Attachment I.
It is noted that the proposed roundabout at the southern end of Burnside Drive forms part of a separate application. However, further information is required regarding the relationship between the primary school staff car park and the roundabout. The details of the vehicles using the roundabout, should also be provided. If buses are proposed to access the roundabout, then it should be demonstrated that the roundabout can accommodate the turning circles of the buses.	The new roundabout is proposed to facilitate turnaround for vehicles originating from the north of Burnside Drive to access the pickup and drop off bays located on the western side of Burnside Drive. Access to the staff car park will be via a left in/ left out arrangement with vehicles originating from the north using the roundabout to access the staff car park driveway.

Comment	Response
Please confirm whether Burnside Drive is wide enough to allow for bus access or whether an alternative access is proposed.	Bus access is not proposed from Burnside Drive. A bus zone is proposed on Lachlan Street north of the existing Liverpool Boys High School. A swept path assessment has been undertaken that demonstrates buses can turn around at the existing Hart Street/Lachlan Street roundabout to access the southern side of Lachlan Street. Therefore, buses will not utilise Burnside Drive and will instead utilise the designated bus space on Lachlan Street. Refer to Attachment E .
NSW South western Health Local District have advised that their comments to the EIS have not been adequately addressed. Please provide evidence of consultation with the public authority and the outcome of such consultation including addressing each of their earlier comments to the EIS.	These matters will be resolved with the endorsed Heads of Agreement (HoA) with SWSLHD directly. SINSW are willing to accept an appropriate condition to ensure all issues are closed out with SWSLHD throughout detailed design and delivery of the school.
Government Architect NSW	
An accurate 3D perspective of the external façade and courtyard is to be provided to show the confirmed structural system and materials.	This has been provided at Attachment J .
The most recent 3D images (submitted at the State Design Review Panel (SDRP) meeting - SDRP 03) depict steel framing to the courtyard circulation and unclear structure to the Covered Outdoor Learning Area. The submitted 'RTS Table' states the structural material is still unconfirmed, and that "the building will likely consist of a concrete in-situ structure". A concrete in-situ structure would have a very different architectural language to what has been presented in the drawings. Consequently, a comprehensive material schedule, including the structure finish, metal finishes, balustrade, fence, gate type, floor finishes, and external mesh used for screening, should be provided.	This has been provided at Attachment K .
The Secretary's Environmental Assessment Requirements (SEARs) required the application to demonstrate that Aboriginal culture and heritage has been considered and incorporated holistically in the design. In this regard, engagement with local Aboriginal community members has occurred, but this has not influenced the design holistically. Evidence of any consultation that has been undertaken with the Aboriginal community, at a minimum on the design and spatial arrangement of the landscape design, yarning circle, bush tucker garden, and Aboriginal artwork, should be provided.	The project's Connecting with Country response is provided at Attachment K , which outlines engagement, design and planning measures undertaken to date in relation to the project. Engagement will continue throughout detailed design.
The yarning circle near the bike parking and bins is culturally inappropriate and in a segregated location. The drawings should be amended to relocate the yarning circle within the central courtyard or integrate it with the bush tucker garden.	The landscape design has been amended to better incorporate the yarning circle in its current location (see Attachment C). The yarning circle location was chosen in consultation with relevant stakeholders, as discussed further at Attachment L .
The bush tucker garden is situated in the shade, south of the three-storey school building, resulting in poor access to direct sunlight for the garden. The garden should be relocated in an area with more sunlight access.	The project's Connecting with Country response is provided at Attachment L , which outlines the chosen landscape design.
The details of the proposed percentage of tree canopy cover should be provided. The proposal should target a 40% canopy cover, particularly due to the hot and dry context to help reduce temperatures. To meet the canopy target, the oval should be bordered with appropriately selected trees to create shade for spectators.	It is proposed that a mature canopy cover of 26% is provided, in order to allow for the delivery of appropriate unencumbered open space, as shown at Attachment C . Further tree planting will continue to be explored throughout the detailed design of the project.

Comment	Response
The western façade should have additional external sun shading and drawings should be amended to include this feature.	Large shading devices which would effectively shade the Western façade are likely to compromise good levels of daylight, views, and ventilation. Therefore, instead of providing external sun shading, increased glazing performance is proposed, which will provide both high performance shading, as well as continued access to views, daylight and ventilation. This is discussed further by Steensen Varming at Attachment M .
The current bike parking location results in bikes being transported through the courtyard or the hardstand gate. The bike parking should be relocated closer to the student entry and away from the waste area to encourage a modal shift in the future.	Review of entry locations has been undertaken, including considering moving bike parking closer to student entry location. However, there are conflicting other services required in these locations that prevent this outcome further. SINSW prefer the bike storage area to be located further away from the courtyard. It is noted that the waste hardstand area will be fenced and separated from the bike parking area. The fencing strategy proposed to support this is provided at Attachment N and in the Landscape Drawings at Appendix C .
The booster near the main entrance, should be concealed to improve the amenity of this public zone.	As confirmed by Blackett Maguire Goldsmith, any concealing of the booster would require compliance with the relevant Australian Standards. Any compliant concealing of the booster will not provide sufficient clearance and access between the booster and the road. This is discussed further at Attachment O .
The street furniture from the public realm has been removed and this is considered a poor outcome, as the furniture provides a waiting and socialising place for parents/carers when picking up children. The street furniture should be reinstated by locating the seating away from the fence to mitigate any security concern.	The provision of furniture in the public domain is separate to the delivery of the school. SINSW has committed to delivering a plethora of public infrastructure in addition to the new school. This is shown in the Public Domain Plan at Attachment P .
Liverpool City Council	
It is noted that the applicant's response provided, and the updated landscape plans are acceptable noting ongoing collaboration with High School and the local residents for shared/joint use of the accessible facilities. Noted. No further concerns raised.	Noted. No further concerns raised.
It is noted from the submission that the Council's floor level requirement has not been satisfied and the floor levels set to a lower 9.3mAHD as proposed previously by the application. Further information is required before comments can be finalised and recommendations can be made.	A preliminary flood report and emergency evacuation plan is provided at Attachment F .

Comment	Response
No further issues raised. Recommendation: The Department of Planning, Industry & Environment conducts investigations into potential breaches of conditions that form part of planning approvals given by the Minister, Planning Secretary or the Independent Planning Commission. Consequently, the Department of Planning, Industry & Environment would have responsibility for regulating potential construction and operational noise and vibration matters associated with the Project.	Noted.
No further issues raised. Council's Traffic and Transport Section assessed the development proposal for the New Liverpool Primary School (NLPS) and provided traffic related advice dated on 23 July 2021 in which it indicated support for the proposed development on traffic grounds, subject to traffic related conditions being met by the development. These conditions remain valid. The applicant is to be requested to implement the traffic-related conditions provided in Table 2 below. (see council RFI)	Noted.
It is recommended that the applicant considers these (Council Submission) design requirements before the final assessment of the SSD application.	The New Liverpool Primary School has been designed in conjunction with the Government Architect NSW and with consideration of the surrounding context, cost and delivery of the school. Where possible, Council's design recommendations will be explored throughout the detailed design of the school and incorporated where appropriate.
RTS: "Due to Covid-19 restrictions and lockdowns across Greater Sydney, the archaeological testing was delayed. However, the investigations for Aboriginal heritage has now been completed and the findings report is currently being prepared and will be completed shortly. It is also noted that the site has been registered on the Aboriginal Heritage Impact Management System (AHIMS)". Further information is required before comments can be finalised and recommendations can be made.	The Aboriginal Archaeological Testing Report and the results of the test excavation are provided at Attachment H.