



St Aloysius College Rozelle Campus

State Significant Development Assessment SSD-27208140

August 2022



Published by the NSW Department of Planning and Environment

dpie.nsw.gov.au

Title: St Aloysius College - Rozelle Campus

Subtitle: State Significant Development Assessment SSD-27208140

Aerial view of the site (Source: Nearmap 2022)

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Glossary

Abbreviation	Definition
Applicant	St Aloysius College (SAC)
BCA	Building Code of Australia
BDAR	Biodiversity Development Assessment Report
CIV	Capital Investment Value
Council	Inner West Council
CTPMP	Construction Traffic and Pedestrian Management Plan
DCP	Leichhardt Council Development Control Plan 2013
Department	Department of Planning and Environment
DOPU	Drop-off/pick-up
EHG	Environment and Heritage Group
EIS	Environmental Impact Statement
EPA	Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	Environmental Planning and Assessment Regulation 2000
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
EPI	Environmental Planning Instrument
ESD	Ecologically Sustainable Development
HIS	Heritage Impact Statement
LEP	Local Environmental Plan
LLEP	Leichhardt Local Environmental Plan 2013
Minister	Minister for Planning
NIA	Noise Impact Assessment Report
NPI	Noise Policy for Industry
PSI	Preliminary Site Investigation

RtS	Response to Submissions
SEARs	Planning Secretary's Environmental Assessment Requirements
Secretary	Planning Secretary of the Department of Planning, Industry and Environment
SEPP	State Environmental Planning Policy
SRD SEPP	State Environmental Planning Policy (State and Regional Development) 2011
SRtS	Supplementary Response to Submissions
SSD	State Significant Development
TAIA	Transport and Accessibility Impact Assessment
TfNSW	Transport for NSW

Executive Summary

This report provides an assessment of a State significant development (SSD) application for the development of the new St Aloysius College (SAC), Rozelle campus (SSD-27208140) on part of two adjacent properties (48 Victoria Road and 2A and 2B Gordon Street, Rozelle) within the Inner West local government area.

The Department of Planning and Environment (the Department) is satisfied that the site is suitable for the proposal and would allow for the expansion of an existing school that currently operates at the Kirribilli campus. The development would facilitate the ongoing and adaptive re-use of existing buildings on-site, including a local heritage item. The Department concludes the proposal is in the public interest and recommends that the application be approved, subject to conditions.

The proposal involves the fit-out and adaptive re-use of two existing buildings across two properties to accommodate a maximum of 200 students (between 13 to 15 years of age) and 15 staff members with associated car parking, landscaping, shuttle bus services, and on-street drop-off/pick-up (DOPU) zones. The development will operate as the SAC - Rozelle campus for 13 – 15 year olds.

The Department considers the application is consistent with the objects of the *Environmental Planning and Assessment Act 1979* including ecologically sustainable development and the Eastern City District Plan. The Department is satisfied that both properties are suitable for the proposed development. The Department considers the key issues (traffic and parking, noise, and site suitability) were satisfactorily considered by the Applicant and are acceptable with the inclusion of environmental mitigation measures and recommended conditions of consent.

The proposal has a capital investment value of \$2,015,684 and would generate 25 construction jobs and 15 new operational jobs. The proposal is SSD under clause 15 of Schedule 1 of the State Environmental Planning Policy (State and Regional Development) 2011, as was in force at the time of lodgement of the application. Therefore, the Minister for Planning is the consent authority.

The Environmental Impact Statement (EIS) was publicly exhibited between 19 November and 16 December 2021. The Department received 17 submissions, including 14 public submissions (12 objections and two comments), an objection from Inner West Council (Council), and advice from two Government agencies. The key issues raised in submissions and Council's objection include traffic impacts, DOPU arrangements, car parking provisions and the amenity of neighbours in terms of noise and overlooking. The Applicant submitted a Response to Submissions (RtS) and supplementary RtS addressing the key issues and amending aspects of the design. As a result, Council withdrew its objection on 11 July 2022, subject to recommended conditions.

The Government agencies have raised no further concerns, subject to recommended conditions, in response to the RtS. The Department received a late feedback from a community member (previous submitter) during the public notification of the recommendation. The feedback reiterated the previous concerns and included some additional concerns regarding impacts of amendments to local traffic network on the proposal.

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1 Introduction

This report provides an assessment of a State Significant Development (SSD) application for St Aloysius College (SAC), Rozelle campus (SSD-27208140) located at 48 Victoria Road and 2A and 2B Gordon Street, Rozelle.

The SSD has been lodged by St Aloysius College (the Applicant). The site is located within the Inner West local government area (LGA).

The proposal seeks approval for alterations, fit-out, and adaptive re-use of two existing buildings, landscaping along with a recreation area and the use of existing car parking (located at 48 Victoria Road and 2A and 2B Gordon Street) for operation of a new school campus: the SAC, Rozelle campus. The school would accommodate a maximum of 200 students, aged 13 - 15 years, and 15 staff members, with associated car parking, landscaping, shuttle bus services and on-street drop-off/pick-up (DOPU) zones.

The campus will be operated in conjunction with the main SAC campus at Kirribilli, approximately 5 kilometers (km) from Rozelle, including transportation of some students from Kirribilli on school days. Students from this campus to progress to the Kirribilli Campus in approximately Year 9.

1.1 Site description and existing operations

The site comprises two separate properties on opposite sides of Gordon Street, at its intersection with Victoria Road, within 70metres (m) of each other. The site is approximately 3km west of the Sydney central business district (CBD) and 5km south-west of the SAC, Kirribilli campus. The regional context of the site is shown in **Figure 1**.

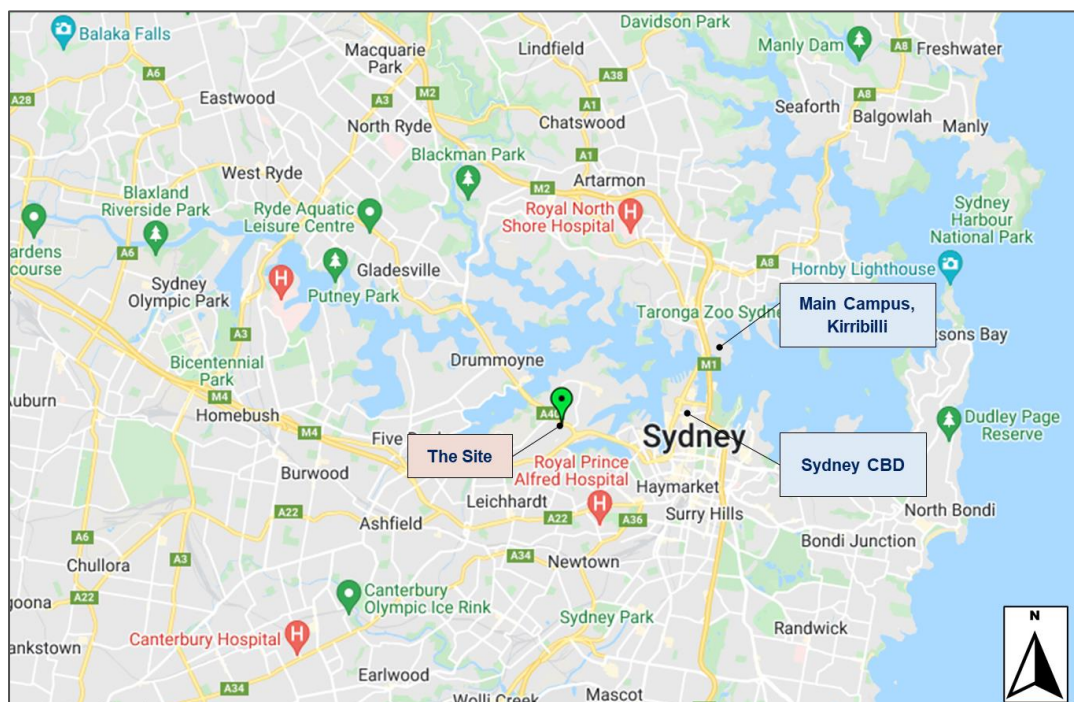


Figure 1 | Regional context map (Source: Nearmap 2022)

The site is comprised of two properties, one being 48 Victoria Road, Rozelle (Victoria Road site), legally described as Lot 1 DP 82780 and Lot 2 DP 656961. The other property is adjacent and is known as 2A and 2B Gordon Street, Rozelle, legally described as Lot 1 DP 169780 (Gordon Street site). The local context of the site identifying the two properties is provided in **Figure 2**.

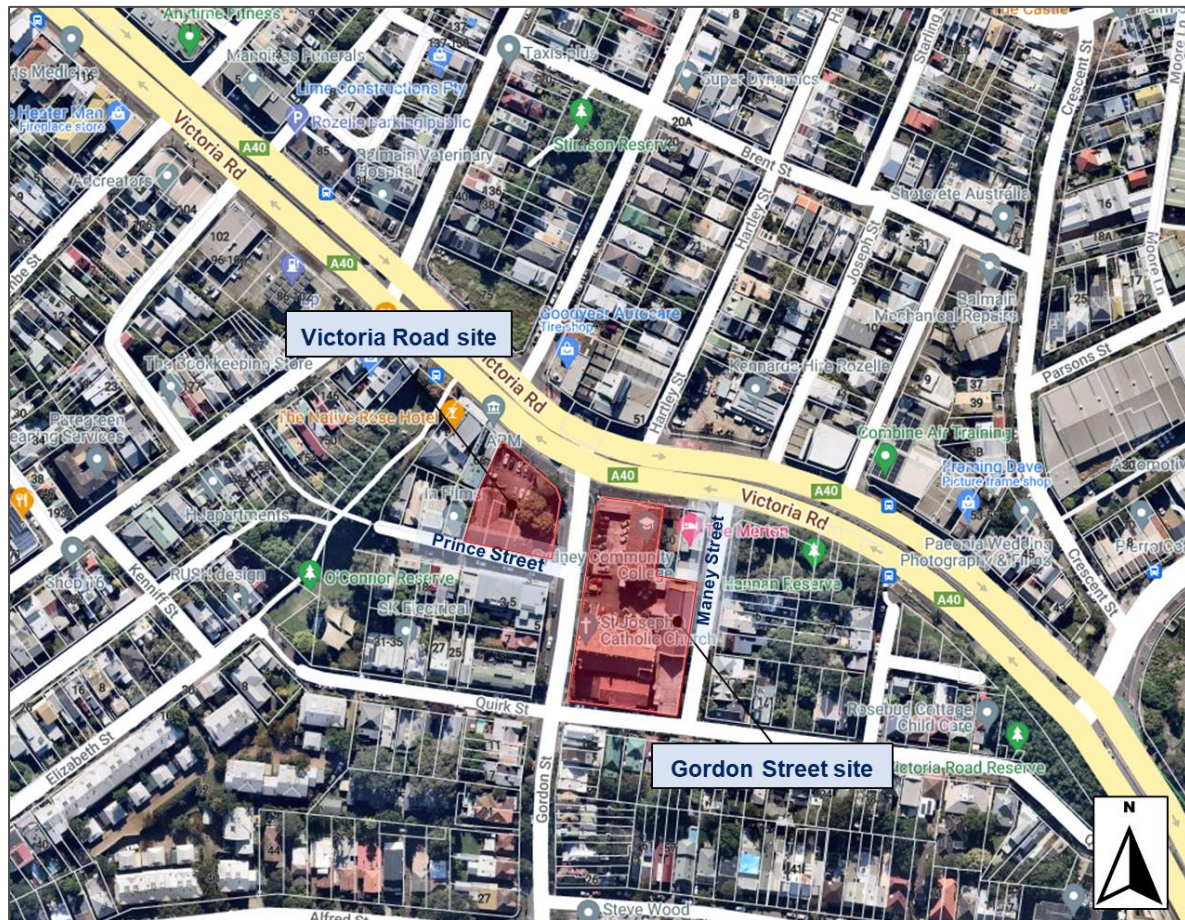


Figure 2 | Site location – local context (Source: Nearmap 2022)

Victoria Road site

The Victoria Road site has an area of 1341 square meters (m²), is irregular in shape, and is bounded by Victoria Road to the north, Gordon Street to the east, Prince Street to the south, and commercial and residential neighbours to its west. The property currently accommodates a two-storey brick building and an open car parking area on the northern side (**Figure 3**).



Figure 3 | Victoria Road site (Source: Nearthmap 2022)

The existing building at the Victoria Road site is currently vacant. The Applicant has advised it was previously used as an engineering consulting office. The development applies to the whole of this site. The current vehicle and pedestrian access is via Gordon Street. A short brick wall with decorative piers defines the property's boundaries with Victoria Road and Gordon Street. Views of the property from Victoria Road and Gordon Street are provided at **Figure 4** and **Figure 5**.



Figure 4 | Victoria Road site as viewed from Gordon Street (Source: Department 2022)



Figure 5 | Victoria Road site as viewed from Victoria Road (Source: Nearmap 2022)

Gordon Street site

The Gordon Street site has an area of 3539m², is L-shaped, and bounded by Victoria Road to the north, an amenities building and Maney Street to the east, Quirk Street to the south, and Gordon Street to the west (**Figure 6**).



Figure 6 | Gordon Street site context map (Source: Nearmap 2022)

As identified in **Figure 6**, the Gordon Street site incorporates four buildings, a church and existing car parking. The built form and previous and existing uses within the site are outlined below of:

- a central building: a two-storey dark red brick building facing Gordon Street, originally used as the St Joseph's School and Parish Hall. The Applicant states that the original single storey hall was erected in 1905, and an additional storey and other facilities were constructed in 1915. The St Joseph's school closed in 1994. Most recently the classrooms on the first floor were used by Sydney Community College and the Church, until recently. The ground floor currently accommodates an auditorium. A local development approval been granted by Inner West Council for the development of the ground floor auditorium and associated car parking

alterations. The Genesian Theatre Company would operate in this auditorium in the future. The upper floor of this building is currently vacant.

- St Joseph's Catholic Church (the Church): the Church is a large painted brick structure located at the southern side of the entrance from Gordon Street.
- Sydney Community College building: a former school building adjacent to Victoria Road from which the Sydney Community College operates.
- former convent building on the southeastern corner of the site: a building located adjacent to the church, with a small arm extending towards Maney Street currently occupied by the Gunawirra Community facility.

The Gordon Street site accommodates an on-site parking area, currently accommodating 20 car parking spaces, with vehicular access from Gordon Street. A development consent from Inner West Council for the use of the ground floor of the central building as the Genesian Theatre requires changes to the car parking layout to comply with the relevant Australian Standard. This work has not been undertaken but once completed, the future car parking arrangement would provide 16 car parking spaces on the Gordon Street site available to all users on a shared basis.

Pedestrian access to the Gordon Street site is provided from Gordon Street and Quirk Street, with no access from Victoria Road. Photos of the site and the existing premises are provided in **Figure 7 -Figure 10**.



Figure 7 | Gordon Street site view from Gordon Street (Source: Department 2022)



Figure 8 | Car parking area of Gordon Street site (Source: Department 2022)



Figure 9 | Existing first floor classrooms on the central building at Gordon Street site subject of this application (Source: Department 2022)

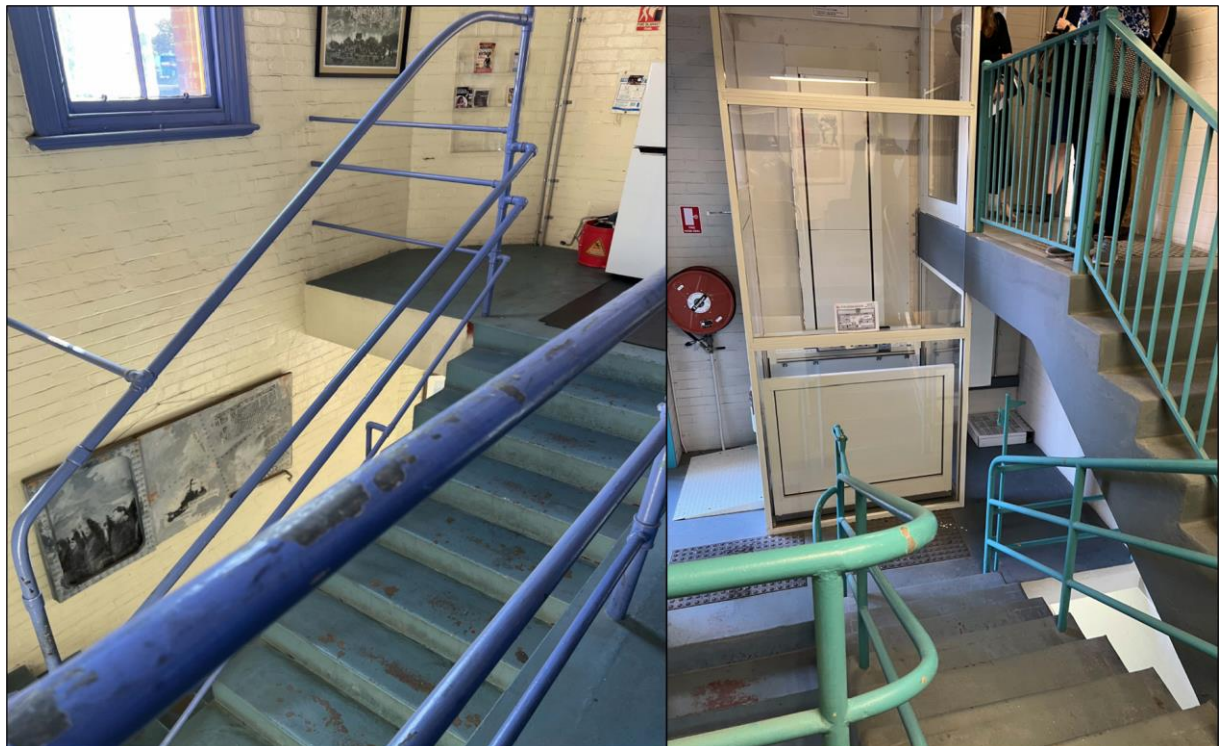


Figure 10 | Access to first floor, central building at Gordon Street site (Source: Department 2022)

1.2 Conservation area and heritage listing

The Gordon Street site is listed as a local heritage item in the LLEP. The LLEP states that the Church and central building have local historical, aesthetic and social significance as a Church building, is a representative of a late Victorian Church with Gothic details. The school structure was initially established around 1881.

The Gordon Street site is also located within Hornsey Street Heritage Conservation Area (HCA), identified in Schedule 5 of the Leichhardt Local Environmental Plan 2013 (LLEP) (**Figure 11**). The HCA is described in the LLEP as being one of the conservation areas which collectively illustrate the nature of Sydney's early suburbs / Leichhardt's suburban growth and represents development from the 1870s to the 1930s.



Figure 11 | Heritage items and heritage conservation areas (Source: LLEP)

1.3 Site history and previous development consents

The Gordon Street site has been used as a school, educational facilities, and church for many years. The previous school is no longer operating, however the Sydney Community College is using the former school building for community and educational purposes.

Recently, Inner West Council approved development application, DA/2020/0800, for alterations and adaptive reuse of the ground floor of the central building as a licensed theatre (Genesian Theatre Company) for up to 130 patrons, 10 staff and 15 actors. As discussed in **Section 1.1**, the approval requires the existing car park to be upgraded to accommodate 16 car parking spaces complying with the latest version of AS2890.1.

1.4 Surrounding context and public transport

The site is in an established area characterised by commercial and industrial developments along the Victoria Road and a mix of residential housing on the surrounding local streets.

The site is within 700m walking distance from businesses on Darling Street, Rozelle. The Rozelle Public School is located approximately 480m north-west on Darling Street. The two properties are about 600m from the Rozelle Bay Light Rail station and 1km from Anzac Bridge.

The Applicant's EIS states that the site is well connected to bus services in either direction with 10 bus stops within 400m of the site. Most bus stops are on Victoria Road. The surrounding developments are shown in **Figure 12**.



Figure 12 | Surrounding development (Source: Nearmap 2022)

2 Proposal

2.1 Key Components and Features

The key components and features of the proposal set out in the EIS and refined in the Response to Submissions (RtS) and supplementary RtS (SRtS) are provided in **Table 1**.

Table 1 | Main components of the proposal

Aspect	Description
Project summary	Fit-out and adaptive re-use of two existing buildings (located at Victoria Road and Gordon Road sites) for a new school (SAC, Rozelle campus) to accommodate a maximum of 200 students (between 13 to 15 years of age) and 15 staff members, with associated car parking, landscaping, playground, shuttle bus services and on-street drop-off/pick-up (DOPU) zones.
Site area	<ul style="list-style-type: none"> 4880m² including: <ul style="list-style-type: none"> Victoria road site: 1341m². Gordon Street site: 3539m² (shared use of site).
Jobs	<ul style="list-style-type: none"> 25 construction jobs. 15 operational jobs.
Student and staff numbers	<ul style="list-style-type: none"> 200 students and 15 full time equivalent (FTE) staff.
Operating hours	<ul style="list-style-type: none"> Monday to Friday 7:30pm – 5pm.
Capital Investment Value (CIV)	<ul style="list-style-type: none"> \$2,015,684.00
Development components at the Victoria Road site	
Building works and internal layout	<ul style="list-style-type: none"> Internal demolition at the ground and first floors. Alterations and fit-out to accommodate: <ul style="list-style-type: none"> two classrooms. four studios and two music practice areas. reception, administration office and staff room. separate staff and student amenities and storage areas. Construction of a new lift.
Car parking and access	<ul style="list-style-type: none"> Service vehicle parking area. Retention of existing vehicle and pedestrian access. Removal of existing car parking.

Landscaping, playground and fencing

- Removal of twelve trees.
- A tiered playground replacing the existing carpark, accommodating terrace seating, soft landscape, 12-space bicycle rack, basketball/handball courts and storage shed.
- A 2.2m solid fence/noise barrier on top of the existing brick wall fencing along Victoria Road.

Development components at the Gordon Street site

Building works and internal layout for the central building

- Removal of the existing kitchen.
- Use of the existing classrooms on the first floor.
- New handrail and balustrade to stairs.

Car parking and access

- Four car parking spaces within the existing on-site car park for use as staff parking during school hours.
- Retention of existing vehicular and pedestrian access.

2.2 Physical layout and design

The proposed works are discussed below.

Victoria Road site

The proposed works to the building on the Victoria Road site are identified in identified in **Table 1** and **Figure 13 -Figure 15**.

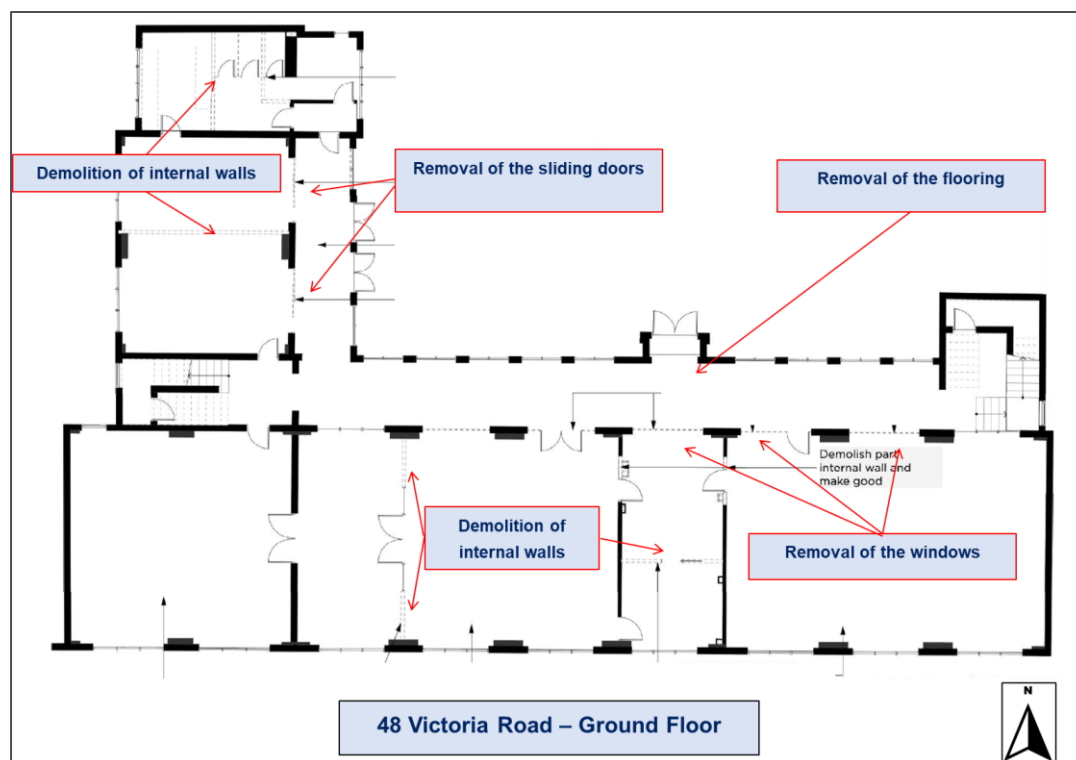


Figure 13 | Proposed demolition works - Victoria Road site (Source: Applicant's RtS 2022)

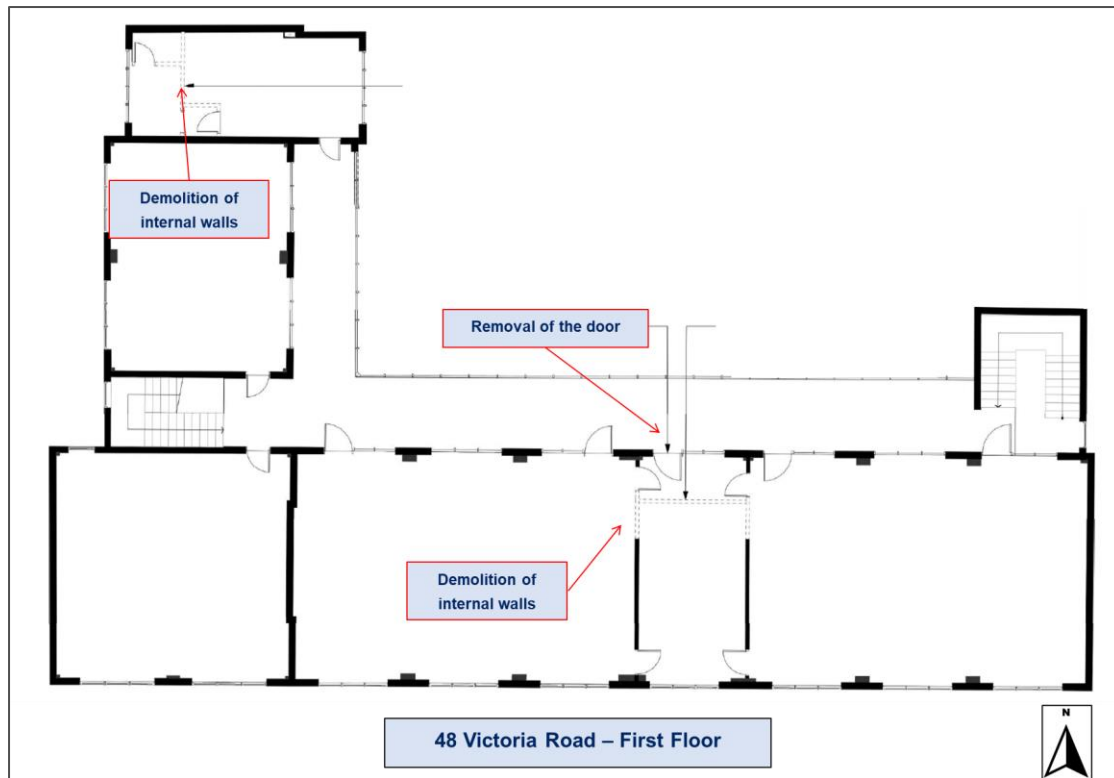


Figure 14 | Proposed demolition works – Victoria Road site (Source: Applicant's RtS 2022)

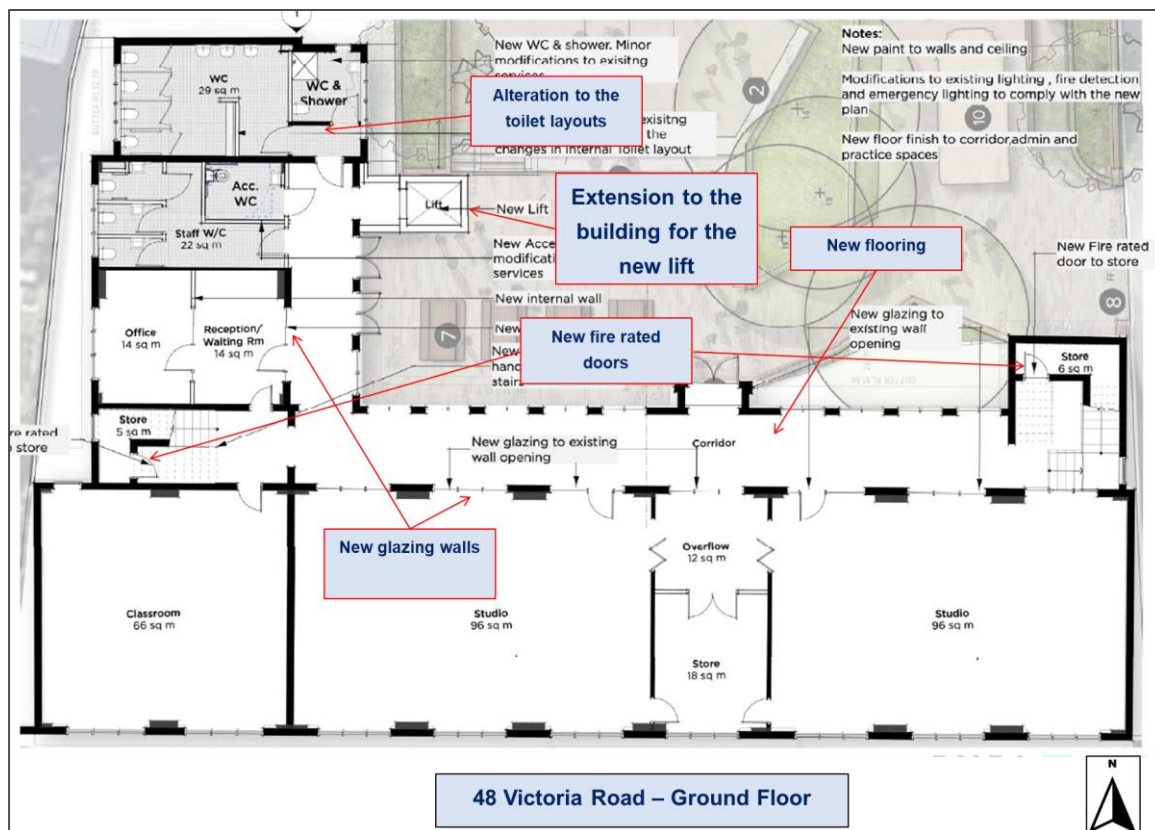


Figure 15 | Proposed alterations (ground floor) - Victoria Road site (Source: Applicant's RtS 2022)

Gordon Street site

The proposed works within the central building at the Gordon Road site are identified in **Table 1** and in **Figure 16**.

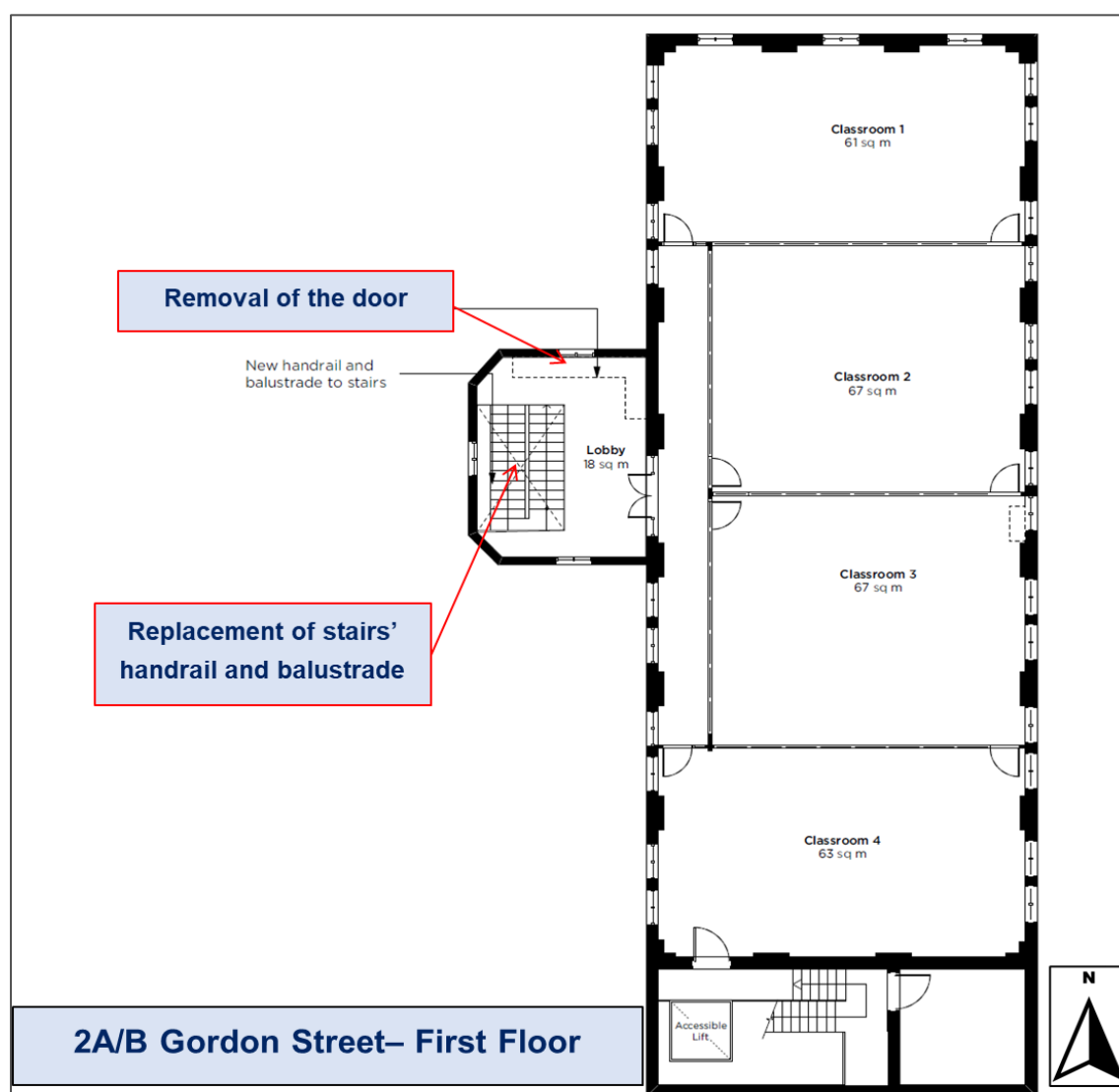


Figure 16 | Proposed works - Gordon Street site (Source: Applicant's RtS 2022)

The Applicant has advised that the students and staff would use toilet facilities located at the ground of the adjoining building for emergency. However, all toilet facilities are otherwise available within the Victoria Road site for the entire school.

The location of the existing toilet within the Gordon Street site is shown in **Figure 17**.



Figure 17 | Location of accessible toilet within Gordon Street site (Source: Applicant's SRtS 2022)

2.3 Open space and recreational facilities

The landscaping and outdoor space is proposed to be provided at the Victoria Road site, for use by students during recess and outdoor activities. The Applicant's EIS states that most sports and other outdoor learning activities would occur within the SAC, Kirribilli or at other locally leased facilities.

The proposed layout of the open space area is identified in **Figure 18**.

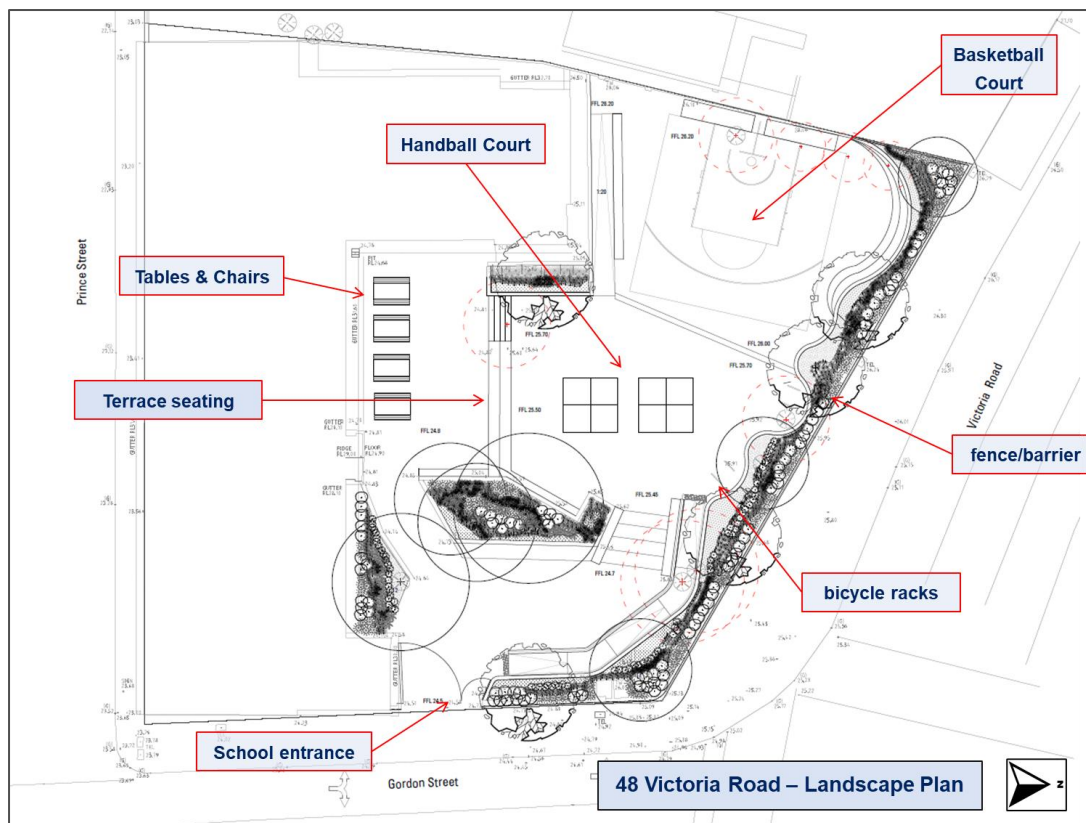


Figure 18 | Proposed landscaping at Victoria Road site (Source: Applicant's EIS 2021)

2.4 Uses and activities

The Applicant proposes to operate the SAC: Rozelle campus in conjunction with the main SAC Campus at Kirribilli, which is proposed to be redeveloped in relation to SSD 8669. The SAC, Rozelle campus would be used as a school campus for up to 200 SAC students (13 to 15 years), while the rest of the school students would use the Kirribilli campus. The Applicant advises approximately 41 students would be transported between the Kirribilli and Rozelle campuses by the school authorities on school days.

The proposed school would operate from Monday to Friday, between 8am and 4pm, with the school reception open from 7:30pm – 5pm. Student use of the recreation space would be limited to two hours per day.

The Applicant states that the SAC, Rozelle campus would be available for community events during school hours (where possible), and the site would occasionally be used beyond the school's core hours for events. The details of such community use has not been provided, however, the Operational Management Plan submitted with the RtS indicates the site would be available for hire occasionally.

2.5 DOPU and transport arrangements

Two private shuttle buses (7.7m long service vehicle) would transfer approximately 40 students in the morning and 40 students in the afternoon between the SAC, Kirribilli main campus and the Rozelle campus, monitored by staff members. Students' arrival/departure would occur within the existing on-site car parking at the Gordon Street site.

In addition to the transportation of the students from Kirribilli, the Applicant proposes a DOPU facility on the south-western side of Maney Street (located east of the Gordon Street site). The Applicant proposes 5-minute time limited parking at this location, applicable to three existing on-street car spaces for the half-hour DOPU period in the morning and afternoon.

2.6 Construction timing

The building works for both properties would be undertaken concurrently. Due to the minor works proposed, the Applicant anticipates a short construction period of approximately 16 weeks for both sites.

3 Strategic context

3.1 Project need and justification

The Applicant states that the key objectives of the proposal are:

- provide an additional teaching campus for tailored educational opportunities.
- provide teaching facilities while the SAC Kirribilli campus is being redeveloped.
- complement existing uses of the buildings with minimal environmental impacts.
- ensure the development is compatible with surrounding developments.

The EIS advises that three alternative development options beyond that proposed were considered, including a do-nothing approach, an alternative site and/or configuration. The Applicant concludes that the proposed form of the development on the two properties is most suitable for SAC and caters to the needs of the Applicant in the short and long term. The EIS indicates the application would ensure continued use of two buildings including a heritage listed building, which was formerly used as a school.

The Department agrees with the Applicant that the benefits of the proposal include the provision of temporary teaching facilities during ongoing construction works on the SAC, Kirribilli campus. The development will also provide long term use by the SAC students as a Rozelle campus to help meet growing demand. The Department identified some impacts of the proposal on the surrounding road network, which can be mitigated via additional conditions discussed in **Section 6.1**.

Overall, the Department agrees with the Applicant's justification of the proposal for continued use of the Gordon Street site as a school and the change of use at the Victoria Road site.

3.2 Strategic context

The Department considers that the proposal is appropriate for the site as it is consistent with the:

- Greater Sydney Region Plan, A Metropolis of Three Cities, as it proposes the development of new educational infrastructure to meet the growing needs of Sydney.
- vision outlined in the Greater Sydney Commission's Eastern City District Plan, as it would provide school infrastructure and new employment opportunities for the population in the area.
- planning priorities of the Our Place Inner West, Local Strategic Planning Statement, as it would provide accessible educational facilities by efficient reuse of the existing developments and would support sustainable neighbourhoods.
- NSW Future Transport Strategy 2056, as it would provide the education facility in an accessible location that is close to public transport. It limits the increase in on-site parking provides facilities to support active transport travel options and encourages the use of non-car modes of travel.
- State Infrastructure Strategy 2022 – 2044 Building the Momentum, as it adapts assets by alteration to the existing buildings for providing new school facilities.

Additionally, the proposal would provide for a direct investment of approximately \$2,015,684 in the region, and support 15 operational jobs and 25 construction jobs.

4 Statutory context

4.1 State Significance

The proposal is SSD under section 4.36 (development declared SSD) of the *Environmental Planning and Assessment Act 1979* (EP&A Act) as the development is for the purpose of a new school under clause 15(1) of Schedule 1 of State Environmental Planning Policy ((State and Regional Development) 2011 (SRD SEPP)), as applicable at the time of lodgement.

The Department notes the Gordon Street site has been historically used as a school. However, the use ceased in 1994. While the Victoria Road site has not been used as a school previously, given the SAC, Rozelle campus is proposed across two properties, the Department considers that the application is for a new school on the site in its entirety.

4.2 Consent authority

Inner West Council (Council) had initially objected to the proposal. However, on 11 July 2022, the objection has been withdrawn.

Therefore, the Minister for Planning (the Minister) is the consent authority under section 4.5 of the EP&A Act. However, under the Minister's delegation dated 9 March 2022, the Director, Social and Infrastructure Assessments, may determine the application as:

- a political donations disclosure statement has not been made.
- there were less than 15 public submissions by way of objection.
- the relevant local Council has not made an objection.

4.3 Permissibility

The Victoria Road site is zoned B2 - Local Centre and the Gordon Street site is zoned SP2 – Infrastructure (place of worship and education facility) under (LLEP). 'Educational establishment' is permitted with consent in both these land use zones.

Therefore, the Minister may determine the carrying out of the development.

4.4 Other approvals

Under section 4.41 of the EP&A Act, a number of other approvals are integrated into the SSD approval process, and consequently are not required to be separately obtained for the proposal.

Under section 4.42 of the EP&A Act, a number of further approvals are required, and must be substantially consistent with any development consent for the proposal (e.g. approvals for any works under the Roads Act 1993).

The Department has consulted with the relevant Government agencies and Council responsible for integrated and other approvals, considered their advice in its assessment of the proposal, and included suitable conditions in the recommended conditions of consent (**Appendix D**).

4.5 Mandatory matters for consideration

4.5.1. Environmental planning instruments

Under section 4.14 of the EP&A Act, the consent authority is required to take into consideration any environmental planning instrument (EPI) that is of relevance to the development the subject of the development application. Therefore, the assessment report must include a copy of, or reference to, the provisions of any EPIs that substantially govern the project and that have been considered in the assessment of the proposal.

Since submission of the EIS, all NSW State EPIs were consolidated into 11 State Environmental Planning Policies (SEPP). The consolidated SEPPs commenced on 1 March 2022. The SEPP consolidation does not change the legal effect of the repealed SEPPs, as the provisions of these SEPPs have simply been transferred into the new SEPPs. Further, any reference to a previous SEPP is taken to mean the same as the new SEPP. For consistency, the Department has considered the development against the relevant provisions of the SEPPs that were in force when the EIS submitted.

The Department has undertaken a detailed assessment of these EPIs in **Appendix B** and is satisfied the application is consistent with the requirements of the EPIs.

4.5.2. Objects of the EP&A Act

The objects of the EP&A Act are the underpinning principles upon which the assessment is conducted. The statutory powers in the EP&A Act (such as the power to grant consent) are to be understood as powers to advance the objects of the legislation, and limits on those powers are set by reference to those objects. Therefore, in making an assessment, the objects should be considered to the extent they are relevant.

The Department has considered the proposal to be satisfactory regarding the objects of the EP&A Act as detailed in **Table 2**.

Table 2 | Objects of the EP&A Act

Objects of the EP&A Act	Consideration
(a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,	The proposal would adaptively reuse two buildings (including a heritage listed building), deliver jobs, and provide education, to enhance the economic and social welfare of the community while not impacting on the State's natural or other resources.
(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,	The development would result in adaptive reuse of two buildings. Additionally, it would adopt ecologically sustainable development principles by re-using existing assets and taking measures to increase energy and water efficiency (Section 4.5.3).

Objects of the EP&A Act	Consideration
(c) to promote the orderly and economic use and development of land,	The proposal would be an orderly and economic use and development of land as it utilises existing buildings as a fit-for-purpose school.
(d) to promote the delivery and maintenance of affordable housing,	Not applicable.
(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,	The proposal does not involve major building works and therefore would not impact on the natural environment or the conservation of threatened species or habitats (Section 6).
(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),	The proposal relates to the adaptive reuse of a locally heritage-listed building on the Gordon Street site and would not affect the overall building fabric, thus have a negligible impact on the built heritage. The proposal would not impact on any Aboriginal cultural heritage values.
(g) to promote good design and amenity of the built environment,	The proposal seeks to use existing buildings for the purpose of a school with minor alteration works. Consequently, the proposal would integrate with the surrounding built environment and public domain.
(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,	The proposal does not involve any major building works. The Applicant has prepared management plans to ensure the completed development operates in accordance with legislation, guidelines, policies and procedures.
(i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,	The Department publicly exhibited the proposed development (Section 5), which included consultation with Council and other Government agencies and consideration of the responses received (Sections 5 and 6).
(j) to provide increased opportunity for community participation in environmental planning and assessment.	The Department publicly exhibited the proposal (Section 5.1) including notifying adjoining landowners and displaying the proposal on the Department's website during EIS exhibition.

Objects of the EP&A Act	Consideration
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Issues raised in submissions have been considered (**Section 6**).

4.5.3. Ecologically sustainable development (ESD)

The EP&A Act adopts the definition of ESD found in the *Protection of the Environment Administration Act 1991*. Section 6(2) of that Act states that ESD requires the effective integration of economic and environmental considerations in the decision-making process and that ESD can be achieved through the implementation of:

- the precautionary principle.
- inter-generational equity.
- conservation of biological diversity and ecological integrity.
- improved valuation, pricing and incentive mechanisms.

The EIS includes an ESD report which assessed the above principles and ensures a sustainable approach through the adaptive reuse of existing buildings and water and energy efficiency improvements. Additionally, the proposal includes ESD initiatives and sustainability measures:

- refurbishment of existing buildings and use of recycled materials.
- use of energy efficient mechanical systems for heating, ventilation and air conditioning (if the current system is replaced).
- carbon-di-oxide sensors and ambient temperature monitoring to encourage natural ventilation.
- additional planting and use of endemic species with low water use.
- use of energy efficient LED lighting with control strategies.
- water efficient equipment, fixtures and fittings and small rainwater tanks for landscape irrigation.
- improve the sealing of the building for energy efficiency.

The Department has considered the proposed development in relation to the ESD principles. The precautionary and inter-generational equity principles have been applied in the decision-making process via a thorough and rigorous assessment of the environmental impacts of the proposed development. The proposal is consistent with ESD principles as described in the EIS, which has been prepared in accordance with the requirements of Schedule 2 of the Environmental Planning and Assessment Regulation 2000 (EP&A Regulation), as applicable at the time of lodgment.

The Department considers that while there are limited opportunities to implement ESD measures for this development, the Applicant proposes improvements to the building and landscaping, where possible.

The Department has recommended a condition that requires the Applicant to implement the above ESD measures prior to commencement of operation.

Having considered the objects of the EP&A Act, including the incorporation of the additional ESD measures, the Department considers the proposal promotes ESD, subject to implementation of the recommended measures. The Department has recommended conditions to this effect.

4.5.4. Environmental Planning and Assessment Regulation 2000

Subject to any other references to compliance with the EP&A Regulation, as applicable at the time of lodgement, cited in this report, the requirements for Notification (Part 6, Division 6) and Fees (Part 15, Division 1AA) have been complied with.

4.5.5. Planning Secretary's Environmental Assessment Requirements

The EIS is compliant with the Planning Secretary's Environmental Assessment Requirements (SEARs) and is sufficient to enable an adequate consideration and assessment of the proposal for determination purposes.

4.5.6. Section 4.15(1) matters for consideration

The matters for consideration under section 4.15(1) of the EP&A Act that apply to SSD in accordance with section 4.40 of the EP&A Act have been addressed in **Table 3**.

Table 3 | Section 4.15(1) matters for consideration

Section 4.15(1) Evaluation	Consideration
(a)(i) any environmental planning instrument	Satisfactorily complies. The Department's consideration of the relevant EPIs is provided in Appendix B .
(a)(ii) any proposed instrument	Satisfactorily complies. The Department's consideration of the relevant draft EPIs is provided in Appendix B .
(a)(iii) any development control plan	Under clause 11 of the SRD SEPP, DCPs do not apply to SSD. Notwithstanding, consideration has been given to relevant DCPs at Appendix B .
(a)(iiia) any planning agreement that has been entered into or any draft planning agreement that a developer has offered to enter into	Not applicable.
(a)(iv) the regulations	The application satisfactorily meets the relevant requirements of the EP&A Regulation, including the procedures relating to applications (Part 6 of the EP&A Regulation), public participation procedures for SSD, and Schedule 2 of the EP&A Regulation relating to EIS.
(a)(v) (Repealed)	Not applicable.

Section 4.15(1) Evaluation	Consideration
(b) the likely impacts of that development including environmental impacts on both the natural and built environments, and social and economic impacts in the locality	The likely impacts of the development have been appropriately mitigated or conditioned (Section 6).
(c) the suitability of the site for the development	The site is suitable for the development (Section 3, 4 and 6).
(d) any submissions	14 public and a Council submission were received. Consideration has been given to all submissions and to the advice from Government agencies (Section 5 and 6).
(e) the public interest	The proposal is in the public interest (Section 6).

4.6 Biodiversity Conservation Act requirements

Section 7.9(2) of the *Biodiversity Conservation Act 2016* (BC Act) requires all applications for SSD to be accompanied by a Biodiversity Development Assessment Report (BDAR) unless the Planning Agency Head and the Environment Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values.

The Applicant applied to waive the requirement for a BDAR, prior to lodgement of the EIS, as the proposal is unlikely to have any impact on biodiversity values surrounding the site.

On 3 November 2021, the Environment and Heritage Group (EHG) determined that the proposal would not have any significant impact on biodiversity values and that a BDAR is not required to accompany the application. The Department supported EHG's decision and issued a BDAR waiver on 8 November 2021.

No further assessment in this regard is considered necessary.

5 Engagement

5.1 Department's engagement

In accordance with Schedule 1 of the EP&A Act, and Part 5, Division 6 of the EP&A Regulation, the Department publicly exhibited the application from 19 November to 16 December 2021 (28 days). The application was exhibited on the Department's website. No public exhibition notices were placed in newspapers (in accordance with the COVID-19 restrictions).

The Department notified adjoining landowners and relevant Council and Government agencies in writing. Department representatives visited the site on 4 May 2022 to provide an informed assessment of the proposal.

The Department has considered the comments raised in Council, Government agency and public submissions during the assessment (**Section 6**) and/or by way of recommended consent conditions at **Appendix D**.

5.2 Summary of submissions

During the EIS exhibition, the Department received 15 submissions, comprising an objection from Council and 14 public submissions. The 14 public submissions include two comments and 12 objections. Two of the objections include substantially the same text. The Department also received two additional feedback from community members after the close of the exhibition.

A summary of matters raised in the public submissions and feedback submissions are outlined in **Table 4**, and copies of the submissions may be viewed at **Appendix A**.

Table 4 | Summary of public submissions to the EIS

Issue	% of Submissions
Traffic impacts (congestion, safety, loss of on-street parking)	100%
<ul style="list-style-type: none">adverse impacts of increased traffic on the intersection of Gordon Street and Victoria Road.increased traffic on the surrounding narrow congested local roads.likelihood of motorists performing unsafe U-turns or reversing movement due to the narrow width of Maney Street and Quirk Street and dead-end Prince Street and Quirk street.lack of consideration of impacts due to construction vehicle traffic.lack of space for construction workers to park.loss of the limited on-street car parking spaces to accommodate DOPU area.insufficient on-site car parking resulting in potential loss of on-street parking due to users of the site.potential pedestrians and cyclist's safety issues as a result of interference between motor vehicles and pedestrians and cyclists.	

<ul style="list-style-type: none"> unsafe pedestrian environment for students and users due to narrow road widths. insufficient and inaccurate Traffic Report supporting the EIS. 	
Noise impacts (during construction and operation)	60%
Green/open space access	26%
<ul style="list-style-type: none"> lack of open space provided for students. usage of limited local parklands for recreational activities. 	
Privacy impacts	6%
<ul style="list-style-type: none"> the first level of school building at Victoria Road site would overlook dwellings at 3-5 Gordon Street. 	
Determination pathway	6%
<ul style="list-style-type: none"> the proposal is not for a new school. 	
Limited community consultation	6%
Site suitability	100%
<ul style="list-style-type: none"> the proposal represents an over-development of the site. the surrounding narrow and congested road network cannot accommodate the additional traffic. inadequate pedestrian access. limited on-street carparking available in the area. 	

Council submission

A summary of matters raised in Council submission are outlined below and copies of the submissions may be viewed at **Appendix A**. Council objected to the proposal and advised that:

- impacts of additional pedestrian movement between the two properties on the level of service of Gordon Street, including provision of an intersection modelling at Victoria Road/Gordon Street, have not been considered.
- the probable jaywalking and safety issues for pedestrians moving between the sites have not been considered.
- the proposed DOPU on Maney Street cannot be supported as it would result in the loss of on-street car parking spaces that are otherwise time restricted resident parking areas.
- the proposed DOPU would result in queuing on Quirk and Gordon Streets.
- alternative routes for vehicles accessing the DOPU, in addition to the route along Maney Street should be provided along with assessment of impacts of such traffic movements.
- the bus zones in Victoria Road cannot be used for the proposed shuttle bus DOPU.
- the shuttle bus movements via Gordon Street may have adverse impact on the amenity of the adjoining residents as a truck load limit of 4 tonnes exists on Gordon Street.

- the additional traffic would cause congestion on Quirk Street and Prince Street, which are narrow and may not allow two-way passing in addition to cars parked on both sides of the streets.
- the proposal does not account for the loss of car spaces within Gordon Street site due to the recent development application approvals.

Additionally, Council raised the following traffic concerns:

- the proposal relies on shuttling students from the Kirribilli campus. However, the Rozelle campus in the long term may accommodate more local students who would prefer to use the DOPU facility, rather than shuttle bus services from the main campus.
- the details of the allocation of the available on-site parking spaces to the existing and approved uses within the Gordon Street site have not been provided. This would be required to consider the impacts of allocating the four on-site parking spaces to the proposed school concurrently with other operations on the site.
- detailed construction traffic impacts and management measures have not been provided. Further details with regard to truck access during construction and coordination with other construction activities are required, given that there are temporary road restrictions on Gordon Street in relation to ongoing works on WestConnex Rozelle Interchange and the Rozelle Parkland, which would continue beyond 2023.

Council raised no concerns regarding the removal of trees or proposed landscaping works. However, Council recommended that the supporting traffic assessment should be amended to include the following in addition to the matters raised above, and:

- measures to reduce the adverse impacts of the development on the traffic movement, congestion and on-street parking.
- end-of-trip bicycle facilities and sheltered bicycle parking area.
- a Green Travel Plan (GTP) to encourage use of bicycle and walking routes.
- provision of a kerb extension at the east side of Gordon Street and pedestrian barrier to stop jaywalking (Council indicated that no cross facilities would be supported).
- provision of a 40km/hour school zone outside the Gordon Street site.
- provision of an electric vehicle charging facilities within the on-site car park area.

5.3 Summary of Government agency advice

A summary of the Government agency advice is provided in **Table 5**, and copies of comments may be viewed at **Appendix A**.

Table 5 | Summary of Government agency advice to the EIS

Transport for NSW (TfNSW)

TfNSW provided the following comments:

- evidence of modelling calibration and validation should be submitted to enable a critical assessment of the traffic impacts at the Gordon Street/Victoria Road intersection.
- the modelling information should include baseline conditions with satisfactory validation for various school times periods of the day and electronic SIDRA files.

- the use of Victoria Road by the private shuttle buses would not be supported due to existing Clearway restrictions.
- the shuttle bus DOPU may be considered on Evans Street.
- it is unlikely that safe student movement on Gordon Street can be managed at all times and this may result in students crossing Victoria midblock traffic between stationary vehicles which is unacceptable.
- the level of service E and F for Gordon Street/Victoria Road intersection along with extensive queues and narrow footpaths shows that this area may be inappropriate for use by school students.
- the proposal does not include any clear location for DOPU of students by car or bus. All DOPU areas should consider safety of operations.
- all traffic access should be provided via local roads.
- the submitted swept paths for vehicles entering the sites are unacceptable.

TfNSW recommended:

- a Road Safety Audit (RSA) should be conducted for the school DOPU area.
- based on the RSA results, the Applicant should review mitigation measures for the operational plan and bus shuttle operation and determine a suitable DOPU location for students.
- amended swept paths for vehicles should be submitted.

Environment Protection Authority (EPA)

- EPA advised a protection license under the *Protection of the Environment Operations Act 1997* is not required.

5.4 Response to Submissions (RtS)

Following exhibition of the application, the Department placed all submissions received on its website and required the Applicant to respond to issues raised in submissions and TfNSW comments.

The Department identified additional issues and sought clarification from the Applicant in relation to:

- updated traffic and on-street parking surveys, outside the COVID-19 lockdown period.
- clarification regarding the current and approved operation at the Gordon Street site, the details of the car parking allocation and impacts of concurrent uses on the car parking.
- amended Acoustics Report to predict the acceptable noise level for the students using the outdoor play on this site adjoining Victoria road.
- clarification whether the proposed development would be for a time limited (temporary) or permanent development consent for the use of both the sites as a school.
- details of the proposed development regarding students' age group, community events and miscellaneous activities beyond proposed operation hours.
- management measures to ensure safe student movements between the sites.
- waste generation estimation and waste storage areas within the site.
- an amended Building Code of Australia report for the Gordon Street site building.
- consideration for screening the proposed 2m fence along Victoria Road.

- clarification regarding community engagement.

On 9 May 2022, the Applicant provided the RtS (**Appendix A**) addressing issues raised in the submissions to the EIS. The RtS included additional information:

- clarification on the details of the proposed development.
- relocation of the proposed shuttle bus service DOPU from bus stops along Victoria Road to the existing car parking within the Gordon Street site.
- shifting the general DOPU slightly to the north along the Maney Street.
- details of parking surveys conducted on 10 February 2022.
- recommendation of a noise barrier along the north boundary of the Victoria Road site.

The RtS was supported by technical documents including:

- a traffic response and an amended traffic assessment.
- a set of architectural plans.
- BCA Assessment Report.
- amended Acoustics Report.
- amended Operational Management Plan.

The RtS was made publicly available on the Department's website and was referred to Council and TfNSW for comment.

5.5 Summary of RtS submissions and Government agency advice

TfNSW

TfNSW acknowledged that the matters raised in its submission were addressed by the RtS and recommended conditions of consent to be included to mitigate and manage the impacts of the development.

Council's submission

Following lodgement of the RtS on 23 May 2022, the Department facilitated a meeting with Council and the Applicant to resolve outstanding issues raised in the Council objection. On 25 May 2022, Council reiterated its objection and provided additional comments:

- given a long walking distance (150m) between the site and DOPU area, the after-school pick-up arrangements in Maney street would result in the temporary obstruction of the street.
- queuing of vehicles may occur and extend to Maney Street and Quirk Street intersection 'No Stopping' areas, leading to unsafe pick-up and drop-off practices and causing safety issues.
- the shuttle buses swept paths are unlikely to be accurate.

Council recommended the Applicant provide direct access to Maney Street from the Gordon Street site to minimise pedestrian travel distance. Council also required clarification regarding provision of on-site car parking spaces for the concurrent and proposed operations on the Gordon Street site.

5.6 Supplementary Response to Submissions (SRtS)

On 7 June 2022, the Applicant responded to the concerns raised by Council and the Department in a supplementary RtS (SRtS) (**Appendix A**). The SRtS provided additional information and clarification:

- addendum to the Heritage Impact Statement assessing the impacts of the proposed internal works on the locally listed heritage item at the Gordon Street site.
- traffic response and amended traffic assessment clarifying and assessing the provision of on-site car parking spaces for the concurrent uses on the Gordon Street site, alternative locations for the DOPU, and suitability and adequacy of the pedestrian footpaths to safely service the students and staff
- a table listing all the proposed plans.

5.7 Consultation after lodgement of the SRtS

Council reviewed the SRtS and advised that subject to a condition of consent requiring the preparation and approval of an Operational Transport and Access Management Plan (OTAMP) for Maney Street DOPU, prior to the issue of any construction certificate, Council would withdraw its objection to the development.

Council advised that the OTAMP should be prepared in consultation with and be endorsed by Council, prior to being approved by the Department.

The Department has extensively consulted with Council and the Applicant regarding this requirement. As a result, the Applicant has agreed to prepare the OTAMP prior to the issue of a construction certificate.

Subsequently, Council withdrew its objection via an email dated 11 July 2022.

Given the withdrawal of the objection, the application is not required to be determined by the Independent Planning Commission.

The Department raised concerns regarding the compliance Gordon Street site building with the relevant Building Code of Australia requirements. The Department also requested the Applicant to provide details on the location of the toilet for this site. In response, the Applicant submitted a further SRtS on 17 August 2022 including an amended Building report and plans showing the toilet location.

Feedback from community

During the notification of the recommended assessment report on the Department website, a previous public submitter submitted a further feedback regarding the proposal. The feedback reiterated the previous concerns, sought clarification regarding the withdrawal of the objection from Council and included the following matters:

- the closure of Lilyfield Road from Victoria Road in December 2022 for up to 4 months would redirect traffic from Victoria Road toward Lilyfield neighbourhood through the school surrounding narrow and congested road network.
- the turning left from Maney Street to Victoria Road is time taking and dangerous during peak hours as it is a blind corner for cars on Victoria Road.
- the left turn movements for of 45 vehicles (in the worst-case scenario), after passing through the DOPU zone on Maney Street, onto Victoria Road is difficult and unsafe.
- traffic movements from Quirk Street to Victoria Road would be opened in the second quarter of 2023. Most cars that drop up and pick up students would be tempted to drop their children on Quirk so they can turn right onto Gordon and right again onto Victoria Road.

These matters discussed in **Section 6.1.5**.

6 Assessment

The Department has considered the EIS, submissions, and the Applicant's RtS and SRtS in its assessment of the proposal. The Department considers key issues associated with the proposal are:

- traffic and parking.
- noise impacts.
- site suitability.

Key issues are discussed in **Section 6.1 - 6.3**. Other issues considered during the assessment of the application are discussed in **Section 6.4**.

6.1 Traffic and parking

6.1.1. Background

The Applicant's EIS was supported by a Traffic and Accessibility Impact Assessment Report (TAIA), which assessed the impacts of the development on the surrounding road network, car parking provisions, sustainable transport options, and the DOPU adequacy.

Council and community members objected to the development mainly due to adverse traffic impacts of the proposal. TfNSW raised concerns regarding proposed shuttle bus operation zones of Victoria Road, SIDRA model analysis, pedestrian safety, and DOPU operations. The Department raised concerns regarding the impacts of the proposal on the surrounding road network, on-site car parking management, and the adequacy of DOPU and the shuttle bus operation.

In response, the Applicant's RtS and SRtS amended the proposed DOPU area and included an amended TAIA. The RtS relocated the proposed shuttle bus DOPU from bus stops along Victoria Road to the existing car parking within the Gordon Street site and shifted the DOPU to the north along the school frontage to Maney Street, away from the intersection of Quirk and Maney Street.

As a result of the amendments to the TAIA and design changes, Council withdrew its objection to the application, subject to recommended conditions. TfNSW and community members raised no further concerns. This section discusses the relevant matters in the amended TAIA along with the resultant traffic impacts and mitigation measures.

6.1.2. Existing traffic conditions

The site is surrounded by a network of local streets that connect to Victoria Road. Vehicle access to both properties is via Gordon Street. The surrounding road network and identified intersections are shown in **Figure 19** and summarised below:

- Victoria Road: State road running west to east through Rozelle linking Parramatta with the Anzac Bridge. The road includes footpaths on both sides and is subject to a 60km/hour speed zone near the site.
- Gordon Street: two-way local collector street that traverses south to north between Lilyfield Road and Victoria Road, not permitting traffic to enter from Victoria Road. Kerbside parallel parking is permitted on both sides of the road subject to '2P' restrictions between 8am and 6pm, except for residential permit holders. Footpaths are provided along both sides of the street with a speed limit of 30 km/hour.

- Maney Street: two-way local road that traverses from Victoria Road in the north to Quirk Street in the south. Movements at the intersection of Maney Street and Victoria Road are restricted to left-in and left-out only. Footpaths are provided along both sides of the street. Kerbside parallel parking is permitted on both sides of the street subject to '2P' restrictions between 8am and 6pm, except for residential permit holders.
- Quirk Street: two-way local road, near the site it runs parallel to Victoria Road and south of Gordon Street. An on-street bicycle route is marked on Quirk Street and restricted on-street car parking is permitted along both kerbsides. Footpaths are provided along both sides of the street, with a speed limit of 50km/hour. Quirk Street meets Victoria Road further east of the site, however, does not permit traffic to enter from Victoria Road.
- Prince Street: dead-end local street to the south of the Victoria Road site connecting to Gordon Street. Restricted on-street car parking is permitted along both kerbsides.



Figure 19 | Surrounding road network and key intersections (Source: Applicant's RtS 2022)

Identified intersections

- Victoria Road and Gordon Street intersection: a signalised T-intersection with two signalised pedestrian crossings (**Figure 20**).
- Gordon Street and Quirk Street intersection: a priority-controlled cross intersection with a give- way sign on the westbound approach from Quirk Street (**Figure 21**).

- Quirk Street and Maney Street: a priority-controlled T intersection.



Figure 20 | Victoria Road and Gordon Street intersection (Source: Nearmap 2022)



Figure 21 | Gordon Street and Quirk Street intersection (Source: Nearmap 2022)

Existing intersection performance

The amended TAIA includes details of traffic surveys conducted in late 2021. However, due to the Covid-19 lockdowns, the 2021 traffic conditions may not represent actual conditions. Therefore, the TAIA obtained the intersection volume data for 17 October 2019, and applied a growth factor to the results to establish realistic traffic volumes that can assess the impacts of the development on the existing road network.

The amended TAIA includes the background traffic data and SIDRA modelling to conclude that all identified intersections currently operate at Level of Service (LoS) A, with spare operational capacity.

6.1.3. Operational traffic impacts and intersection performances

Expected mode share and sustainable transport

As discussed in **Section 2**, SAC propose to shuttle some students between the Kirribilli and the Rozelle campus via two 7.7m long service vehicles (buses) in the morning and afternoon. The buses would have a combined maximum capacity of 50 passengers with 46 reserved for students. The amended TAIA considers that as the Rozelle campus is a significant detour for existing SAC parents (using Kirribilli campus), use of shuttle buses between campuses would be a preferred travel mode for those students. The remaining students would either use public transport or the DOPU on Maney Street.

Based on the above modal analysis, the amended TAIA concluded:

- about 41 students in the morning and 40 students in the afternoon would use the school shuttle bus service.
- most students would use public transport, noting that the site is well connected to a variety of transport options, and about 75% of the students at the SAC, Kirribilli campus already use public transport.
- the DOPU zone on Maney Street would need to accommodate a maximum of 8 students (noting that about 4% of the students are likely to be ineligible for a free travel pass).

The amended TAIA used the above modal analysis and the travel mode share data of the current students at SAC, Kirribilli campus to anticipate the travel patterns at the SAC, Rozelle campus. Based on this the anticipated mode shares for the students are shown in **Figure 22**.

Travel Mode	AM	No. of Students in AM	PM	No. of Students in PM
Car Driver	0.2%	0	0.0%	0
Car passenger	22.1%	44	10.9%	22
Train	44.3%	88	39.0%	78
Bus	21.9%	44	42.3%	84
Ferry	10.8%	22	6.4%	13
Motorcycle	0.0%	0	0.0%	0
Walking	0.8%	2	1.3%	3
Bicycle	0.0%	0	0.2%	0

Figure 22 | Expected travel modes (Source: Applicant's SRtS 2022)

Trip generation and intersection performances

The amended TAIA includes an analysis of anticipated trip generation due to the proposed development and concludes that the development would result in 26 vehicle trips per hour in the morning and 26 in the evening peak period.

The amended TAIA also assessed the trip distribution including the route of the shuttle buses and the vehicles accessing the DOPU, and states that 68 students and staff in the morning and 74 in the afternoon would cross Victoria Road at the intersection with Gordon Street.

The amended TAIA has applied the above traffic/pedestrian volumes and the existing traffic volumes in the SIDRA modelling analysis and concludes that the generated traffic would only cause minimal increases on average delays at all identified intersections. A comparison of the existing and future intersection performances is provided below (**Figure 23**).

Intersection	Control	Scenario	Period	Degree of Saturation (DoS)	Average Delay	Level of Service
Victoria Road and Gordon Street	Signal	Existing	AM	0.749	11.0	A
		Proposed		0.800	14.0	A
		Existing	PM	0.535	5.8	A
		Proposed		0.599	9.8	A
Gordon Street and Quirk Street	Priority*	Existing	AM	0.166	6.4	A
		Proposed		0.174	6.5	A
		Existing	PM	0.083	6.3	A
		Proposed		0.089	6.3	A
Quirk Street and Maney Street	Priority*	Existing	AM	0.005	5.4	A
		Proposed		0.010	5.4	A
		Existing	PM	0.009	5.4	A
		Proposed		0.013	5.4	A

Figure 23 | Existing and future intersection performance (Source: Applicant's SRtS 2022)

The Department notes from **Figure 23** that all identified intersections would maintain a LoS 'A' during both the morning and evening peak periods in the existing and future scenarios.

In response to TfNSW's concerns regarding the impacts of the expected traffic generation on a nearby major intersection of Victoria Road/Darling Street, the amended TAIA states the proposal would add 9 and 11 vehicle trips in the morning and afternoon peak hours at this intersection, which is negligible relative to the traffic volumes on Victoria Road. Consequently, no further assessment of this intersection has been conducted by the Applicant.

Council or TfNSW have raised no significant concerns with regard to the proposal's impacts on the nearby intersections, based on the Applicant's amended TAIA. Both Council and TfNSW have recommended conditions regarding the appropriate management of the DOPU on Maney Street, exclusion of bus operations on Victoria Road and the implementation of an appropriate GTP.

Green Travel Plan (GTP)

The amended TAIA indicated a GTP would be prepared and implemented prior to the commencement of operation. The GTP would include modal share targets and a Travel Access Guide for distributing to students and staff to encourage greater use of public transport.

The amended TAIA includes a preliminary GTP which notes the site is surrounded by excellent cycling and walking infrastructure with footpaths provided on both sides of Victoria Road, Gordon

Street, Prince Street, Quirk Street and Maney Street. Additionally, a shared path is provided along the northern side of Victoria Road, providing a connection from the site to Sydney CBD and Drummoyne. The walking routes and nearby bus stops are identified in **Figure 25**.

To encourage cycling as a mode of travel to school, the Applicant indicated that end-of-trip facilities would be made available to students and staff along with 12 space bicycle racks.

The Applicant has advised that the implementation of the GTP in phases would further reduce the trip generation due to the development.

TfNSW reviewed the proposal and recommended that a final GTP be prepared in consultation with the agency.

Department's consideration

The Department has reviewed the Applicant's TAIA, submissions and the Applicant's response to those, regarding operational traffic impacts and intersection performance. Based on the TAIA and TfNSW comments, the Department is satisfied that all identified intersections would continue to operate at their current LoS post development, and no further mitigation measures / upgrades to intersections are required.

The Department supports the Applicant's approach to implement a GTP in the future, and considers this would result in further reduction of vehicle trips and resultant reduction of congestion on local roads. Conditions to this effect are recommended.

6.1.4. Vehicular access

The shuttle bus DOPU service would be conducted within the car parking area the Gordon Street site for shuttling students between the main campus and Rozelle campus.

During EIS exhibition, Council commented that the manoeuvre of the shuttle buses to and from the Gordon Street site may be tight, and the Applicant should explore whether there is scope to set the kerb back and relocate the bollard to allow for better manoeuvrability of the shuttle bus. The Department raised similar concerns with regard to the manoeuvring of the shuttle buses.

In response, the Applicant included an amended swept path analysis in the amended TAIA, which demonstrates that the existing access can accommodate the shuttle buses to enter and exit in a forward direction with a 300mm clearance on either side of the vehicle (**Figure 24**).

The existing access to the Victoria Road site would be used for occasional servicing by B99 vehicles with all vehicles to enter and exit in a forward direction. Swept path analyses demonstrates this is achievable.



Figure 24 | Swept Path Analysis (Source: Applicant's SRtS 2022)

No further concerns were raised by Council regarding shuttle bus access to the site.

Based on the comments from Council, the Department accepts that shuttle bus and service vehicles would be able to access the site with no disruptions to the road network. Conditions of consent require the Applicant to demonstrate the suitability of the swept paths to the Certifier, prior to the issue of the occupation certificate.

6.1.5. Student DOPU area and OTAMP

The Applicant proposes an on-street DOPU area on Maney Street. As discussed in **Section 5**, uncertainties regarding the management of the DOPU activities near the site, as well as impacts of the overflow from the DOPU into the surrounding road network, were the main Council concerns during the assessment. Council expressed concerns that DOPU arrangements on Maney Street may obstruct narrow local streets, and result in queued vehicles that disrupt the performance of the Maney Street and Quirk Street intersection. As a result, Council initially objected to the development. Concern was also raised by the Department, community submissions and TfNSW including the suitability of the DOPU area, and the requirement for an RSA to determine safety of the zone.

In response, the Applicant amended the design of the DOPU on Maney Street, including additional management measures to reduce disruption on the surrounding road network.

The proposed DOPU and walking routes from this area are identified in **Figure 25**.

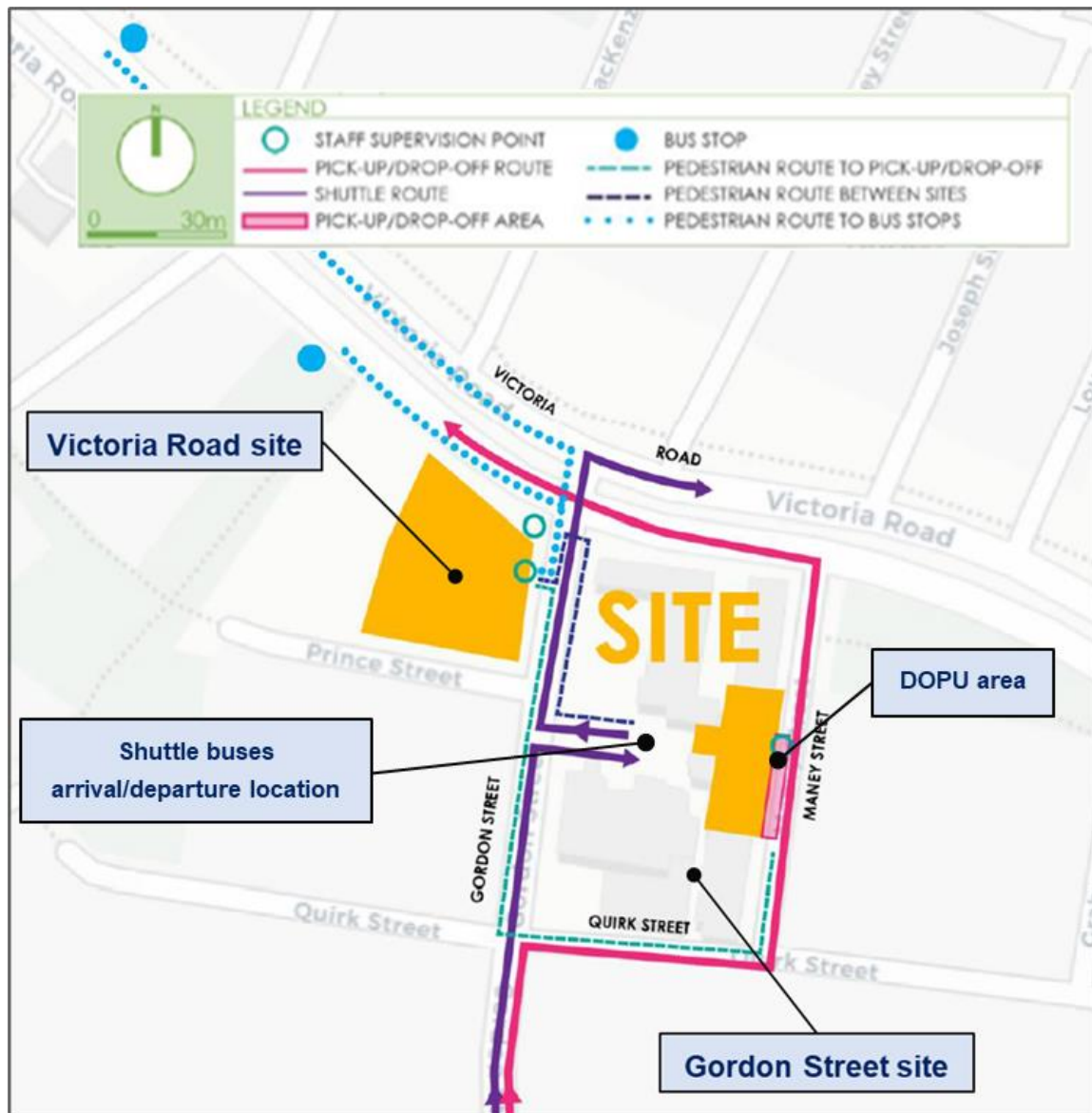


Figure 25 | Proposed DOPU on Maney Street (Source: Applicant's RtS 2022)

The travel modes analysis concludes that approximately eight vehicles would use the Maney Street DOPU. To cater for this, the Applicant proposes an 18m long DOPU area on the south-western side of Maney Street. The area can accommodate three on-street car parking spaces, which would be allocated as '5-minute parking' for a 30-minute duration during the start / finish times of the SAC, Rozelle campus. The Applicant concludes that the proposed DOPU area would allow up to 45 vehicles to pass through, assuming a 2-minute dwell time (worst case scenario). Staff would supervise the DOPU and ensure its satisfactory operation.

The amended TAIA advises that the DOPU area cannot be accommodated within the car parking area at the Gordon Street site, due to the insufficient width of the parking spaces to cater for a high turnover parking area. Therefore, an on street DOPU zone on Maney Street is the only option.

To assess the impacts of the proposed time limited parking arrangements on Maney Street (for the 30-minute duration) on the overall on-street car parking provisions in the area, the amended TAIA includes a parking survey and analysis as discussed in **Section 6.1.7**. The analysis concluded

the allowance of three spaces, twice a day for 30-minutes each, would not have significant impact on the availability of car parking spaces in the locality, as there are adequate on-street car spaces in the area throughout the day for both residents and visitors. The amended TAIA notes Maney Street has 11 vacant spaces at the location of the DOPU, and the south-western side of this street does not adjoin any residences. Consequently, the location would not directly impact on the amenity of surrounding residents or available parking spaces.

Notwithstanding, the amended TAIA includes a preliminary OTAMP which confirmed:

- shuttle buses would transfer a portion of students between the Kirribilli and Rozelle.
- a staff member would be on the bus to monitor students while boarding and alighting.
- parents would receive information regarding the DOPU area and preferred routes.
- the DOPU area would be monitored by a staff member during the pick-up and drop-off times.
- students using the DOPU on Maney Street would be directed to walk along specific routes.
- students would not be allowed to walk along the footpath of Victoria Road to access the site.

Council reviewed the amended TAIA and advised that the proposed preliminary measures have addressed the majority of the concerns raised by Council. However, to ensure that the management measures at the DOPU area are finalised well in advance, Council has recommended a final version of the OTAMP be endorsed by Council, prior to the issue of the construction certificate. Council also recommended the Applicant explore opportunities to include a rear gate on the Gordon Street site for direct access to the DOPU area, and that the DOPU zone operation be monitored post operation at regular intervals and as requested by Council. Subject to the conditions being implemented, Council agreed to withdraw their objection to the proposal. TfNSW raised no concerns regarding the DOPU area with no specific conditions.

A late feedback from a community member indicated that there would be traffic movement changes to Quirk Street and Victoria Road in 2023. This would mean that cars would be tempted to DOPU students on Quirk Street, take a right turn on to Gordon Street and then to Victoria Road. The feedback also indicated that left turn from Maney Street to Victoria Road would be time taking and may lead to further queuing at the DOPU zone.

Department's assessment

The Department acknowledges the development is within an established brownfield site and therefore opportunities to locate the DOPU in the Gordon Street site are minimal. The Department also acknowledges the concerns that there are chances that in the future cars may conduct DOPU at Quirk Street and then access Victoria Road via Gordon Street (although Council and/or TfNSW have not indicated that this is the case) or increase queuing on Maney Street.

However, the Department notes the Applicant proposes several measures to ensure that the trip generation is reduced, and alternate transport modes are encouraged. Given the age group of 13 – 15 years in the SAC, Rozelle campus, students can use the available public transport and shuttle buses to reduce pressure on the DOPU zone. Given this, the Department is satisfied that the proposed DOPU has sufficient capacity to cater for the scale of the development, is unlikely to disrupt the local traffic network, and can be managed by the Applicant in the future.

However, the Department acknowledges that traffic impacts of the proposed on-street DOPU on Maney street require rigorous management to reduce probable impacts on the surrounding narrow and congested local road network. In this regard, the Department has recommended a condition

requiring the OTAMP to be finalised and approved prior to the issue of the construction certificate. The OTAMP should include measures proposed in the amended TAIA and incorporate the:

- operational management procedures of the DOPU area on Maney Street and ongoing measures to minimise illegal parking, double parking, queuing across intersections, and illegal U-turns.
- operational management procedures for the DOPU of students on the Gordon Street site by shuttle buses on a daily basis and for excursions and sporting activities.
- access provisions for disabled users of the site and the management of disabled movement between the Gordon Street and Victoria Road sites.
- measures to promote use of sustainable transport measures included in the GTP.
- measures for safe student movement between DOPU area and the site and between the Victoria Road and Gordon Road sites.
- measures to discourage DOPU via cars along with a monitoring and review program.

The Department notes not all management measures can be finalised at the construction certificate stage. Consequently, conditions of consent require the OTAMP to be updated prior to commencement of operation to include the communication strategies with parents and the finer details required for satisfactory operation of the plan.

While the Department supports the DOPU area and its management, it also notes that the Applicant relies on the implementation of the GTP, use of the shuttle buses/public transport by a large number of students, and the success of the OTAMP to minimise impacts of the school operations on the local traffic network. Given the Applicant's reliance on a number of factors, the Department considers the Applicant must monitor the DOPU area post operation of the school to test the success of the OTAMP and/or implement additional management or mitigation measures as needed. Considering this, the Department has recommended the following conditions:

- post operation monitoring of the DOPU zone (within 6 months and 12 months) to ascertain the suitability of the OTAMP and any resultant impacts of any overflow traffic.
- updating the OTAMP to include additional mitigation measures if needed.
- obtaining Department approval of any updated measures
- monitoring of the DOPU if Council raises significant issues with the operation of this zone.
- including additional measures in the OTAMP to respond to these issues.

The Department has also recommended conditions requiring the Applicant to explore alternate access points within the Gordon Street site to allow direct student access to Maney Street.

Subject to the implementation of the requirements above, and the delivery of the GTP, the Department is satisfied that the proposed DOPU arrangements are acceptable.

6.1.6. Pedestrian, disabled access and safety

The existing pedestrian accesses for both the Victoria Road and Gordon Street sites are located off Gordon Street. The amended TAIA identified the main pedestrian routes as (**Figure 25**):

- Maney Street / Quirk Street / Gordon Street, for students using the DOPU area.
- Victoria Road / Gordon Street intersection to access the site from Victoria Road.
- crossing Gordon street at the intersection with Victoria Road to travel between the properties.

Council reviewed the proposed pedestrian access routes during the EIS exhibition and raised concerns regarding the pedestrian safety on Gordon Street. Council suggested options regarding pedestrian barriers near the Gordon Street site entry, to avoid students crossing Gordon Street midblock. Community submissions raised significant concerns regarding an unsafe pedestrian environment not conducive for students and other users, post development. TfNSW also initially raised concerns regarding the probability of students crossing Victoria Road midblock. Following the site visit, the Department raised concerns regarding the accessibility of the campus for disabled persons.

In response, the Applicant advised that the signalised pedestrian crossings on the southern and western legs of Victoria Road and Gordon Street provide safe and efficient connection to the footpath network. The footpaths expected to be used to access the site are shown in **Figure 26**.



Figure 26 | Footpath widths surrounding the site (Source: Applicant's SRtS 2022)

The amended TAIA indicates that a staff member would be present at the intersection of Victoria Street and Gordon Street in both the morning and afternoon for a half hour period outside of school operational hours to monitor students using buses and walking across Victoria Road or Gordon Street. Students with disability would only be located within the Victoria Road site. If required, they would use the signalised crossing to travel to the Gordon Street site. Disabled parking is available on the Gordon Street site.

The Applicant advised that TfNSW does not prefer the provision of pedestrian balustrades on Gordon Street.

Council reviewed the overall pedestrian access arrangements and raised no further concerns, subject to a condition requiring the implementation of an RSA at the Gordon Street entrance to ascertain the need for any road safety measures at this point. A condition to this effect is recommended.

The Department is satisfied that the site is well connected by pedestrian infrastructure that would encourage students walking to and from the Rozelle campus. To ensure that the safe pedestrian and disabled access is maintained post operation of the school, the Department has recommended that the commitments from the Applicant to manage safe student movement around the site be added to the OTAMP. Conditions to this effect are recommended.

6.1.7. Car parking

The amended TAIA states that based on the Leichhardt Council Development Control Plan 2013 (DCP), the development requires a minimum of 4 car parking spaces for 15 staff members. These car parking spaces are proposed on the existing car park at the Gordon Street, available for school use during school hours. The car parking spaces would be shared with concurrent uses on the Gordon Street site outside of school hours. The amended TAIA includes a schedule of uses within the Gordon Street site along with the respective parking demands (**Figure 27**).

Use/Tenant	Operational Hours	Car Park Requirement
Sydney Community College	Monday-Thursday: 9.30am-9.30pm Friday & Saturday: 9.30am-5.00pm	15 spaces
St Aloysius' College	Monday-Friday: 8.00am-4.00pm	4 spaces
Genesian Theatre Company	Monday-Sunday: 10am-12.00am	1-2 spaces
Genesian Theatre Company Performances	Friday and Saturday 6.00-10.00pm and on Sunday afternoon matinee 1.00-5.00pm.	19 spaces
St Joseph's Catholic Parish	Sunday	19 spaces

Figure 27 | Car parking demands at the Gordon Street site (Source: Applicant's SRtS 2022)

As this campus only would accommodate 13 to 15 year old students, no student parking is provided.

Figure 27 identifies during peak hours of use of the Gordon Street site, a maximum demand of 21 car spaces would be generated (15 spaces + 4 spaces + 2 spaces). Gordon Street site currently accommodates 20 car parking spaces.

Additionally, Council and the Department note that the Council development consent on this site involves re-line marking of the car parking to comply with the relevant Australian Standard. When implemented, this would result in a new layout with a maximum of 16 spaces within the Gordon Street site, including one disabled parking space. Therefore, there would be a shortfall of 5 spaces within the Gordon Street site in the future when multiple uses operate concurrently.

In response to these concerns, the Applicant proposed new line marking within the existing car parking to provide a total of 18 car spaces within the Gordon Street site (including one accessible) as identified in **Figure 28**.

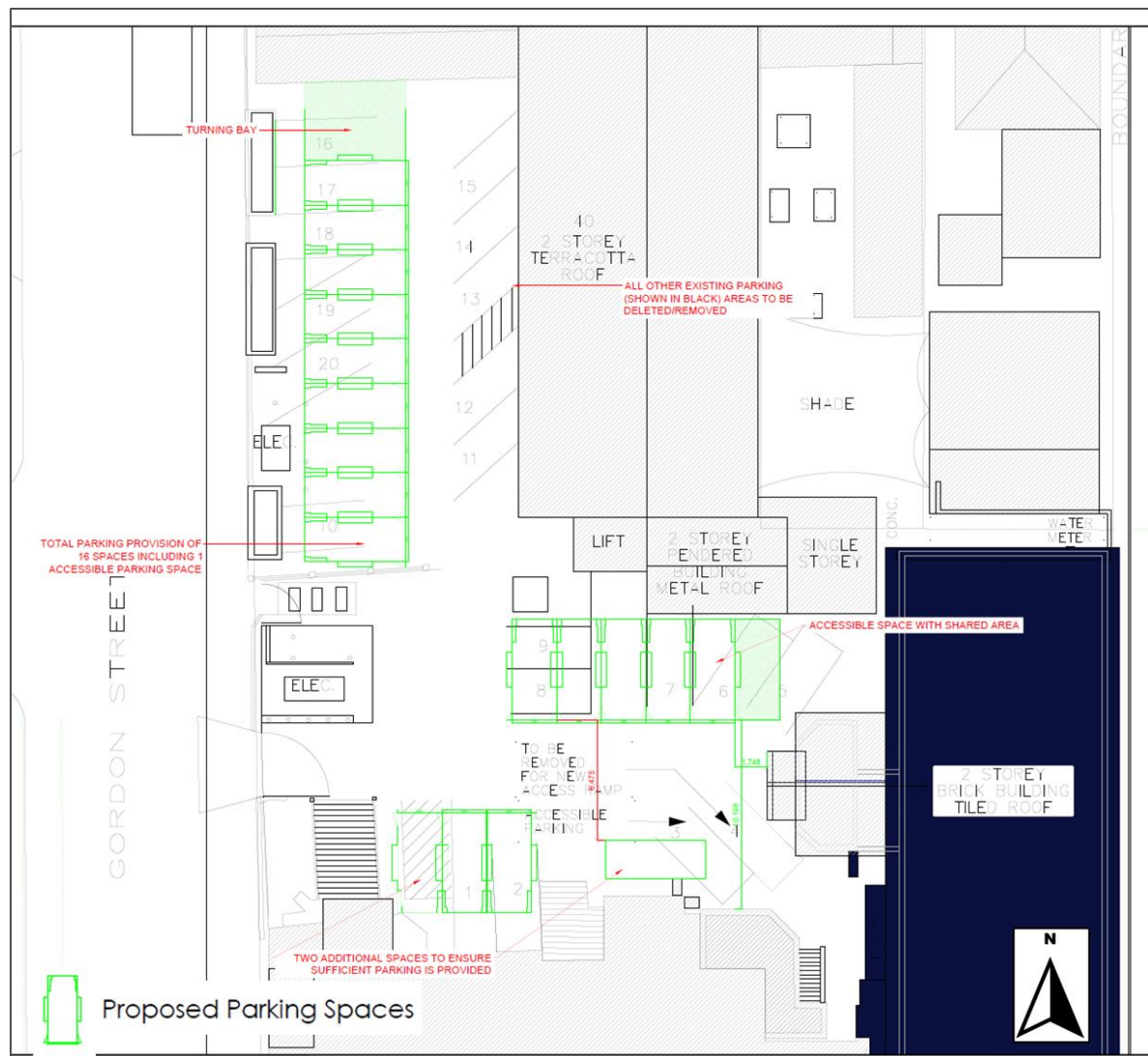


Figure 28 | Proposed car parking at the Gordon Street site (Source: Applicant's SRtS 2022)

Notwithstanding the proposed new car parking layout, the amended TAIA acknowledges there would be a shortfall of three car parking spaces in the Gordon Street site during peak usage.

To justify the shortfall, the amended TAIA includes surveys of the on-street car parking demand in the locality within 150m of the site, during school and commuter peak times. The surveys were updated in 2022 to capture post COVID scenarios.

The surveys identify that out of 287 existing on-street car parking spaces, a minimum of 25.4% spaces are available during both survey periods. Most existing on-street car parking areas are subject to '2P' restrictions (Monday to Friday, 8am-6pm) with unlimited parking for permit holders, and only some small zones are unrestricted. The parking surveys also confirmed the availability of the three spaces within Maney Street during peak hours.

Based on the parking surveys, the TAIA concludes that surrounding streets have sufficient capacity to accommodate the shortfall in car spaces within the Gordon Street site, without significantly impacting the overall on-street parking availability.

The Applicant emphasised that the operation of SAC, Rozelle campus would be restricted to the nominated school hours with no out-of-hours use of the site proposed. SAC organises all out of school activities to be held at the SAC, Kirribilli campus to address traffic congestion and the shortfall in parking. Consequently, use of the car spaces would not impact on the other uses proposed outside of the school hours.

The Applicant has, however, mentioned that there may be occasional school events (such as parent meetings) within the church or the surrounding buildings at the Gordon Street site. The on-street car parking spaces and public transport should be sufficient to cater for these occasional events. The Applicant also states the site may be available for occasional community use, during the core school hours.

Council raised no significant concerns regarding car parking within the site, following submission of the amended TAIA. However, Council have advised that the use of the Gordon Street site by SAC, Rozelle campus should be strictly restricted to the nominated operational hours. Council acknowledged that, similar to other schools, occasional out-of-hours events can be held within the Rozelle campus. However, noting the lack of car parking availability with the site and the locality during evenings, the number of events should be restricted to six per calendar year.

Department's assessment

The Department has reviewed the proposed development and the car parking scenarios. The Department is satisfied that the locality has sufficient on-street car parking availability to cater for the minor shortfall in parking within the site. The Department also notes that use of public transport by staff members can be further enforced if there is a shortfall in car spaces within the site and there is time restricted parking on surrounding streets. In this regard, the Department accepts the proposal, subject to recommended conditions requiring the line marking to be completed, and comply with Australian Standards, prior to the issue of the occupation certificate.

However, the Department agrees with Council that frequent out-of-hours school events would result in adverse impacts on the available car parking spaces within the locality. Consequently, the Department has recommended conditions of consent that limit the out-of-hours school events to a maximum of six within a calendar year.

The Department has also recommended a condition restricting any use of the site for school or community purposes on the weekends/outside the school hours, unless specified in the event management plan.

6.1.8. Construction traffic impacts

The proposal involves minor construction works. The amended TAIA includes a Preliminary Construction Traffic and Pedestrian Management Plan (CTPMP) which details construction vehicle sizes and volumes, truck routes, trucks arriving to site, employee parking, traffic control plans, and swept path analysis. The Applicant states the construction of this campus would be completed in approximately 16-18 weeks.

Community submissions raised concerns regarding the impacts of the construction traffic from the development and WestConnex project. Submissions also indicated that there is a lack of construction worker parking area on the site. Council and TfNSW have not raised significant concerns regarding impacts of construction traffic, subject to recommended conditions requiring the implementation of a final CTPMP. However, Council requested the Applicant consider the cumulative impact of other ongoing projects in the locality, including WestConnex-Rozelle exchange.

The Department considers that the proposed development does not involve major construction works, apart from landscaping and outdoor space at Victoria Road site. Based on comments from TfNSW, the Department has recommended a condition requiring approval and implementation of a CTPMP which considers impacts of surrounding developments, as well as concurrent operations within the Gordon Street site. The Department has also recommended that the Applicant prepares a construction worker transportation strategy in lieu of allowing construction workers to park within the site.

6.2 Noise impacts

Both properties are located near sensitive receivers, being residential properties. The Applicant acknowledges that the development may cause adverse noise and vibration impacts on surrounding properties during construction, ongoing student activities, use of the outdoor play area at the Victoria Road Site, and plant and equipment operation. The EIS included a Noise Impact Assessment Report (NIA) which was updated in the RtS in response to the Department comments. Sensitive receivers identified in the NIA are shown in **Figure 29**.



Figure 29 | Noise measurements locations (Source: Applicant's RtS 2022)

The amended NIA considers the potential noise impacts of the development on adjacent residential receivers and identifies Victoria Road as the source of significant traffic noise. To ascertain the impacts of the development and the impacts of road noise on the students at the school, the NIA considered the following criteria to determine acceptable noise levels:

- internal noise criteria (40dBA for learning areas), according to Interim Guideline Developments Near Rail Corridors and Busy Roads.
- amenity noise level of 55dBA in accordance with Noise Policy for Industry – Active Recreation.
- noise criteria of 55dBA (day), 52dBA (evening) and 43 dBA (night time) at the nearest sensitive receiver, from mechanical plant and equipment, in accordance with Noise Policy for Industry (NPI).
- project amenity noise levels at the nearest receiver (amenity criteria) of 60dBA (day), 50dBA (evening) and 45dBA (night) in accordance with the NPI.
- project noise trigger levels for industrial noise emissions of 55dBA (day), 45dBA (evening) and 40dBA (night), in accordance with the NPI.
- traffic noise assessment criteria of 55dBA (day), and 50dBA (night) in accordance with the NSW Road Noise Policy.

The amended NIA determined 66 Victoria Road to be the most effected neighbour, due to activities on the Victoria Road site.

6.2.1 Operational noise assessment

Regarding operational noise impacts, the amended NIA concluded the:

- noise spill from general school operation to nearby properties is masked by the background noise level from Victoria Road. Further reduction can be achieved via proposed mitigation measures.
- no additional noise control is required for the mechanical plant operation, as the existing condenser located on the eastern facade of the building on the Victoria Road site faces the courtyard and would be used for the school. Recommended best practice noise mitigation measures (such as screening, limiting operation times, low sound level condensers) would ensure amenity of surrounding residents is maintained.
- development would result in a maximum of 30 traffic movements during DOPU times. The low number of additional traffic movements (compared to the existing traffic on Victoria Road) would not result in an increase of more than 2db (acceptable level) of road noise.
- outdoor play area at the Victoria Road site would generate a noise level of 61dBA at the facade of the adjoining residents, located approximately 5m from the recreation area.
- predicted noise level exceeds the recommended project noise trigger level of 55dB(A) during the day.
- Association of Australasian Acoustical Consultants Guideline for Child Care Centres recommends that the rated background level can be exceeded by 10dB if outdoor recreation is limited to a maximum period of 2 hours per day. Therefore, outdoor play time should be restricted to a maximum of 2hours to comply with the above criteria.
- proposal would require alternate physical mitigation measures to comply with the project noise trigger level if unlimited outdoor play time is proposed at the Victoria Road site. These include a Perspex barrier on the western the boundary of the site in front of the balcony area of the residents, to attenuate noise and relocation of the basketball hoop further away from the western boundary.
- noise levels from garbage collection at 48 Victoria Road would comply with the relevant criteria during daytime and evening periods for all surrounding residents. Accordingly, the waste collection time at this property should be restricted between 7am – 10pm.
- development does not involve out of hours events with amplified music. No further assessment is necessary.
- impact of road noise at the outdoor play area for the Victoria Road site would exceed the recommended noise levels by 8dbA.
- Applicant proposes a 2.2m high solid fence/barrier along the northern frontage of this property, to block road noise from Victoria Road.
- impact on the development due to aircraft noise would be negligible.
- internal noise in the music practice room at the Victoria Road site may experience road noise of up to 39dBA internally, exceeding the required criteria of 35dBA.
- glazing thickness would need to be increased to maintain the internal criteria; this would be assessed at the design stage.
- studios and classroom door within the Victoria Road site would need to be closed to ensure the internal noise amenity criteria is maintained.

The Department has assessed the Applicant's noise assessment and is satisfied that the proposal would not result in an unreasonable noise impact on the neighbouring properties, subject to the implementation of the recommended mitigation measures in the amended NIA. Conditions to this effect are recommended.

To ensure student amenity is maintained in the future, the Department has recommended:

- further acoustic studies to ascertain the upgrades to the glazing.
- construction of the acoustic barrier on the Victoria Road frontage.
- certification by an acoustic consultant, prior to the occupation, that all recommended acoustic measures are incorporated and the recommended project noise trigger levels for the outdoor play area and the internal noise amenity level for the classrooms are achieved.

The Department also recommended that the Applicant undertakes a short-term noise assessment following commencement of operation, to verify that the recommended project noise trigger levels are achieved at the nearest sensitive receivers.

The Department is satisfied that subject to the implementation of the recommended conditions, the proposal would be acceptable from an operational noise impact perspective.

6.2.2 Construction Noise and Vibration assessment

The amended NIA finds that the construction noise and vibration impacts on adjoining residents at 66 Victoria Road is unavoidable due to their proximity to the construction area. To mitigate adverse impacts, the amended NIA recommended several measures including respite periods, temporary relocation of residents, notifying residents of the construction schedule, development of a construction noise and vibration management plan, selecting quieter equipment, locating noisy plant away from affected neighbours, involving workers to minimise noise, and using non-tonal reversing alarms.

Council did not comment on the NIA or potential construction noise impacts. Community submissions raised concerns regarding impacts of construction noise on residents.

The Department reviewed the mitigation measures proposed, and is satisfied that implementation of these measures would mitigate and manage the impacts of construction work. As the construction works would only occur for 16 - 18 weeks, noise impacts would be temporary, and the Department has recommended a condition requiring the Applicant to prepare and implement a Construction Noise and Vibration Management Plan in consultation with affected receivers, which includes the above management strategies and permitting construction work only in standard construction hours.

6.3 Site suitability

During the EIS exhibition, a significant number of submissions objected that the site is not suitable for the development. The submissions indicated that the proposal represents an over-development of the site, and the surrounding narrow and congested road network cannot accommodate additional traffic. Public submissions also raised concern that the school would use surrounding public green areas/ovals for sports activities.

The impacts of the development on the local traffic network and noise generation are assessed as satisfactory, as discussed in **Section 6.1** and **6.2**.

The Department considers that availability of open space, space for extra-curricular activities and social impacts are relevant matters for consideration in assessing the suitability of the site.

6.3.1. Open space and out-of-hours activities

The site includes limited provisions for on-site open space or recreational opportunities, except for the open space in the Victoria Road site. Proposed landscaping includes additional soft planting in the courtyard, and tiered playground levels separating passive and active play spaces. The courtyard will include seating, half basketball court, handball courts, tables and chairs, and accessible ramps to each area of the playground.

The Applicant notes a lack of sporting fields for sporting activities. To address this, the Applicant indicates that the SAC, Kirribilli campus would be used for:

- all organised sporting activities.
- performing arts events and community events throughout the year on weekdays and weekends to 10.30pm.
- range of extra-curricular activities off site.

The Applicant advised that management policies and procedures would be strictly enforced, to guide management of students in the open space at the Victoria Road site, and to ensure the safe student movements from the Gordon Street site. Management measures were assessed in **Section 6.1**.

The proposed landscaping works (**Figure 30**) would provide for a variety of open spaces within the limited space available and can be used by students for lunch and recess activities. The Department has recommended a condition requiring the Applicant to complete landscaping prior to the issue of the occupation certificate.

Noting the proposed additional arrangements by the Applicant to cater for the student's sporting and other needs, the Department accepts that the site is reasonable to accommodate a school in a small scale, such as the proposal. The Department has recommended a condition requiring the Applicant to implement a final Operational Management Plan (OMP) to enforce commitments regarding the management of extra-curricular and sporting activities of site and safety and access measures.

6.3.2. Social impacts

The SAC, Rozelle campus would be located across two adjacent sites within a busy area. The site's proximity to public transport and the SAC, Kirribilli campus ensures the site supports use of existing transport infrastructure with less reliance on private vehicles. The Applicant's social impact assessment concludes that impacts generated by the intensification of use of the site are likely to be associated with traffic and noise (**Section 6.1** and **6.2**).

The proposal would operate during the daytime to have minimal impacts on concurrent uses within the site. The Applicant has confirmed that the site would not be used for community facilities outside school hours.

The Applicant has indicated that staff would monitor student movements and ensure safety of the students accessing the site. The Applicant submitted a preliminary OMP which includes details of appropriate security systems in the campus.

Council generally supported the proposed location of the school and raised no concerns regarding the safety and security of students.

The Department recognises that expansion and fit-for-purpose educational facilities cannot be provided within the SAC, Kirribilli campus. The addition of a second campus would provide

opportunity for the continued use of the school at this location, to expand in capacity and include additional facilities.

The site is well established and connected to an extensive pedestrian and public transport network. The establishment of the site would ensure continued educational services while the main campus is under construction as well as in the long term. Additionally, the proposal supports the adaptive re-use of a heritage item to continue its use as a school, the use as a school is a suitable use of the Gordon Street site.

To ensure that the Applicant's commitments and management measures are adhered to, the Department has recommended a condition requiring the Applicant to prepare a final OMP consistent with the preliminary OMP.

Based on the above, the Department is satisfied that the location of the SAC, Rozelle campus provides suitable land uses that serve the needs of the community while encouraging employment opportunities in accessible locations.

6.4 Other issues

The Department's consideration of other issues is provided at **Table 6**.

Table 6 | Summary of other issues

Issue	Findings	Recommend Condition
Heritage impacts	<ul style="list-style-type: none"> The Gordon Street site is located within the Hornsey Street Heritage Conservation Area and is listed as a local heritage item under the LLEP (St Joseph's Catholic Church and School). The proposal relates to the adaptive reuse of the central building within the site. The Applicant's EIS is supported by a Heritage Impact Statement, which indicates that the development would not affect the overall building fabric as it proposes internal fit outs only. Given that no ground disturbance and or major construction works is proposed, the application is not required to be supported by Aboriginal cultural heritage assessment report. Council raised concern regarding the design of the proposed new handrails in the lobby of the Gordon Street building. 	<ul style="list-style-type: none"> The Department has reviewed the information and supports the adaptive re-use of the heritage item as a school, noting most of the fabric would be retained, along with the heritage significance of the Gordon Street site. Noting Council's concerns, the Department recommended a condition requiring: <ul style="list-style-type: none"> the appointment of a suitably qualified heritage architect to oversee the works to the listed item and certify the design of the new handrails in the lobby as well as additional works to

	<ul style="list-style-type: none"> • The Department also requested clarification regarding the proposed internal fit outs and the works to the heritage item on Gordon Street. • In response, the Applicant confirmed only minor works, including removal of the kitchenette and upgrade of a balustrade, are proposed. 	<p>ensure compliance with the Building Code of Australia and fire safety measures.</p> <ul style="list-style-type: none"> ○ photographic recording of the heritage items prior to commencement of works. ○ new lighting to comply with the heritage architect's requirements.
Building alterations	<ul style="list-style-type: none"> • The application involves alterations to the Victoria Road site, including minor demolition, landscaping works, and installation of a lift. The Application includes a Building Code of Australia (BCA) Report for the Victoria Road site which includes several recommendations for required fire upgrades to the existing building on the site. • The works within the Gordon Street site include minor internal works only. • The application is supported by a Building Code of Australia (BCA) Report, which was amended in response to Department's concerns. • The amended BCA report for the Gordon Street site includes assessment of the proposal against the relevant sections of the EP&A Regulation and concludes that: <ul style="list-style-type: none"> ○ fire separation between the two tenancies (being the theatre and the school on the first floor) would be required. However, the proposed works may impact on the heritage significance of the building. ○ consequently, alternative performance management measures are proposed such as smoke detectors. 	<ul style="list-style-type: none"> • The Department reviewed the scope of works for the Victoria Road site, and is satisfied that the works would be acceptable, subject to recommended conditions of consent requiring compliance with relevant reports. • The Department has reviewed the amended BCA report for the Gordon Street site and is satisfied that subject to the provision of the recommended performance based measures the building is suitable for continued use as a school in the future. • The site includes an accessible toilet which would be available for students and teachers during the school hours. The Department has recommended a condition requiring that the toilet be available for use by students/teachers and/or

	<ul style="list-style-type: none"> ○ the existing fire egress is assessed as satisfactory. ○ the location of the windows of this building are in close proximity to the adjoining church. However, the distance is such that no further external fire upgrades to this building would be needed to stop the spread of fire. • The toilets for the building at the Gordon Street site would be located externally and would be used for emergency only. Satisfactory toilet facilities are provided within the Victoria Road site. 	<p>other users of the school during all school hours.</p> <ul style="list-style-type: none"> • The toilet is not permitted to be used by other wider site occupants during any school hours.
Site contamination	<ul style="list-style-type: none"> • The EIS includes a Preliminary Site Investigation (PSI) which concluded that the site is suitable for proposed educational facility. • The PSI recommends that: <ul style="list-style-type: none"> ○ the recommendations of the Hazardous Material Survey be implemented ○ surplus soil materials be classified in accordance the EPA Waste Classification Guidelines 2014 ○ an environmental consultant be engaged should unexpected contamination be identified during construction works. • EPA and Council did not comment in relation to contamination. 	<ul style="list-style-type: none"> • Based on the PSI, the Department is satisfied the site does not include any significant soil contamination or hazardous materials. • However, the Department notes that Victoria Road would include works with minor ground disturbances. • The Application does not include details about these works. • Consequently, to ensure compliance with State Environmental Planning Policy No 55 – Remediation of Land (SEPP 55), the Department has recommended a condition requiring a Site Auditor to issue a Site Audit Statement certifying that this site is suitable for its use, prior to the issue of the occupation certificate.

		<ul style="list-style-type: none"> The Department has also recommended that the PSI be implemented.
Stormwater management	<ul style="list-style-type: none"> The proposal involves minor stormwater works within the Victoria Road site, including water quality treatment measures and is supported by civil works plans. 	<ul style="list-style-type: none"> The Department has reviewed the plans, and is satisfied that the proposed works are appropriate, subject to recommended conditions of consent.
Tree removal	<ul style="list-style-type: none"> The Applicant's EIS is supported by an Arboricultural Impact Assessment Report. The report indicates that 12 trees would be removed from the Victoria Road site. The report identifies three trees that are of high retention value. The application proposes to retain these trees. Council did not raise any comments regarding tree removal. 	<ul style="list-style-type: none"> The Department raises no concerns regarding the removal of trees, subject to recommended conditions regarding retention of all trees with high retention value, and specific tree protection measures.
Privacy impacts	<ul style="list-style-type: none"> Victoria Road site adjoins residential development on its western side. During the EIS exhibition, a neighbouring raised concern regarding the potential privacy issue from the top level of 48 Victoria Road. 	<ul style="list-style-type: none"> The Department has assessed the proposal with regard to visual privacy. The Department has recommended a condition of consent that requires design amendments to provide details of permanent privacy screens for all windows on the western façades of the Victoria Road site building, at its interface with adjoining properties, to ensure the visual impact is minimised.
Waste collection	<ul style="list-style-type: none"> The development proposes a waste collection area in the Victoria Road site and confirms the waste collection for Gordon Street would occur in the car parking area of this property. 	<ul style="list-style-type: none"> The Department has assessed the waste collection area for the Victoria Road site as satisfactory, having regard

		<p>to noise and traffic impacts.</p> <ul style="list-style-type: none"> The Department has recommended a condition requiring the waste collection for the Gordon Street site to occur outside the school hours, as specified in the OMP.
Development contributions	<ul style="list-style-type: none"> The proposal is subject to developer contributions under the provisions of the Leichardt Contribution Plans. Council has provided conditions requiring the Applicant to pay contributions in accordance with section 7.11 of the EP&A Act. 	<ul style="list-style-type: none"> The Department has recommended a condition requiring payment of developer contributions as required by Council.
Determination pathway	<ul style="list-style-type: none"> Public submissions raised concerns that the proposal is not for a new school. 	<ul style="list-style-type: none"> The site comprises two separate properties. The Department notes the Gordon Street operated as a school before 1994. The Victoria Road site was never used for school purposes. As such, considering the overall site features, the Department is satisfied that the proposal is for a new school under clause 15(1) of Schedule 1 of the SRD SEPP, as applicable at the time of lodgement.
Deficiencies in pre-application consultation	<ul style="list-style-type: none"> Public submissions raised concerns regarding limited community consultation regarding the proposal. The Applicant's EIS is supported by a Stakeholder Consultation Report, which indicates that community consultation notices were distributed near the site for the two online information sessions (due to COVID lockdown). Attendees of the 	<ul style="list-style-type: none"> The Department is satisfied the Applicant has undertaken pre-application consultation with the local community. Additionally, the Department exhibited the EIS in accordance with the EP&A Act and

sessions were given information about the proposal and invited to provide comments.

- The report states a website and specific email address were set up for the project, to allow further questions to be asked and consultation to occur.
- The report stated that no comments from community were received.
- The Department reviewed Stakeholder Consultation Report and raised concerns that this did not capture the affected community on the north side of Victoria Road.
- In response, the Applicant acknowledged that there was an error with the consultation mapping but confirmed the north side of Victoria Road was engaged.

received comments from the community.

- Consequently, the Department considers that satisfactory engagement with the community was undertaken in accordance with the legislative requirements.

7 Evaluation

The Department has reviewed the EIS, RtS, SRtS and assessed the merits of the proposal, taking into consideration advice from Government agencies and Council. All issues raised have been considered and all environmental issues associated with the proposal have been addressed. The Department concludes the impacts of the development are acceptable and can be appropriately mitigated through conditions of consent. Consequently, the Department considers the proposal is in the public interest and should be approved, subject to conditions.

The proposal would provide a new school, SAC, Rozelle campus, that accommodates a maximum of 200 students between 13 to 15 years of age and 15 staff members.

The proposal is consistent with the objects of the *Environmental Planning and Assessment Act 1979* (EP&A Act), and the vision of the Eastern City District Plan, as it would provide new school infrastructure near a public transport hub.

The application was publicly exhibited between 19 November and 16 December 2021. During exhibition, the Department received 15 submissions (an objection from Council and 14 public submissions) and advice from two Government agencies. The 14 public submissions include two comments and 12 objections.

The Applicant responded to issues raised by Council by proposing design amendments to the proposal and including additional management plans. Council withdrew its objection on 11 July 2022.

The Department has considered the merits of the proposal in accordance with section 4.15(1) of the EP&A Act, the principles of ESD, and issues raised in all submissions. The Department identified traffic, noise, and site suitability were the key issues for assessment and concludes that:

- road network has the capacity to accommodate traffic and parking demand generated by the proposal, subject to recommended traffic management measures.
- appropriate mitigation measures have been proposed to minimise noise impacts on nearby residential properties, and amenities for students.
- the site is suitable for the development and would provide the opportunity for expansion of an existing school located at another site.

The Department has recommended conditions to manage the operational impacts of the school on the surrounding land uses.

The proposal is in the public interest as it would deliver increased educational facilities in the Inner West LGA, provide educational facilities near existing public transport facilities, and deliver 15 new operational jobs and 25 construction jobs.

8 Recommendation

It is recommended that the Director, Infrastructure Assessments, as delegate of the Minister for Planning:

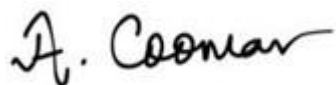
- **considers** the findings and recommendations of this report.
- **accepts and adopts** the findings and recommendations in this report as the reasons for making the decision to grant approval to the application.
- **agrees** with the key reasons for approval listed in the notice of decision.
- **approves** the application in respect of St Aloysius College Rozelle Campus (SSD-27208140), subject to conditions.
- **signs** the attached development consent (**Appendix D**).

Prepared by



Nima Salek
Planning Officer
School Infrastructure Assessments

Recommended by:



Aditi Coomar
Team Leader
School Infrastructure Assessment

9 Determination

The recommendation is Adopted by:

A handwritten signature in black ink, appearing to read 'KH', with a stylized flourish extending to the right.

30.08.2022

Karen Harragon

Director

Social and Infrastructure Assessments

Appendices

Appendix A – List of referenced documents

The following supporting documents and supporting information to this assessment report can be found on the Department of Planning and Environment's website as follows.

1. Environmental Impact Statement

<https://www.planningportal.nsw.gov.au/major-projects/projects/st-alloysius-college-rozelle-campus>

2. Submissions

<https://www.planningportal.nsw.gov.au/major-projects/projects/st-alloysius-college-rozelle-campus>

3. Applicant's Response to Submissions

<https://www.planningportal.nsw.gov.au/major-projects/projects/st-alloysius-college-rozelle-campus>

4. Applicant's Supplementary Response to Submissions

<https://www.planningportal.nsw.gov.au/major-projects/projects/st-alloysius-college-rozelle-campus>

5. Additional submissions from Council, Government agencies received after close of exhibition

Provided under separate cover

Appendix B – Statutory Considerations

To satisfy the requirements of section 4.15(a)(i) of the Environmental Planning and Assessment Act 1979 (EP&A Act), this report includes references to the provisions of the EPIs that govern the carrying out of the project (as applicable at the time of lodgement of the application) and have been taken into consideration in the Department's environmental assessment.

Controls considered as part of the assessment of the proposal are:

- State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP)
- State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP)
- State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017 (Education SEPP)
- State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55)
- Draft State Environmental Planning Policy (Environment) (Draft Environment SEPP)
- Draft State Environmental Planning Policy (Remediation of Land)
- Draft Inner West Local Environmental Plan (IWLEP) 2020
- Leichhardt Local Environmental Plan 2013 (LLEP).

COMPLIANCE WITH CONTROLS

State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP)

The aims of this SEPP are to identify State significant development (SSD) and State significant infrastructure and confer the necessary functions to joint regional planning panels to determine development applications.

An assessment of the development against the relevant considerations of the SRD SEPP is provided in **Table B1**.

Table B1 | SRD SEPP compliance table

Relevant Sections	Consideration and Comments	Complies
3 Aims of Policy The aims of this Policy are as follows: (a) to identify development that is State significant development	The proposed development is identified as SSD.	Yes
8 Declaration of State significant development: section 4.36 (1) Development is declared to be State significant development for the purposes of the Act if: a) the development on the land concerned is, by the operation of an environmental planning instrument, not permissible without development consent under Part 4 of the Act, and b) the development is specified in Schedule 1 or 2.	The proposed development is permissible with development consent. The proposal is for a new school under clause 15(1) of Schedule 1 of the SRD SEPP, as was in force immediately prior to the lodgement of the application.	Yes

State Environmental Planning Policy (Infrastructure 2007) (Infrastructure SEPP)

The Infrastructure SEPP aims to facilitate the effective delivery of infrastructure across the state by improving regulatory certainty and efficiency, identifying matters to be considered in the assessment of development adjacent to particular types of infrastructure development, and providing for consultation with relevant public authorities about certain development during the assessment process.

The development is for the purposes of an educational establishment that has frontage to a classified road (Victoria Road). In accordance with clause 101(2) of the Infrastructure SEPP, the consent authority must be satisfied that, where practicable and safe, vehicle access is provided by a road other than the classified road, and that the development would not impact on the safety, efficiency and ongoing operation of the classified road.

The Department consulted with TfNSW as relevant roads authority for the classified road network. TfNSW did not raise significant concerns in relation to the proposed development (**Section 5**). The Department has considered potential traffic impacts (**Section 6**) and is satisfied that the proposal would not have a significant impact on the surrounding road network. The proposal provides appropriate vehicle access arrangements to both school sites, and it is considered that there would be no adverse impact on the ongoing safety and efficient operation of the adjoining classified roads. Further, the proposed development includes measures that would ameliorate potential traffic noise from the adjacent classified roads. Noise mitigation measures are required as part of the recommended conditions of consent.

State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017 (Education SEPP)

The Education SEPP aims to simplify and standardise the approval process for child care centres, schools, TAFEs and universities while minimising impacts on surrounding areas and improving the quality of the facilities. The Education SEPP includes planning rules for where these developments can be built, which development standards can apply and constructions requirements. The application has been assessed against the relevant provisions of the Education SEPP.

Clause 57 of the Education SEPP requires traffic generating development that involve addition of 50 or more students to be referred to the Road and Maritime Services. The Application was referred to TfNSW (incorporating Road and Maritime Services) and comments considered.

Clause 35(1) of the Education SEPP provides that development for the purpose of a school may be carried out by any person with development consent on land in a prescribed zone. The site is within land zoned 'B2 - Local Centre' and 'SP2 – Infrastructure (place of worship and education facility)' under LLEP 2013, which are both identified as prescribed zones in clause 33 of the Education SEPP.

Clause 35(6)(a) requires that the design quality of the development be evaluated in accordance with the design quality principles set out in Schedule 4. An assessment of the development against the design principles is provided in **Table B2**.

Table B2 | Consideration of the Design Quality Principles

Design Principles	Response
Context, built form and landscape	The proposal does not create new built form and is an adaptive reuse of two existing buildings. The proposal, minor building works and associated landscaping are suitable, considering the context of the site and the surrounding built form.
Sustainable, efficient and durable	The proposal uses two existing buildings, to reduce environmental impacts associated with demolishing and rebuilding. The Department recognises that there is limited opportunity to implement ecologically sustainable development (ESD) related measures. Notwithstanding, the Department has recommended a condition requiring ESD initiatives be provided where appropriate.
Accessible and inclusive	The Department has recommended a condition requiring a suitably qualified Accessibility Consultant to certify that the existing buildings, pedestrian connections within the site, car parking spaces, and the landscaped areas of the proposal complies with relevant accessibility requirements and the recommendations in the Access Assessment Report prepared by BCA Logic dated 25 October 2021.
Health and safety	The proposal provides an outdoor play area for school students. The Department has recommended conditions to ensure that appropriate safety measures are taken to ensure compliance with Building Code of Australia, fire safety, road safety, and emergency evacuation.
Amenity	<p>The proposal provides pleasant and engaging spaces. As the proposal is located near a busy road (Victoria Road), the proposal adopts appropriate noise mitigation measures to ensure the amenity of students is maintained and impacts of road noise are minimised.</p> <p>Additionally, the proposal includes appropriate acoustic measures to maintain the amenity of nearby residents. The proposal would result in efficient, indoor and outdoor learning and play spaces, access to sunlight, natural ventilation, outlook, visual and acoustic privacy, storage and service areas.</p> <p>The Department has recommended conditions to ensure that potential negative noise and privacy impact is minimised.</p>
Whole of life, flexible, adaptable	The proposal adapts existing buildings for use as a school.
Aesthetics	The proposal does not change the built form or external design of the existing building on the site.

State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55)

SEPP 55 aims to ensure that potential contamination issues are considered in the determination of a development application.

The EIS was supported by a Preliminary Site Investigation report for the site, which included consideration of the site, and surrounding history, as well as soil sampling. The site history and soil sampling results indicate the potential for contamination to be present on the site is low.

However, the report recommends that the Hazardous Materials Survey be carried out during refurbishment works to the existing buildings, and the possible surplus soil materials be classified in accordance with EPA guidelines before off-site disposal. If unexpected contamination is identified during the development, an environmental consultant should be engaged to provide appropriate guidance for remediation or/and management.

The Department has recommended conditions reflecting the recommendations above. However, noting that the works within the Victoria Road site would involve minor ground disturbance, the Department has recommended that a Site Audit Statement certifying the suitability of this site be provided, prior to the issue of the occupation certificate.

The Department is satisfied that the Applicant has adequately addressed clause 7 of SEPP 55 and the site is suitable for its proposed educational facility without the need for further remediation, subject to the issue of a Site Audit Statement.

Draft State Environmental Planning Policy (Remediation of Land)

The Draft Remediation SEPP will retain the overarching objective of SEPP 55 promoting the remediation of contaminated land to reduce the risk of potential harm to human health or the environment.

Additionally, the provisions of the Draft Remediation SEPP require all remediation work carried out without development consent to be reviewed and certified by a certified contaminated land consultant. Remediation work is to be categorised based on the scale, risk and complexity of the work. Environmental management plans relating to post-remediation management of sites, including the ongoing operation, maintenance and management of on-site remediation measures (such as a containment cell) are to be provided to Council.

The Department is satisfied that the proposal would be consistent with the objectives of the Draft Remediation SEPP.

Draft State Environmental Planning Policy (Environment)

The Draft Environment SEPP is a consolidated SEPP which proposes to simplify the planning rules for a number of water catchments, waterways, urban bushland, and Willandra Lakes World Heritage Property. Once adopted, the Draft Environment SEPP will replace seven existing SEPPs. The proposed SEPP will provide a consistent level of environmental protection to that which is currently delivered under the existing SEPPs. Where existing provisions are outdated, no longer relevant or duplicated by other parts of the planning system, they would be repealed.

Given that the proposal is consistent with the provisions of the existing SEPPs that are applicable, the Department concludes that the proposed development will generally be consistent with the provisions of the Draft Environment SEPP.

Draft Inner West Local Environmental Plan (IWLEP) 2020

The consolidated Inner West Local Environmental Plan (IWLEP) 2020 seeks to harmonise the three environmental planning instruments (Ashfield LEP 2013, Leichhardt LEP 2013 and Marrickville LEP 2011) into a single new LEP. The Draft IWLEP 2020 is primarily a consolidation of the instruments and not a comprehensive review of the planning provisions. The Department's assessment of the applicable provisions under IWLEP 2020 is consistent with the LLEP. No additional matters arise for consideration.

Leichhardt Local Environmental Plan 2013 (LLEP)

The Department has considered relevant provisions of the LLEP 2013 and matters raised by Council in its assessment (**Section 5** and **Section 6**). The Department concludes the proposal is generally consistent with the LLEP, subject to implementation of recommended conditions.

The Victoria Road site is zoned B2 - Local Centre and the Gordon Street site is zoned SP2 – Infrastructure (place of worship and education facility) under (LLEP). 'Educational establishment' is permitted with consent in both of these land use zones.

The Gordon site has been identified as a heritage item which is located within Hornsey Street Heritage Conservation Area "C19" under LLEP. Heritage impacts of the proposal were considered in **Section 6.3**.

The proposal does not create new built form. Therefore, there is no need to consider the principal development standards.

Appendix C – Community views in the draft Notice of Decision

Issue	Consideration
<ul style="list-style-type: none"> • Traffic and transport <ul style="list-style-type: none"> ○ adverse impacts of increased traffic on the intersection of Gordon Street/Victoria Road. ○ increased traffic on the surrounding narrow congested local roads. ○ likelihood of motorists performing unsafe U-turns or reversing movements at the drop-off/pick-up (DOPU) area. ○ adverse impacts on Maney Street/Quirk Street intersection. ○ impacts of construction vehicle traffic. ○ loss of the limited on-street car parking spaces to accommodate DOPU area. ○ insufficient on-site car parking. ○ unsafe pedestrian environment. ○ insufficient and inaccurate Traffic Report. 	<ul style="list-style-type: none"> • The Applicant amended the proposal to respond to traffic issues raised by Council and public submissions. • The Department is satisfied that the proposal would not adversely impact on the local traffic network, subject to the implementation of the Green Travel Plan, shuttle bus service between the Kirribilli and Rozelle campus, and appropriate management measures for the DOPU area on Maney Street. • Conditions include: <ul style="list-style-type: none"> ○ an Operational Traffic and Access Management Plan for the DOPU area, shuttle bus service, staff monitoring measures, and pedestrian access movements. ○ monitoring of the DOPU area post operation. ○ implementation of the Green Travel Plan. ○ preparation and implementation of a Construction Traffic and Pedestrian Management Plan.
<ul style="list-style-type: none"> • Noise impacts <ul style="list-style-type: none"> ○ impacts on the surrounding residents due to construction and operation of the development. 	<ul style="list-style-type: none"> • The Department is satisfied that the Noise Impact Assessment Reports include satisfactory measures which, if implemented, maintain amenity of adjoining residents and students in the site. • The Department notes that, subject to implementation of the recommended measures, construction works would not unreasonably impact on adjoining residents. • Conditions include: <ul style="list-style-type: none"> ○ implementation of recommendations of the Acoustic Report. ○ limiting the outdoor play time at the Victoria Road site.

<ul style="list-style-type: none"> • Site suitability <ul style="list-style-type: none"> ○ the site is not suitable the development ○ the proposal is an overdevelopment for the site. 	<ul style="list-style-type: none"> • The Department is satisfied that the site is suitable for the development, subject to recommendations to mitigate the traffic and noise impacts. • The proposal would provide opportunity for expansion of an existing school near public transport.
<ul style="list-style-type: none"> • Privacy impacts <ul style="list-style-type: none"> ○ the first level of Victoria Road site would overlook dwellings at 3-5 Gordon Street. 	<ul style="list-style-type: none"> • The Department acknowledges that the classrooms on the western façade of the building at Victoria Road site may overlook the adjoining residents. • Conditions include: <ul style="list-style-type: none"> ○ privacy screens along the western facade of the building.
<ul style="list-style-type: none"> • Green/open space access <ul style="list-style-type: none"> ○ lack of open space for students ○ use of local parks for recreational activities. 	<ul style="list-style-type: none"> • The Department notes the site includes open space in the Victoria Road site, for lunchtime use and other recreational activities. • The Applicant proposes to undertake all organised sporting and out of hours activities in the main campus or off site. Considering this, the Department is satisfied the proposed open space is satisfactory. The Applicant does not propose any agreements with Council for use of public open space. • Conditions include: <ul style="list-style-type: none"> ○ specifying all details of sporting activities in the Operational Management Plan.
<ul style="list-style-type: none"> • Determination pathway <ul style="list-style-type: none"> ○ the proposal is not for a new school. 	<ul style="list-style-type: none"> • The Gordon Street site was previously used as a school until 1994. • The Victoria Road site has not been used as a school. • Noting the application is for the site comprised of the properties, one property not having been previously a school, the Department considers the application is a new school.
<ul style="list-style-type: none"> • Limited community consultation 	<ul style="list-style-type: none"> • The Applicant has confirmed consultation was undertaken with the community prior to lodgement of the EIS. • The Department exhibited the proposal in accordance with the EP&A Act. • The Department is satisfied that appropriate public consultation has occurred.

Appendix D - Recommended Instrument of Consent/Approval