

14 October 2021

218316

Ms Karen Harragon
Director, Social and Infrastructure Assessments
Social and Infrastructure Assessments
Department of Planning, Industry and Environment
4 Parramatta Square
Parramatta NSW 2150

Attention – Aditi Coomar, Team Leader, School Infrastructure Assessments

Dear Karen,

**RESPONSE TO SUBMISSIONS – AMENDED PROPOSAL
WESTMEAD CATHOLIC COMMUNITY SSD-10383**

The amended proposal for the Westmead Catholic Community (SSD-10383) was exhibited for a period of 14 days between 10 September 2021 and 23 September 2021.

In total, 15 submissions were received during the exhibition period. This included 12 submissions made by government agencies and authorities, and three (3) public submissions. Many of the agencies did not provide further comment on the proposal. The comments that were provided generally related to traffic and access.

The Detailed Response to Submissions Table at **Attachment A** provides a response to each of the issues raised.

We trust that the information provided addresses the submissions and the Department's remaining concerns. Please do not hesitate to contact me on the details below if you have any questions.

Yours sincerely,



Kate Tudehope
Associate Director, Planning
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ktudehope@ethosurban.com

WESTMEAD CATHOLIC COMMUNITY EDUCATION CAMPUS ATTACHMENT A RESPONSE TO SUBMISSIONS AND REQUEST FOR ADDITIONAL INFORMATION AND CLARIFICATIONS

Contents


Agency	Location of Response (pg)
Department of Planning, Industry and Environment (Planning)	2
Department of Planning, Industry and Environment (Environment, Energy and Science Group)	3
Department of Planning, Industry and Environment (Water and the Natural Resources Access Regulator)	4
Cumberland Council	5
Civil Aviation Safety Authority	5
City of Parramatta	5
Endeavour Energy	9
Heritage NSW (Aboriginal Cultural Heritage Division)	10
Heritage Council of NSW	10
Sydney Trains	10
WaterNSW	10
NSW Environment Protection Authority (EPA)	10
Transport for NSW (TfNSW)	10

Item No	Name	Type	Issue	Response																																																																																																
Agency Submissions																																																																																																				
1	Department of Planning, Industry and Environment (DPIE)	RFI	<p><u>Traffic generation</u></p> <p>The Department notes that the submitted Traffic Report includes traffic generation data as “peak” and “off peak” traffic generation. This does not provide an overview of the traffic generated due to the proposal in its entirety.</p> <p>Consequently, please submit a revised table which provides information regarding the overall traffic generated by the development during AM and PM.</p>	<p>The traffic generated due to the proposal in its entirety is the sum of the “No. of Trips During Road Network Peaks” and the “No. of Trips Outside of Road Network Peaks” as presented in Table 7.16 and Table 7.17 in the updated TAIA report.</p> <p>These tables have been reproduced from the updated TAIA Report with a column added on the far right-hand side showing the total trips across the entire day.</p> <p>Table 7.16: Whole Site Vehicle Trip Generation – Year 2023</p> <table><tr><th colspan="2" rowspan="2">Group</th><th colspan="2">No. of Trips During Road Network Peaks</th><th colspan="3">No. of Trips Outside of Road Network Peaks</th><th rowspan="2">No. of Trips Generated Across the Entire Day</th></tr><tr><th>AM Peak Hour</th><th>PM Peak Hour</th><th>Before AM Peak</th><th>Inter-Peak</th><th>After PM Peak</th></tr><tr><td rowspan="2">CELC</td><td>Children</td><td>30</td><td>4</td><td>70</td><td>0</td><td>96</td><td>200</td></tr><tr><td>Staff</td><td>0</td><td>0</td><td>7</td><td>0</td><td>7</td><td>14</td></tr><tr><td rowspan="2">OOSH</td><td>Students</td><td>60</td><td>8</td><td>140</td><td>0</td><td>192</td><td>400</td></tr><tr><td>Staff</td><td>0</td><td>0</td><td>10</td><td>0</td><td>10</td><td>20</td></tr><tr><td rowspan="2">Primary School</td><td>Students</td><td>263</td><td>298</td><td>87</td><td>0</td><td>52</td><td>700</td></tr><tr><td>Staff</td><td>14</td><td>2</td><td>5</td><td>0</td><td>17</td><td>38</td></tr><tr><td rowspan="2">High School</td><td>Students</td><td>182</td><td>206</td><td>60</td><td>0</td><td>36</td><td>484</td></tr><tr><td>Staff</td><td>55</td><td>7</td><td>18</td><td>0</td><td>66</td><td>146</td></tr><tr><td rowspan="2">Parish Church</td><td>Attendees</td><td>0</td><td>0</td><td>0</td><td>66</td><td>0</td><td>66</td></tr><tr><td>Staff</td><td>0</td><td>0</td><td>0</td><td>12</td><td>0</td><td>12</td></tr><tr><td colspan="2">Total</td><td>604</td><td>525</td><td>397</td><td>78</td><td>476</td><td>2080</td></tr></table>	Group		No. of Trips During Road Network Peaks		No. of Trips Outside of Road Network Peaks			No. of Trips Generated Across the Entire Day	AM Peak Hour	PM Peak Hour	Before AM Peak	Inter-Peak	After PM Peak	CELC	Children	30	4	70	0	96	200	Staff	0	0	7	0	7	14	OOSH	Students	60	8	140	0	192	400	Staff	0	0	10	0	10	20	Primary School	Students	263	298	87	0	52	700	Staff	14	2	5	0	17	38	High School	Students	182	206	60	0	36	484	Staff	55	7	18	0	66	146	Parish Church	Attendees	0	0	0	66	0	66	Staff	0	0	0	12	0	12	Total		604	525	397	78	476	2080
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2	DPIE Environment, Energy and Science Group (EES)	Comments	<u>Riparian Land</u> EES notes that landscaping is not proposed within the riparian land and has no further comments.	Note.																																																																																																
3			Urban Tree Canopy and Landscaping <ul style="list-style-type: none">EES notes that Landscape Key Design Notes and Plan (Northrop, 3 September 2021) addresses tree removal and replacement and provides an indicative plant schedule. EES recommends that the following be inserted as a condition of consent: A Landscaping Strategy be prepared that:	CEDP is willing to accept a condition of consent requiring preparation of a Landscaping Strategy, however it is suggested that the following amendments be made to the requirements to ensure that a suitable landscape outcome can be achieved at the site. A Landscaping Strategy be prepared that: <ul style="list-style-type: none">Identifies any trees and other vegetation to be removed or retained on site and the location of the 130 proposed replacement trees <i>Comment: No change.</i>																																																																																																

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			<ul style="list-style-type: none"> Identifies any trees and other vegetation to be removed or retained on site and the location of the 130 proposed replacement trees Specifies landscape planting of a diversity of local provenance native species trees, shrubs, and groundcovers from the native vegetation community (or communities) that once occurred on the site to improve biodiversity Uses a diversity of advanced size local native trees preferably with a plant container pot size of 100-200 litres, or greater in the landscape areas Provides enough area/space to allow any planted trees to grow to maturity on the site Includes a maintenance regime for landscaping for a period of 12 months including the replacement of any plants lost during this time. 	<ul style="list-style-type: none"> Specifies landscape planting of a diversity of species including, but not limited to, local provenance native species trees, shrubs, and groundcovers from the native vegetation community (or communities) that once occurred on the site to improve biodiversity. Tree species selection to also consider appropriate species for education environments with consideration for ornamentals introducing seasonal colour. <i>Comment: Whilst there is no objection to the inclusion of local provenance tree species, it is suggested that there is still an allowance for some other appropriate native and exotic tree selections to add seasonal colour and to respond to appropriate species for school environments e.g consideration of limb failure susceptibility. It is noted that CEDP has a preferred list of tree species that has been authorised by an Arborist and this does not support the planting of any large Eucalypt species. The final Landscape Strategy will need to be flexible so that CEDP's requirements can be balanced with the intent of the proposed condition.</i> Uses a diversity of tree installation sizes in the landscape areas consisting of advanced pot sizes of 100-200 litres (minimum) in key areas where sight lines are to be maintained and smaller pot sizes in periphery areas. Local provenance species installation size is subject to nursery availability at the time of procurement. <i>Comment: This is supported in-principle, however there are long lead in times associated with advanced tree stock, particularly when considering local provenance species that are not readily available commercially. Again, it is suggested that there be a range of tree species proposed for the project and perhaps local provenance species can be planted at a smaller size which is generally supported by ecological teams.</i> Provides enough area/space to allow any planted trees to grow to maturity on the site <i>Comment: No change.</i> Includes a maintenance regime for landscaping for a period of 12 months including the replacement of any plants lost during this time. <i>Comment: No change.</i>
4	DPIE - Water and the Natural Resources Access Regulator	Comments	The supplementary RTS and Amendment report have been reviewed and as changes that have been made are mainly to the access roads to the school and alignment of the new Parish Church, we have no comments.	Noted.
5	Cumberland Council	Comments	No comments.	Noted.

Item No	Name	Type	Issue	Response
6	Civil Aviation Safety Authority	Comments	CASA has reviewed the information provided and has no objections to the development. CASA notes that the amendments to the proposed development are related to landscaping works, driveways, out of school hours care and pedestrian access. There are no additional implications for aviation safety and CASA has no further comments to add to the submissions made on 15 April 2020 and 18 September 2020.	Noted.
7	City of Parramatta Council	Comments	<u>Traffic</u> Council has previously raised concerns in relation to traffic issues. Specifically, in relation to modelling, the impacts to intersections and the failure to fully explore a connection through to Bridge Road.	Noted. CEDP and its consultant team have been working with TfNSW, Council and DPIE throughout the assessment process to try and resolve these concerns. Council's remaining concerns are discussed further below.
8			The applicant has been in discussions with TfNSW and DPIE in relation to possible improvements to offset the impacts to these intersections. These discussions have resulted in changes to the scheme at the Darcy Road - Mother Teresa intersection and the Darcy Road-Catherine McAuley intersection. These matters should be appropriately conditioned.	Noted. CEDP agrees to the conditions proposed by TfNSW with respect to the changes to the Darcy Road - Mother Teresa intersection and the Darcy Road-Catherine McAuley intersection.
9			It is also understood that TfNSW is looking to impose conditions in relation to the degradation of intersection level of service. Whilst Council would not oppose the imposition of additional conditions that require the applicant to further assess and mitigate the impact of their development in the future, Council is still of the opinion that enough has not been done to secure improved access and connectivity as part of this application. Council's approach is to consider measures that could be put in place or secured now to proactively manage the anticipated progression of traffic related impacts as the school population increases.	<p>Noted. As discussed in response to Item 37, CEDP has concerns regarding the proposed condition requiring modelling of the Darcy Road/Bridge Road/Coles intersection. Whilst TfNSW has advised that they are not open to discussing any changes to the proposed condition at this stage, CEDP understands that there will be an opportunity to discuss the proposed wording as part of the review of draft conditions.</p> <p>CEDP is committed to providing works within their boundary to create an east-west access across the WCC site as part of future stages of the Masterplan. This connection would accommodate both pedestrian and vehicular access.</p> <p>Further, through the implementation of the following measures, traffic modelling has shown that the impacts associated with the subject SSD can be appropriately managed:</p> <ul style="list-style-type: none"> • Improvements to pick-up (PU) and drop-off (DO) arrangements on the campus, including construction of the separate high school car park and PU and DO area (subject to approved Early Works DA) and improvements that have been made to the primary school PU and DO area; • Alterations to the Darcy Road - Mother Teresa and the Darcy Road-Catherine McAuley intersections; • Improved pedestrian amenity and safety at the campus' main entry points – including at the Darcy Road entry and the new high school car park; • Implementation of a GTP targeting a 10% mode shift (minimum) across the whole WCC site, with a 5% mode shift sensitivity test undertaken for the primary school in 2023; and • Provision of OOSH facilities on the campus.

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				<p>On this basis, a connection through to Bridge Road is not necessary as part of the current proposal.</p> <p>In response to Council's most recent comments (Item 13 below) CEDP is willing to consider an easement for pedestrian access across the site, which would become operational when the western link to Bridge Road becomes available. It is important to note that consent from all landowners of the WCC is required prior to formally committing to any easements over the land.</p> <p>If agreeable, to avoid any conflict with the existing sports courts and primary school pick-up and drop-off area, it is suggested that this connection would be located to the south of the existing ovals. A connection in this location could provide more direct access to the train station. Alternatively, it could wrap around the east of the ovals and connect back to Farmhouse Road. The potential location of the easement is shown at Figure 1 below.</p> <p>This access/easement would be a condition of Final Occupation and would be extinguished when the east-west carriageway across the WCC site is provided. The future carriageway connection would provide a more direct east-west pedestrian and vehicle route across the WCC site.</p>  <p>Figure 1 – Proposed easement location</p>

Item No	Name	Type	Issue	Response
10			The link from Bridge Road to Westmead Catholic Community Education Campus suggested by Council staff will reduce traffic volumes travelling through the intersection of Bridge Road/Darcy Road/Coles and therefore provides an efficient reduction in delays on the road network. The applicant's modelling for future conditions at this intersection shows a poor level of service, however, traffic conditions would be subject to the nature of future development that occurs on the south eastern corner of this intersection and conditions could be worse than the applicant's forecast during peak times for the schools. The link would also improve pedestrian access to the west and south by reducing the walking distance by approximately 450m.	As noted above, an east-west connection across the WCC site (for vehicles and pedestrians) will be provided as part of future stages. In the interim, CEDP is willing to consider an easement, within their site, for an east-west pedestrian access across the site once the western link to Bridge Road becomes available. It is suggested that this connection would be located to the south of the existing ovals, to avoid any conflict with existing school infrastructure (refer to Figure 1).
11			The applicant's position is that it would allow pedestrian access to its site from Bridge Street, but the link across the land to the west of its site would need to be organised by others. In some places in the report it is not clear if the applicant would also be prepared to allow vehicles to access the site. It is not uncommon for applicants to be required to obtain an easement across a neighbouring site to ensure the development is acceptable. This is done for drainage purposes. It is Council's position that the applicant should negotiate this 'right of way' prior to the application being approved. This 'right of way' also has some benefit to the landowner as it can be used for internal access on the site.	As part of future stages, both pedestrian and vehicular access would be facilitated across the WCC site. Further, it has been demonstrated that the traffic impacts associated with the subject SSD can be managed through the implementation of measures outlined at Item 9 above.
12			This link should ideally be a vehicle access. However, it should be noted that even as a pedestrian link it has important benefits in reducing traffic congestion. This is because some parents may choose to pick up and set down in Bridge Road, with the student using the pedestrian link to access the school, thereby reducing vehicle movements at the intersection of Bridge Road/Darcy Road/Coles. Furthermore, shortening the walking distance would encourage walking as a mode of transport. It is envisaged that the easement would provide for pedestrian access at the least, benefitting the catholic education campus. The aim is to secure the legal right for access through to Bridge Street at this stage. Actual construction of a pathway/road would eventuate on the site to the west, as redevelopment of the Crown land to the west occurs (or if there are earlier negotiations).	The nature of any future connection across the land to the west would be subject to negotiation and the development outcome on that land, however the future link is intended to provide both pedestrian and vehicular access. As noted in response to Item 11, the link within the WCC site is also intended to provide both pedestrian and vehicular access. Again, it has been demonstrated that the traffic impacts associated with the subject SSD can be managed through the implementation of measures outlined at Item 9 above. The western link to Bridge Road is not required to mitigate impacts associated with the subject SSD.
13			In addition to access across the adjacent site, an easement securing future access across the Catholic Education Campus (CEC), from the Farmhouse Road gate to the western CEC boundary as a public pedestrian access to be open from 7am to	CEDP would be open to considering a condition requiring an easement to be created, and a pathway constructed (by Council), for east-west pedestrian access across the site. As Council has suggested, the easement would become operational (and the footpath constructed) if and when the link through to Bridge Road becomes available.

Item No	Name	Type	Issue	Response
			5pm school days should be provided. The easement would only become operational, and the necessary path created if and when an access way linking the site to the west to Bridge Road becomes available. This connection is in line with the Westmead Innovation District Preferred Draft Masterplan.	As noted above, it is proposed that this connection would be located to the south of the ovals to avoid any conflict with existing school infrastructure. A connection in this location could provide more direct access to the train station. Alternatively, it could wrap around the east of the ovals and connect back to Farmhouse Road. This access/easement would be extinguished when the future east – west carriageway connection is provided. Irrespective of where the connection is located, CEDP is committed to upgrading the access point at Farmhouse Road.
14			Should the DPIE take the view that securing an access via easement across the neighbouring site to Bridge Road for vehicular and/or pedestrian access is outside the scope of this application, Council would remove its objection if access across the application site is secured. This access would connect Farmhouse Road to the western site boundary and should be secured via relevant conditions of consent including the creation of an easement.	As noted in response to Item 13, CEDP would be willing to consider provision of pedestrian access across the WCC site, through implementation of a condition requiring the creation of an easement. Traffic impacts associated with the subject SSD can be managed without the need for a carriageway connection to the west. Further, it is unfeasible to secure an easement across the adjoining site at this stage, given that the development outcome on the neighbouring site is not yet resolved. On this basis, we are of the view that securing access through to Bridge Road is not required to support the subject SSD and is beyond the scope of the current application.
15			<u>Connectivity – Urban Design</u> Except for the lack of access from Bridge Rd to Farmhouse Rd South as detailed above, the masterplanning of the site is supported. The architectural resolution and the organisation of the buildings to the landform are supported. Buildings should use robust materials and energy efficient design to deal particularly with natural ventilation and urban heat.	Noted. The pedestrian and vehicular access across the site from Bridge Road to Farmhouse Road forms part of future stages of the site's redevelopment. As outlined in response to Item 13, CEDP would be willing to provide pedestrian access across the WCC site, to the south of the school ovals, once the link through to Bridge Road becomes available.
16			It is noted that the applicant has amended the proposal to include an upgraded link between the site and Farmhouse Road. This is welcomed and should be secured via condition.	Noted. CEDP would consider a condition requiring the upgraded pedestrian link between the site and Farmhouse Road to be implemented prior to occupation.
17			As outlined above a pedestrian access across the site should be secured as part of this application. This may require a reorganisation of the proposed access from Farmhouse Road. It is considered that this could be managed via proposed conditions to secure the more complete access across the site.	Noted. CEDP would be willing to consider a condition requiring an easement to be created, and a pathway constructed (by Council), for east-west pedestrian access across the site if and when the link through the Bridge Road becomes available. In the interim, CEDP will provide an upgraded link between the site and Farmhouse Road.
18			Pending the resolution of cross site access Council no longer objects on connectivity grounds.	Council's concerns around cross site access have been addressed above. We trust that these responses are sufficient for Council to lift its objections relating to connectivity.
18			<u>Open Space and Recreation</u> The additional work completed in relation to open space is acknowledged and Council has no further comment in relation to the quantum of open space provided.	Noted.

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20			Community access to sport and recreation facilities within the site, outside of school hours should be provided. It is considered that this could be secured via a condition of consent incorporating a commitment by the Catholic Education Office that community access will be accommodated.	<p>A key principle of the site Masterplan is to open-up the site to assist the local community by providing additional open space and facilities beyond what is currently available in the area. In meetings with Council, Council has requested access to the school site for community uses such as sport. CEDP is willing to continue working with Council to determine what facilities would be most beneficial to Council and the community.</p> <p>Whilst it is not proposed to provide community access to the school's sports fields as part of the current stage of the development, it is noted that areas of the school, including the Parish and surrounding ground level open spaces, will be available to the public.</p>
21			Pending the resolution of this matter via condition Council no longer objects to the proposal in relation to open space and recreation.	Noted. We trust that these responses are sufficient for Council to lift its objection relating to open space and recreation.
22			<p><u>Developer Contributions</u> Council welcomes the applicant's commitment to the payment of 7.12 Developer Contributions for an amount of \$804,742.00 as per the Parramatta Non-CBD Development Contributions Plan. It is recommended that a condition is applied that includes the amount payable for the avoidance of any doubt.</p> <p>Pending the imposition of this condition Council no longer objects to this matter.</p>	Noted. CEDP is willing to accept a condition requiring the payment of developer contributions. As noted previously, it is requested that the condition be drafted so that any contribution is required to be spent on works in the vicinity of the site, and which would assist in addressing the connectivity concerns raised by Council in their submission.
23			<p><u>Zoning and Permissibility</u> Council Staff still maintain the opinion that the place of public worship is not a permissible use in the zone and not ancillary to the school. However, Council defers the decision on this matter to DPIE and notes it has mechanisms available to manage this situation in any event.</p>	As detailed in the original RTS response dated September 2020, the use of the church by the broader parish community, including on weekends, is secondary to the use of the church by the schools and the church use is therefore ancillary to the education use. Notwithstanding, and as acknowledged by Council in their submission, in the event that the Department forms the view that the Parish Church is not considered 'development that is ordinarily incidental or ancillary to' the educational establishment, the SSD can reply on Section 4.38(2) of the EP&A Act to enable assessment and approval of the application.
24			<p><u>Conclusion</u> Council would like to thank the applicant for their continued collaboration on these matters and confirms that Council no longer objects to this development pending the satisfactory resolution of the matters as detailed above.</p> <p>Council would like to request that the draft conditions are provided for review before any determination is made.</p> <p>It is noted that this is the recommendation of Council officers and this submission has not been endorsed at a Council meeting.</p>	<p>Noted. CEDP would also like to thank Council for the opportunity to discuss these issues over the course of the assessment.</p> <p>Subject to DPIE concurring that the link through the Bridge Road is beyond the scope of this application, all of Council's concerns have been resolved, and their objection can be lifted.</p>
25	Endeavour Energy	Comments	Endeavour Energy has noted from a review of the documents provided with the SRtS there is not readily apparent direct or	Noted.

Item No	Name	Type	Issue	Response
			significant impact on the existing electricity infrastructure or that required to facilitate the proposed development.	
26	Heritage NSW (Aboriginal Cultural Heritage Division)	Comments	Based on the supplied information, Heritage NSW understands that the modifications documented in the supplied submission are at the design level and do not translate into additional ground disturbance. Therefore, we are of the view that comment is not required from Heritage NSW on Aboriginal cultural heritage matters at this stage of the assessment process	Noted.
27	Heritage Council of NSW	Comments	It is noted that the proposed amendments do not expressly concern or address heritage matters. The Ethos Urban RTS letter advises the changes are minor in nature and key elements of the design, as well as the associated environmental impacts, remain largely unchanged. As no additional heritage impacts have been identified, the previous advice dated 23/09/2020 remains relevant.	Noted.
28			Heritage NSW notes that no heritage items or historical archaeological potential has been identified for management as part of the proposal. It is recommended that the project includes an unexpected finds protocol within the Construction Management Plan to ensure that any unexpected archaeology is appropriately managed.	Noted and agreed.
29	Sydney Trains	Comments	No comments from Sydney Trains	Noted.
30	Water NSW	Comments	The proposal is not located near any WaterNSW land, assets or infrastructure, therefore we have no particular comments or requirements regarding the proposal.	Noted.
31	NSW EPA	Comments	Based on the information provided, the proposal does not appear to require an environment protection licence under the Protection of the Environment Operations Act 1997. Furthermore, the EPA understands that the proposal is not being undertaken by or on behalf of a NSW Public Authority nor are the proposed activities other activities for which the EPA is the appropriate regulatory authority.	Noted.
32			In view of these factors, the EPA has no comments to provide on this project and no follow-up consultation is required. The Parramatta City Council should be consulted as the appropriate regulatory authority for the Protection of the Environment Operations Act 1997 in relation to the proposal.	Noted.
33		Comments	TfNSW has reviewed the submitted documentation and provides the Department suggested conditions of consent in TAB A .	Responses to the proposed draft conditions are provided below.

Item No	Name	Type	Issue	Response
34	Transport for NSW (TfNSW)		<p><u>Comment</u></p> <p>The Transport and Accessibility Impact Assessment (TAIA) provided by The Transport Planning Partnership (TPPP) gives an assessment of the traffic and accessibility impacts associated with the Westmead Catholic Community Education Campus in accordance with the Secretary's Environmental Assessment Requirements (SEARS) and outlines the mitigation measures for managing and minimising potential impacts generated by the project in the future years of the project.</p> <p>The proposal will be staged such that infrastructure upgrades would be provided over the course of the student population growth plan. On this basis, the traffic and parking analysis has been carried out for two future benchmark years namely:</p> <ul style="list-style-type: none"> • 2023 – Opening year for the proposed development. • 2033 – Stabilisation year where growth of the primary school student population and Catholic Early Learning Centre (CELC) would be complete. <p>For the opening year 2023 for the proposed development, TfNSW have identified two locations required to be upgraded to ameliorate the traffic generated by the development prior to issuing of a completion certificate.</p>	Noted.
35			<p><u>Recommendation:</u></p> <p>TfNSW recommends that the following intersections are upgraded prior to the issuing of the completion certificate and the following as a suggested condition of consent:</p> <ul style="list-style-type: none"> • The developer shall upgrade the Darcy Road (western side) and Mother Teresa intersection. <p>The intersection is to operate with a separate left-turn slip lane and right-turn lanes to reduce the walking distance for pedestrians crossing the side road access. The developer will need to obtain section 87 of the Roads Act 1993 approval and section 138 of the Roads Act 1993 for the associated works from TfNSW.</p> <ul style="list-style-type: none"> • The developer shall upgrade the Darcy Road (eastern side) / Catherine McAuley Drive / Westmead Hospital intersection. <p>A dedicated 25 metre left-turn lane on the south approach of the intersection (site exit approach) with an adjacent through</p>	Noted. CEDP is willing to accept these recommendations as a condition of consent.

Item No	Name	Type	Issue	Response
36			and right-turn lane is to be provided. The developer will need to obtain section 87 of the Roads Act 1993 approval and section 138 of the Roads Act 1993 concurrence for the associated works from TfNSW.	Noted.
			<p><u>Comment</u></p> <p>TfNSW notes that the TTPA and the Department's independent reports modelling indicate that the intersection of Darcy Road / Bridge Road / Coles Carpark operates satisfactory in 2023 (based on assumed background growth), however would operate unsatisfactory in 2033.</p> <p>Whilst the delivery of significant public transport infrastructure in the Westmead precinct (Sydney Metro and Light Rail) is reasonably expected to encourage the uptake of public transport and reducing potential vehicle trips, it cannot be assumed that the intersection of Darcy Road / Bridge Road / Coles Carpark will operate satisfactory in 2033.</p> <p>TfNSW recommends that should the modelling assumptions be correct and the development's traffic generation would have an unsatisfactory impact on Darcy Road / Bridge Road / Coles Carpark intersection, then this would require some mitigation works.</p>	
37			<p><u>Recommendation</u></p> <p>TfNSW recommends that the Applicant is conditioned to the following to ensure that it addresses any future deterioration of the Darcy Road / Bridge Road / Coles Carpark intersection:</p> <ul style="list-style-type: none"> The Applicant is to develop an appropriate level of modelling as part of a Traffic Management Report (TMR) to advise and demonstrate to TfNSW, the Department, and Council that the traffic generations from development as future student numbers rise will not cause unsatisfactory performance of Darcy Road / Bridge Road / Coles Carpark intersection. <p>The model must be calibrated and validated to enable a critical assessment of the traffic impacts if the intersection. When validating the model, the Applicant must demonstrate that the model meets the requirements of TfNSW Traffic Modelling Guidelines. The Applicant must submit details to TfNSW for acceptance, of the baseline conditions and will be judged to be satisfactorily validated for the various school</p>	<p>CEDP raises the following concerns with the proposed condition of consent.</p> <p>The Darcy Road / Bridge Road / Coles Carpark intersection is in a location that will be subject to many changes in the future, including construction and operation of new transport infrastructure, the health precinct and 4500+ residential dwellings. As a result:</p> <ol style="list-style-type: none"> Over the course of a 12-year period (to 2033), the base case conditions would continually be changing as a result of other developments that are approved and constructed during this period. Therefore, base case conditions for the annual study would not be comparable. Undertaking a study of the intersection itself would not separate out the school's development traffic from background traffic at the intersection. Therefore, future studies at this junction would include changes within the network unrelated to the development. <p>It is also noted that in the 2033 case with background traffic only (no dev), the SIDRA modelling results indicate that the intersection degree of saturation would be 0.83, which is closely approaching the "practical" DoS (which is 0.90 for a signalised intersection). This indicates that the future intersection performance would operate with some level of traffic flow</p>

Item No	Name	Type	Issue	Response
			<p>time periods of the day, in accordance with the procedures set out in the models' reference publication.</p> <p>The TMR must provide monitoring of the Darcy Road / Bridge Road / Coles Carpark intersection at the first issue of the completion certificate and at 12 month intervals prior to any increase in the College's activities till 2033.</p> <p>The TMR is to be reviewed and approved in consultation with the Department, TfNSW, and Council.</p> <p>Where the analysis findings show that the development has contributed to a decrease in Level of Service (LoS) at Darcy Road / Bridge Road / Coles Carpark intersection the Applicant must develop and implement traffic management strategies to minimise and mitigate traffic impacts and to optimise the road safety in accordance with TfNSW, Austroads guidelines and Australian Standards at full cost to the Applicant.</p>	<p>deficiency with background traffic alone. At this level of DoS, a minor increase in traffic volumes would cause the intersection performance to degrade rapidly which is the case when the development traffic is considered.</p> <p>The intersection is expected to experience performance issues in 2033 even without the school development. If the intersection requires upgrades in the future, then the solution needs to be holistic. Improvements to the intersection could help alleviate the congestion along the Darcy Road corridor. For example, adjusting the signal phase timing to permit more green time for the westbound movement in the PM peak period. Notably, site-generated trips are estimated to contribute only 8% vehicle movements at this intersection.</p> <p>As part of the GTP monitoring program, the school is already proposing to undertake an annual travel mode questionnaire and report annually on the numbers of students and the mode share target progress. By this method, it would be determined whether the schools would be meeting their mode shift targets.</p> <p>As detailed above, CEDP is committed to providing works within their boundary to create an east-west access across the WCC site as part of future stages of the Masterplan. This connection would accommodate both pedestrian and vehicular access. Furthermore, in response to Council's most recent comments (Item 13 above) CEDP is willing to provide an easement for pedestrian access across the site, which would become operational when the western link to Bridge Road becomes available.</p> <p>In conclusion, whilst we appreciate what TfNSW's recommendation is trying to achieve, the outcome would not be ascertainable through an annual traffic study for the reasons outline above.</p> <p>TTPP attempted to consult with TfNSW regarding these concerns, however TfNSW has advised that they are not open to discussing any changes to the proposed condition at this stage. CEDP understands that there will be an opportunity to discuss the proposed wording as part of the review of draft conditions.</p>
38			<p><u>Comment</u></p> <p>It is requested that the Applicant be conditioned to prepare a Car Parking and High School Student Pick-up/Drop-off Management Plan be prepared in the event that the proposed new multi-level car park and high school student pick-up/drop-off facility is not provided.</p>	<p>Noted. CEDP would accept a condition requiring the preparation of a Car Parking and High School Student Pick-up/Drop-off Management Plan.</p>
39			<p><u>Recommendation:</u></p> <p>Prior to the issue of a completion certificate, the Applicant shall prepare a School Coach and Bus Parking Management Plan to ensure that school coaches and school buses can adequately be accommodated within school coach/bus parking facilities on-site</p>	<p>Noted. CEDP would accept a condition requiring the preparation of a School Coach and Bus Parking Management Plan.</p>

Item No	Name	Type	Issue	Response
			without having an impact to the operation of the surrounding transport network. The plan shall be prepared in consultation with TfNSW and submitted to development.sco@transport.nsw.gov.au for review and endorsement.	
40			<u>Comment:</u> To encourage and support future users of the development to utilise active and public transport, TfNSW recommends that the Applicant development a comprehensive Green Travel Plan (GTP) in consultation with TfNSW.	Noted. CEDP would accept a condition requiring the preparation of a GTP.
			<u>Recommendation:</u> Prior to the issue of a completion certificate, the Applicant should prepare a comprehensive GTP for the Westmead Catholic Community Education Campus in consultation with TfNSW. The plan is required to: <ul style="list-style-type: none"> Identify strategies and mode share targets that encourage sustainable transport use such as public transport, walking and cycling and reduce the proportion of single occupant car journeys to the site for staff and students; Include a Transport Access Guide that provides information to staff and students about the range of travel modes access arrangements and supporting facilities that service the site; and Nominate the party/parties responsible for implementing the plan and its ongoing monitoring and review, including the delivery of actions and associated mode share targets. The plan shall be prepared in consultation with TfNSW and submitted to development.sco@transport.nsw.gov.au for review and approval.	Noted. CEDP would accept a condition requiring the preparation of a GTP.
41			<u>Comment:</u> To mitigate any construction impacts to the surrounding classified road network and multiple active development sites, including the State Significant Infrastructure (SSI) projects of Sydney Metro and Parramatta Light Rail, TfNSW recommends that the Applicant is conditioned to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP).	Noted. CEDP would accept a condition requiring the preparation of a CPTMP.
42			<u>Recommendation</u> TfNSW recommends that the Applicant is conditioned to:	Noted. CEDP would accept a condition requiring the preparation of a CPTMP.

Item No	Name	Type	Issue	Response
43			<ul style="list-style-type: none"> Prepare an updated Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with TfNSW. The CPTMP shall ensure that the construction of the development does not adversely impact the following phases of the Parramatta Light Rail Project: <ul style="list-style-type: none"> Construction; Testing; Commissioning; and Regular service operation. 	
			<p>The CPTMP should specify matters including, but not limited to, the following:</p> <ul style="list-style-type: none"> A description of the development; Location of any proposed work zone(s); Details of crane arrangements including location of any crane(s) and crane movement plan; Haulage routes; Proposed construction hours; Predicted number of construction vehicle movements, detail of vehicle types and demonstrate that proposed construction vehicle movements can work within the context of road changes in the surrounding area, noting that construction vehicle movements are to be minimised during peak periods; Construction vehicle access arrangements; Construction program and construction methodology, including any construction staging; A detailed plan of any proposed hoarding and/or scaffolding; Measures to avoid construction worker vehicle movements within the CBD; Consultation strategy for liaison with surrounding stakeholders, including other developments under construction and TfNSW, Parramatta Light Rail, Contractor(s) and Operator. Identify any potential impacts to general traffic, cyclists, pedestrians, bus services and any light rail within the vicinity of the site from construction vehicles during the construction of the proposed works. Proposed mitigation measures should be clearly identified and included in the CPTMP; Identify the cumulative construction activities of the development and other projects within or around the development site, including the Parramatta Light Rail Project and private development. Proposed measures to minimise 	Noted. CEDP would accept a condition requiring the preparation of a CPTMP.

Item No	Name	Type	Issue	Response
			<p>the cumulative impacts on the surrounding road network should be clearly identified and included in the CPTMP; and</p> <ul style="list-style-type: none">• Provide the builder's direct contact number to TfNSW and small businesses adjoining or impacted by the construction work to resolve issues relating to traffic, public transport, freight, servicing and pedestrian access during construction. The Applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction.• Submit a copy of the final plan to TfNSW for endorsement via development.sco@transport.nsw.gov.au;	
44			<p>The Applicant shall update the CPTMP to reflect the different phases of the Parramatta Light Rail Project when required by TfNSW. The Applicant shall submit a copy of the final updated plan to TfNSW for endorsement within two weeks of being notified by TfNSW to update the plan.</p>	<p>Noted. CEDP would accept requiring the CPTMP to be updated to reflect the different phrases of the Parramatta Light Rail Project.</p>
Public Submissions				
45	Anita Zoglmeier	Comment	<p>As a resident of a Maple Tree Road Unit Westmead, although not objecting to the creation of pedestrian access from school to Farmhouse Road, I have concerns that this will lead to increased parents-car drop-off of children in our access to our residential car park. Currently I have experienced delays being able to enter with my car or exit during pre and post school times, which already causes inconvenience. How does the school propose to manage this current and future problem? Will they provide a school turning circle on their grounds? Also have noticed increased rubbish being dropped by students as evidenced by school related notes and paraphernalia. Can the school provide bins at the school exit to mitigate this problem?</p>	<p>These concerns are noted. Maple Tree Road is not intended as a PU and DO area for the school. It is considered that the measures proposed as part of the SSDA and associated (approved) Early Works applications will mitigate these impacts by improving on-site PU and DO operations and minimising the number of students being driven to school. These measures include:</p> <ul style="list-style-type: none">• The implementation of a PU and DO Management Plan to ensure the effective operation of the PU and DO areas on the campus, and to prevent parents from picking up and dropping off students in unauthorised locations.• The new, dedicated high school PU and DO area approved as part of the Early Works DA.• The improvements to the primary school PU and DO area that have already been undertaken.• Implementation of a Green Travel Plan which will reduce car travel and increase the use of public and active transport. <p>In response to concerns about rubbish in this location, CEDP will install bins to encourage students to dispose of rubbish appropriately.</p>
46	Richard Zoglmeier	Comment	<p>As a resident of Maple Tree Road which is presently being used as a student and staff access from Farmhouse Road to the eastern entry and exit side gate of the school. I wish to lodge three requests:</p>	

Item No	Name	Type	Issue	Response
47			1. That there be a permanent rubbish bin located at the school gate side for students to deposit their litter as they leave and arrive.	Refer to response above. CEDP will install bins to encourage students to dispose of rubbish appropriately.
48			2. Our one way residential access road (Maple Tree Road) has become a defacto student drop off and pick up on the road and many a time directly on the pedestrian crossing, without any proper kerbside parking. I note that TfNSW stated that: <ul style="list-style-type: none"> Information has not been provided on how/if school access points and school zones will be impacted as part of the new proposal and how drop off/students will be managed moving forward. Has the development application provided safe and ample drop off zones such as kiss and drive for the projected numbers of students that need to be driven to the WCC? 	<p>Refer to comments above regarding future management of the on-site PU and DO areas.</p> <p>The adequacy of the high school PU and DO area was assessed and approved as part of the Early Works DA (DA/241/2020).</p> <p>The adequacy of the new primary school PU and DO area has been considered as part of the SSDA. The primary school PU and DO area can accommodate four (4) times the future site-generated demand.</p>
49			3. There is also a safety concern relating to groups of students walking diagonally across the road (Maple Tree Road) into the garden island from the heritage WSU building rather than following the designated path and pedestrian crossing. To reduce this practice can only be explained at student assemblies and reinforced by executive teaching staff observing student arrival and departure at random times of each school term.	These concerns are noted. Maple Tree Road is not intended as a PU and DO area for the school. As outlined above, the construction of a new PU and DO area for high school students, and the implementation of a PU and DO Management Plan will assist in mitigating these impacts. The Plan will ensure the effective operation of the PU and DO areas on the campus, and will prevent parents from picking up and dropping off students in unauthorised locations. The Plan will also include measures for monitoring PU and DO activities, and for communicating appropriate behaviour to students and parents.
50	Withheld	Comment	Our main concern regarding the amendment is the added congestion to our main road (Maple Tree Road) and the 2 connecting roads (Farmhouse/Darcy Road) that this project may create. Currently pre-covid, it has already been extremely difficult for residents to drive in and out within the vicinity during school pickup and drop-off hours.	Refer to comments above.