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PARRAMATTA



MARIST BROTHERS
Province of Australia



Catholic Education
Diocese of Parramatta

WESTMEAD CATHOLIC COMMUNITY

IPC Meeting

16 December 2021



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Project Overview

- Relocate Sacred Heart Primary School (currently at Ralph Street, Westmead) to the WCC site
- Co-locate Sacred Heart Primary School, Mother Teresa Primary School, Parramatta Marist Boys High School and Catherine McAuley Secondary Girls School
- Delivery a new Parish Church
- Delivery a new and expanded CELC and OOSH facilities
- Associated car parking, landscaping and site access upgrades



Note: Photomontage prior to relocation of Parish Church

Project Need and Vision

- **Immediate need to relocate Sacred Heart Primary School** to secure play space, which is on a monthly lease.
- Ongoing need to respond to existing and future **enrolment demand**, with a shortfall of 9,530 primary places and 11,738 secondary places in the catchment across the independent and Government school system by 2036.
- Upgrade the school's **ageing facilities**

- Realise opportunities afforded by the **renewal of the Westmead** precinct
- Respond to **population growth and demand** for student enrolments
- Provide uncompromised **play space for the Sacred Heart Primary School**
- Create an **integrated faith, learning and evangelising community**
- Implement the school's **modern pedagogical values**
- Implement the school's approach to **active open space, and integrate open space with the built form** and enhance connections between indoor and outdoor learning environments
- To create **collaborative school learning settings**.

WESTMEAD CATHOLIC COMMUNITY

Committed to a common Mission and values



An integrated faith, learning and evangelising community that collaborates beyond its boundaries with the broader community

Families enrol and are guided in our community



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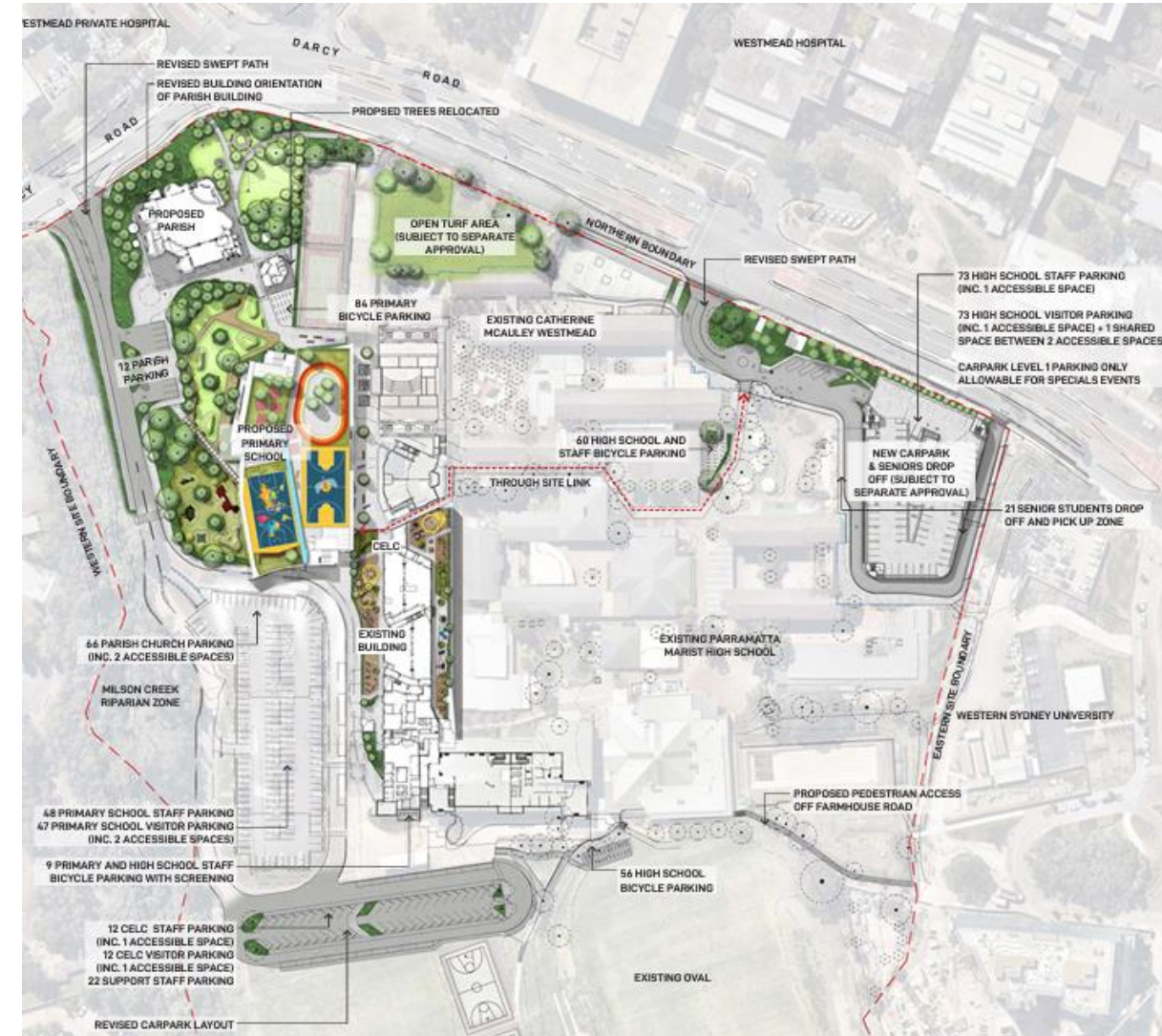
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Early Works DA

- In November 2020, the Sydney Central City Planning Panel approved the Early Works DA on the site DA/241/2020. Consent was granted for:
 - Demolition of the existing Brothers' residence
 - Construction of a new three-storey car park for 260 vehicles
 - Landscaping and open play space
 - Pedestrian access upgrades
- Works are yet to commence on the site, however will occur prior to occupation of the new primary school





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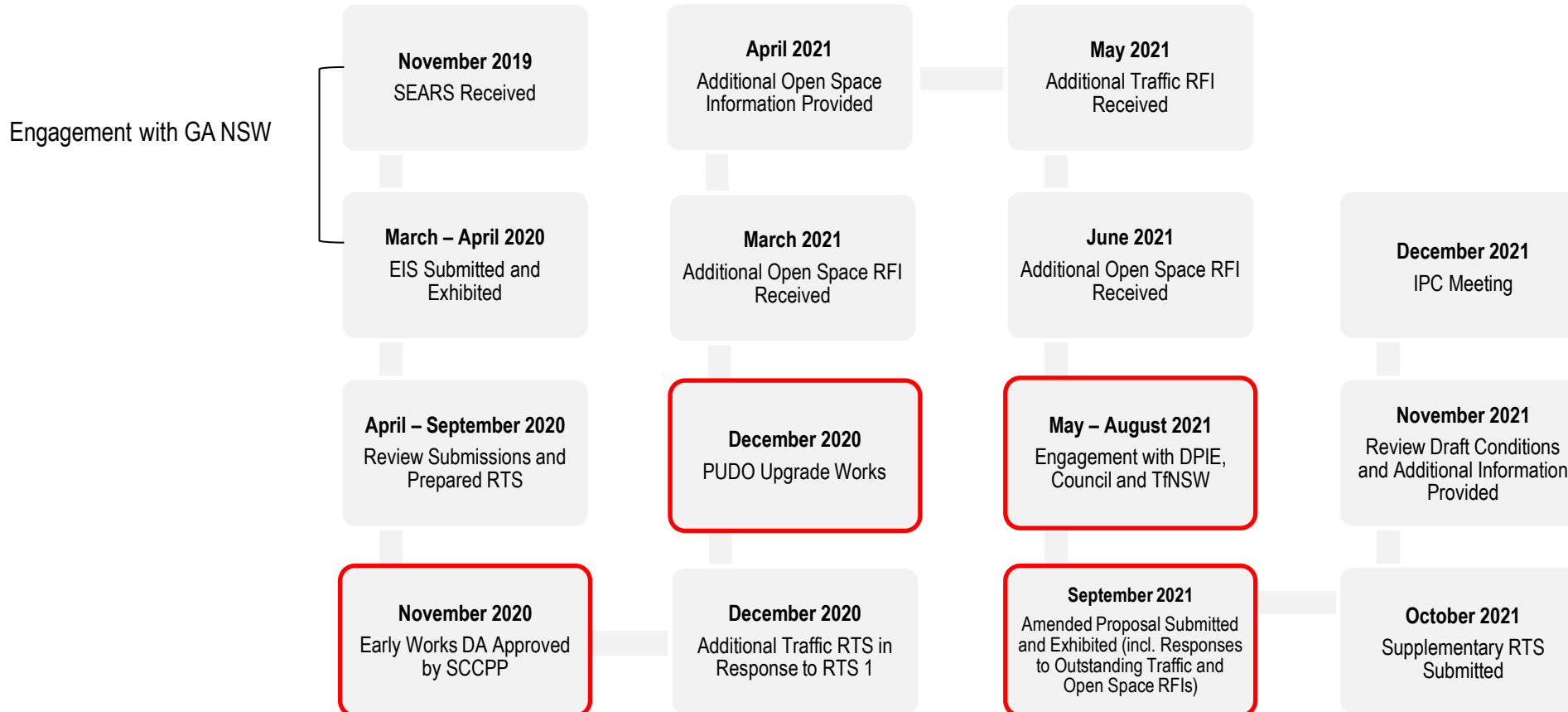
Building Design and Siting

- The primary school building has been sited with **consideration to the broader Masterplan**, development staging and retention of the existing L-shaped building in the centre of the campus.
- The Parish is located at the entry to the site to place the **Parish as the 'Gateway'** and the focal point of the site and broader community.
- Removal of the retention wall fronting Darcy Road better responds to the public domain, including two new pedestrian entry points.
- **Allows for future connections** in line with Council's Masterplan for the Westmead Innovation District .
- The design has been subject to **review and endorsement by the SDRP** .

We support the development of the masterplan and landscape strategy which has considered early learning, primary, secondary and complementary uses, open spaces and play space, wayfinding, pedestrian and traffic movement, vertical circulation, accessibility, and building placement in relation to topography and landscape.



Project Timeline



Response to Traffic Issues

1. In 2023, the proposal will result in no additional impact on the surrounding road network
2. In 2033, background traffic growth alone means that intersections along Hawksbury Road would fail or operate under congested traffic conditions in the AM and PM peak periods
3. In 2033, the intersection of Darcy Road – Bridge Road – Coles Car Park would experience delays once the development traffic is considered.

- **Upgrades to site access points** at the Darcy Road/Mother Theresa entry and the Darcy Road/MSCP (Early Works DA) exit
- **Split primary and secondary pick up and drop off** (subject to approved Early Works DA)
- **Changes to primary PU and DO** (undertaken in December 2020) and more on-site marshals to improve PU and DO operations
- **Staggered start and finish times** including before and after school care
- **Improvement in pedestrian connectivity** and safety to promote walking/cycling (including new student link)
- Implementation of a **conservative 10% GTP mode share shift by 2033** away from car use.

Response to Open Space Issues

- Over 7,800sqm of purpose designed, accessible and weather protected open space across Levels 1 – 5 of the new building plus 6,070sqm of open space at ground level
- Research included with the RTS demonstrates that **purpose designed, activated play space areas encourage a greater amount of physical activity from a greater number of students than traditional open grass play areas**
- **SSD will provide a total standalone open space provision for the primary school of 8.2sqm per student**
- The ovals are in addition to this area. They offer an additional 38,000sqm of open space for all students on site. With the ovals, the total area of open space per child (primary school and high schools) is circa 17sqm
- **In response to DPIE concerns, primary school students will have regular access to the play spaces and sport facilities**
- There will be **no additional demand for Council ovals or facilities** resulting from this SSD
- Open space is purpose designed, available in all weather conditions, at all times of the year and will result in **better health outcomes for students, year-round**
- **Council** has confirmed that it **no longer objects to the proposal in relation to open space and recreation.**



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Response to Pedestrian Access and Connectivity Issues

- CEDP is committed to providing an east-west student link across the site
- The connections would be for use by the WCC students, staff and visitors, during school hours.
- The connections would not be publicly accessible as part of this application.
- There would be no easements created to facilitate any connections as part of this application.
- All connections would be located entirely within the WCC campus, although CEDP and the landowners are willing to explore a connection between the site's western boundary and Bridge Road, to be provided by others, consistent with the draft conditions of consent.



Response to Site Suitability

- Consistent with [NSW State Priorities](#) to provide new education facilities through the provisions of new and improved teaching and education facilities.
- Consistent with the Greater Sydney Commission's [The Greater Sydney Regional Plan: A Metropolis of Three Cities](#), as it proposes improved school facilities to meet growing need
- Consistent with the vision outlined in the [Central City District Plan](#), which seeks to transform Westmead into an innovation district, and identifies a need for existing schools to grow to accommodate an additional 89,360 students by 2036, with 32% of this growth predicted in the Parramatta LGA.
- Consistent with the [State Infrastructure Strategy 2018 – 2038: Building the Momentum](#), as it proposes investment in the non-government school sector to provide modern learning environments for students.
- Consistent with the [NSW Future Transport Strategy 2056](#), as it supports the ongoing provisions of a modern education facility in a highly accessible location.
- Consistent with the [Draft Westmead 2036 Place Strategy](#), as it provides increased primary school capacity to support residential growth in Westmead South and Parramatta North.

Response to Site Suitability

- It is **aligned with the Strategic Planning framework** applying to the site, which identifies residential growth and a need for additional school infrastructure to meet demand.
- The site is **appropriately zoned and contains existing schools**. The proposal represents an extension of existing education facilities on the campus, which is required to support an identified need for education infrastructure.
- The site is of a **scale which can support growth** and is separated from sensitive receivers, reducing impacts resulting from the development.
- The site is well located **in proximity to existing and future public transport infrastructure**, which will support the proposed GTP and mode share shift.
- The **impacts** identified during DPIE's assessment **can be mitigated**, through the imposition of conditions of consent relating to traffic, open space access and pedestrian connections.

Response to Conditions

Proposed Condition	Applicant's Response
<p><i>A10 Staff and Student Numbers</i></p> <p><i>Within 6 months of the commencement of operation of the school (i.e 2023 Opening Year) and the church (if it commences operation with the school),the Applicant must undertake a new traffic assessment which:</i></p> <p>....</p> <p><i>(k) includes additional management/mitigation measures at the Darcy Road / Bridge Road / Coles Carpark intersection to optimise road safety in accordance with TfNSW, Austroads guidelines and Australian Standards (including upgrades if necessary), if the traffic assessment concludes that the performance of this intersection is worse than that predicted by the TAA, and the traffic generated by this development is a contributing factor to the LoS deterioration (due to the impact of development traffic flow through the intersection).</i></p>	<p>Comments</p> <ul style="list-style-type: none"> • Concerns are raised regarding Part (k). As currently worded, the condition could be interpreted to mean that if the school has any impact on the LoS deteriorating, then the Applicant is required to upgrade the intersection, irrespective of the school's contribution to the deterioration. • For example, if the proposal contributes 2 vehicles to the flow and the wider Westmead precinct contributes 200 vehicles, and together they result in a LoS deterioration, the wording suggests that CEDP would need to upgrade the intersection. • With so much development occurring in the Westmead precinct and numerous other factors impacting traffic movements and intersection operation, this is not fair or reasonable. • It is proposed to amend Part (k) of the condition to state that the proposal needs to be the primary contributing factor to the LoS deterioration in order for CEDP to be required to undertake any upgrade. <p>Suggested Response / Change to Condition</p> <p><i>Within 6 months of the commencement of operation of the school (i.e 2023 Opening Year) and the church (if it commences operation with the school),the Applicant must undertake a new traffic assessment which:</i></p> <p>...</p> <p><i>(k) includes additional management/mitigation measures at the Darcy Road / Bridge Road / Coles Carpark intersection to optimise road safety in accordance with TfNSW, Austroads guidelines and Australian Standards (including upgrades if necessary), if the traffic assessment concludes that the performance of this intersection is worse than that predicted by the TAA, and is worse than a Level of Service D and the traffic generated by this development is a the primary contributing factor to the LoS deterioration (due to the impact of development traffic flow through the intersection).</i></p>

Proposed Condition	Applicant's Response
<p><i>A12 Staff and Student Numbers</i></p> <p><i>If condition A10 determines that traffic mitigation measures are required at the Darcy Road / Bridge Road / Coles Carpark intersection, then the Applicant must:</i></p> <p><i>(a) either undertake the works within 18 months of the date of the approval of the traffic assessment by the Planning Secretary (unless an alternate timeframe is agreed with the Planning Secretary) including appropriate approvals from the relevant roads authority (Council or TfNSW); or</i></p> <p><i>(b) propose an alternate method(s) of delivering the traffic management/mitigation measures endorsed by TfNSW and Council and approved by the Planning Secretary and deliver the measures within 18 months of the date of the approval of the traffic assessment by the Planning Secretary;</i></p>	<p>Comments</p> <p>The following concerns remain with this condition:</p> <ul style="list-style-type: none"> • Part (a) requires the works to be undertaken by the Applicant. This is unreasonable given that the proposed development has a minimal impact on the operation of the intersection, and CEDP has no power to acquire land (which would be required to facilitate any road widening). • CEDP's contribution to any upgrade is open-ended. Again, given that the proposed development has a limited impact on the operation of this intersection, modelled at 8% in 2033, this is a concern for CEDP. • CEDP would like to make the condition more explicit that a contribution is a viable alternative option, and that any contribution should be capped. Given that the design and cost of any intersection upgrade has not yet been resolved, we appreciate that DPIE is reluctant to include a dollar figure or specific percentage of the intersection cost that CEDP should pay. <p>In response, CEDP suggests that the contribution is capped at 1% of the total development cost, which is consistent with the Parramatta Non-CBD Development Contributions Plan. This would effectively double CEDP's contribution and, noting that the proposal would contribute an average of 8% of the total traffic to the Darcy Road/Bridge Road/Coles Carpark intersection in 2033, would cover CEDP's contribution up to an intersection cost of \$10M.</p> <p>Suggested Response / Change to Condition</p> <p><i>If condition A10 determines that traffic mitigation measures are required at the Darcy Road / Bridge Road / Coles Carpark intersection, and this development is the primary contributing factor, then the Applicant must:</i></p> <p><i>(a) either undertake the works within 18 months of the date of the approval of the traffic assessment by the Planning Secretary (unless an alternate timeframe is agreed with the Planning Secretary) including appropriate approvals from the relevant roads authority (Council or TfNSW); or</i></p> <p><i>(b) propose an alternate method(s) of delivering the traffic management/mitigation measures endorsed by TfNSW and Council and approved by the Planning Secretary and deliver the measures within 18 months of the date of the approval of the traffic assessment by the Planning Secretary; or</i></p> <p><i>(c) If the agreed alternate method comprises payment of a monetary contribution towards the traffic management/mitigation measures, the payment is to be made within 6 months of the date of the approval of the traffic assessment by the Planning Secretary.</i></p> <p><u>The Applicant's monetary contribution to any traffic management/mitigation works (whether delivered by the Applicant or under an alternate method) is to be capped at 1% of the total development cost.</u></p>

Proposed Condition	Applicant's Response
<p><i>B1 Through Site Pedestrian Link</i></p> <p><i>Prior to the issue of any construction certificate for the landscaping works within the site (or an alternate timeframe agreed with the Planning Secretary), the Applicant must submit an amended site plan to the satisfaction of the Planning Secretary including the following:</i></p> <p><i>(a) a schematic diagram of a through site direct and paved pedestrian connection from Farmhouse Road to the western boundary of the site (Lot 1 DP 1095407 and Lot 1 DP 1211982) to facilitate active access solutions supporting the GTP and to allow for alternate student access to the site, in addition to the existing Darcy Road entry points, consistent with Figure 6.6 of Transport & Accessibility Impact Assessment prepared by Transport Planning Partnership dated 25 August 2021;</i></p> <p><i>(b) a schematic diagram of a pedestrian connection between the east-west pedestrian link within the site (from Farmhouse Road to the western boundary) and Bridge Road (to the west) including possible access through the adjoining properties to the west and the riparian zone;</i></p> <p><i>(c) information and details regarding the requirement of possible easements and/or owner's consent that would be required to establish the pedestrian link through the through the adjoining properties to the west (required by condition B1(b)).</i></p>	<p>Comments</p> <p>CEDP is willing to provide an east-west link within the campus for students, however it is requested that Parts (a) and (b) be amended to acknowledge and clarify that the 'pedestrian connection' is an internal site link for use by the schools only. It is considered unnecessary to reference the Lot and DP numbers when the 'site' is separately defined at Schedule 1 of the consent.</p> <p>Suggested Response / Change to Condition</p> <p><i>Prior to the issue of any construction certificate for the landscaping works within the site (or an alternate timeframe agreed with the Planning Secretary), the Applicant must submit an amended site plan to the satisfaction of the Planning Secretary including the following:</i></p> <p><i>(a) a schematic diagram of a through-site direct and paved pedestrian connection internal student link from Farmhouse Road to the western boundary of the site (Lot 1 DP 1095407 and Lot 1 DP 1211982) to facilitate active access solutions supporting the GTP and to allow for alternate student access to the site, in addition to the existing Darcy Road entry points, consistent with Figure 6.6 of Transport & Accessibility Impact Assessment prepared by Transport Planning Partnership dated 25 August 2021;</i></p> <p><i>(b) a schematic diagram of a pedestrian connection between the east-west pedestrian internal student link within the site (from Farmhouse Road to the western boundary) and Bridge Road (to the west) including possible access through the adjoining properties to the west and the riparian zone for student access;</i></p> <p><i>(c) information and details regarding the requirement of possible easements and/or owner's consent that would be required to establish the pedestrian link through the through the adjoining properties to the west (required by condition B1(b)).</i></p>

Proposed Condition	Applicant's Response
<p><i>E4 Pedestrian Connections and Easements</i></p> <p><i>At least 2 months prior to the issue of the first occupation certificate for the school, the Applicant must:</i></p> <p><i>(a) provide evidence that the internal site link from the multi-storey car park to the school and CELC has been completed so that the users can access the site safely from the multi-storey car park area;</i></p> <p><i>(b) provide evidence that the paved pedestrian link through the site connecting Farmhouse Road to the western boundary of the site, as required by condition B1(a) is operational and in a satisfactory condition for use by the school/CELC and parish church users;</i></p> <p><i>(c) provide satisfactory evidence to the Certifier that all required easements (if any) under section 88B and/or positive covenants, have been created within the site (where necessary) to establish this pedestrian link and allow the use of this link by the students of the proposed school, CELC or the users of the parish church at all times; and</i></p> <p><i>(d) provide satisfactory evidence to the Certifier that a positive covenant has been created under section 88B to allow for the east-west pedestrian link (required by condition B1(a)) or any similar east-west pedestrian link within the site (Lot 1 DP 1095407 and Lot 1 DP 1211982) to be used as public pedestrian access between 7am and 5pm (school days), when the connection is extended from the site to Bridge Road in the future.</i></p>	<p>Comments</p> <ul style="list-style-type: none"> Part (b) - it is requested that the condition be amended to acknowledge and clarify that the 'pedestrian link' is an internal site link for use by students and staff only, and that it will only be available during school hours. It is also proposed to remove the reference to parish church users, as parishioners would be difficult to distinguish from the general public. Part (c) – no easements are required for the proposed internal connection. This condition is unnecessary, and it should be deleted. Part (d) - the requirement to provide public access (when the Bridge Road link is available in the future) is a significant concern for the project stakeholders for the following reasons: <ul style="list-style-type: none"> Based on the design and location of the pedestrian connection (as required under Condition B1(a)) there would be no way of separating the public from the school grounds. This raises significant safety and child protection issues. It is not possible to provide public access into or across the site until such time as appropriate security/fence lines are in place. Introducing security/fence lines is not feasible given the current configuration of the campus. Appropriate security lines will not be in place until the high schools are redeveloped under a future development application/future stage of the Masterplan, at which point a formal road/pedestrian footpath network will be created <p>Suggested Response / Change to Condition</p> <p><i>At least 2 months prior to the issue of the first occupation certificate for the school, the Applicant must:</i></p> <p><i>(a) provide evidence that the internal site link from the multi-storey car park to the school and CELC has been completed so that the users can access the site safely from the multi-storey car park area;</i></p> <p><i>(b) provide evidence that the paved pedestrian link internal site link through the site connecting Farmhouse Road to the western boundary of the site, as required by condition B1(a) is operational and in a satisfactory condition for use by the schools/CELC and parish church users during school hours;</i></p> <p><i>(c) provide satisfactory evidence to the Certifier that all required easements (if any) under section 88B and/or positive covenants, have been created within the site (where necessary) to establish this pedestrian link and allow the use of this link by the students of the proposed school, CELC or the users of the parish church at all times; and</i></p> <p><i>(d) provide satisfactory evidence to the Certifier that a positive covenant has been created under section 88B to allow for the east-west pedestrian link (required by condition B1(a)) or any similar east-west pedestrian link within the site (Lot 1 DP 1095407 and Lot 1 DP 1211982) to be used as public pedestrian access between 7am and 5pm (school days), when the connection is extended from the site to Bridge Road in the future.</i></p>

Proposed Condition	Applicant's Response
<p><i>E5 Open Space Provisions</i></p> <p><i>To allow for appropriate access to “uncovered and open to air” play spaces (all open spaces outside the footprint and roof overhang of the school building), the Applicant must provide an Open Space Management Plan to the satisfaction of the Planning Secretary, prior to the issue of any occupation certificate. The plan must demonstrate:</i></p> <p><i>(a) that all students of the primary school would have sufficient and regular access to ground level ovals within the site (Lot 1 DP 1095407 and Lot 1 DP 1211982), without requiring the displacement of other students (such as the high school students) from these ovals;</i></p> <p>OR</p> <p><i>(b) that arrangements have been made with Council (or other land owners) (with suitable evidence of such agreement submitted to the Planning Secretary) so that off-site “uncovered and open to air” open space can be utilised by the students to compensate for identified lack of open spaces on the site.</i></p>	<p>Comments</p> <p>CEDP maintains that the open space provided within and surrounding the new primary school building (8.2sqm per child) is appropriate to meet the recreational needs of the students, and that there is no 'lack' of open space on the site.</p> <ul style="list-style-type: none"> The primary school open space is purpose designed to promote age-appropriate active play from a larger number of students than traditional oval style play space. CEDP has research to support that the proposed play space design encourages more active use by a larger number of students compared to an open/oval style play space (refer to Appendix E of the September 2020 RTS). Within and surrounding the primary school building there is nearly 14,000sqm of play space, which is comparable to the area of one of the ovals (one oval is approx. 19,000sqm). This includes uncovered/open to air sports courts on the rooftop and at ground level. Areas have been specifically designed to provide zones that are suitable for structured sports and recreation i.e sports courts, running tracks etc. CEDP will ensure that all students on the campus (including the primary school students) have adequate access to play space to meet their needs. This is an operational matter that is managed between the schools. Whilst CEDP is willing to accept a condition around Open Space Provision, the following changes are proposed in recognition that there are various other open spaces and sport/recreation facilities on the campus (not just the ovals) that can be used by primary school students to meet their open space needs. Finally, it is considered unnecessary to reference the Lot and DP numbers when the 'site' is separately defined at Schedule 1 of the consent. <p>Suggested Response / Change to Condition</p> <p>To allow for appropriate access to “uncovered and open to air” play spaces (all open spaces outside the footprint and roof overhang of the school building), the Applicant must provide an Open Space Management Plan to the satisfaction of the Planning Secretary, prior to the issue of any occupation certificate. The plan must demonstrate:</p> <p>(a) that all students of the primary school would have sufficient and regular access to ground level ovals play spaces and sports facilities within the site (Lot 1 DP 1095407 and Lot 1 DP 1211982), without requiring the displacement of other students (such as the high school students) from these ovals play spaces and sports facilities;</p> <p>OR</p> <p>(b) that arrangements have been made with Council (or other land owners) (with suitable evidence of such agreement submitted to the Planning Secretary) so that off-site “uncovered and open to air” open space can be utilised by the students to compensate for identified lack of open spaces on the site.</p>

Proposed Condition	Applicant's Response
<p><i>E35 Operational Management Plan</i></p> <p>The School OMP sub-plan must include the following:</p> <ul style="list-style-type: none"> (a) details confirming that the core school hours and Out-of-hours school care (OOSH) would be as follows: <ul style="list-style-type: none"> (i) primary school: 6am to 8pm (Monday to Friday); and (ii) OOSH: 6am to 9am and 3pm to 7pm (Monday to Friday); (b) details confirming the staggered start and finish times of the school as identified in the TAA; (c) details confirming the number of students enrolled in the (OOSH) care; (d) restricting the use of the rooftop play area after 6pm in the evening; (e) details to confirm the open space allocation for the students within the school building including: <ul style="list-style-type: none"> (i) Kindergarten to Year 2 – Ground and Level 1; (ii) Years 3 to Year 4 – Levels 4 and 5; (iii) Years 5 and 6 – Levels 2 and 3; and (iv) allocation of rooftop open space to students. (f) details of access to the ovals by the students during a typical school week and the schedule of such access and activities; <p>....</p>	<p>Comments</p> <p>This condition is generally acceptable, however in response to comments above around primary school access to the ovals, Part (f) is proposed to be amended.</p> <p>Suggested Response / Change to Condition</p> <p><i>The School OMP sub-plan must include the following:</i></p> <p>....</p> <p><i>details of access to the ovals play spaces and sports facilities by the students during a typical school week and the schedule of such access and activities;</i></p> <p>...</p>

Proposed Condition	Applicant's Response
<p><i>E43 Community access to recreational facilities</i></p> <p><i>Prior to the issue of the occupation certificate for the school (unless alternate timeframe is agreed within the Planning Secretary), the Applicant must provide evidence that:</i></p> <p><i>(a) a management plan has been developed in conjunction with the other existing schools within the site to allow access to the sports and recreational facilities to the community outside the school hours, for at least three days a week, and a copy of the management plan has been approved by the Certifier;</i></p> <p>OR</p> <p><i>(b) satisfactory consultation has been undertaken with the other owners of the site in developing a management plan referred to in condition E43(a) and that this plan can be delivered within 12 months of commencement of operation of the school.</i></p>	<p>Comments</p> <p>The landowners do not consent to the ovals being made publicly available. The campus is for school use only and appropriate security and access arrangements are not yet in place to make this possible. Further, it would create unnecessary financial and liability risks and ongoing operational and maintenance issues.</p> <p>In addition, and as identified in the shared use schedule for the ovals, the schools use the ovals after hours. The OOSH will also have access to the ovals after hours, if required and when available.</p> <p>However, as identified previously, the Parish and surrounding ground level open spaces will be available for community use.</p> <p>Suggested Response / Change to Condition</p> <p><i>Prior to the issue of the occupation certificate for the school (unless alternate timeframe is agreed within the Planning Secretary), the Applicant must provide evidence that:</i></p> <p><i>a management plan has been developed in conjunction with the other existing schools within the site to allow access to the sports and recreational facilities to the community outside the school hours, for at least three days a week, and a copy of the management plan has been approved by the Certifier;</i></p> <p>OR</p> <p><i>satisfactory consultation has been undertaken with the other owners of the site in developing a management plan referred to in condition E43(a) and that this plan can be delivered within 12 months of commencement of operation of the school.</i></p>

Proposed Condition	Applicant's Response
<p><i>F1 Through Site Pedestrian Link</i></p> <p><i>Within 12 months of commencement of operation of the school, the Applicant must provide the following to the satisfaction of the Planning Secretary:</i></p> <p>(a) evidence that:</p> <p>(i) <i>an east-west link from the site to Bridge Road (to the west) including possible access through the adjoining properties to the west and the riparian zone (in accordance with the schematic plans in condition B1, or otherwise agreed with the Planning Secretary) has been constructed; and</i></p> <p>(ii) <i>all required easements (for the internal site link, if needed and the extended pedestrian link to Bridge Road) under section 88B and/or restriction or public positive covenant under section 88E of the Conveyancing Act 1919 naming Council/Planning Secretary (or the relevant public authority) as the prescribed authority, which can only be revoked, varied or modified with the consent of the Council / Planning Secretary (or the relevant public authority), have been registered, to establish this pedestrian link and allow the use of this link by the students of the proposed school, CELC or the users of the parish church at all times;</i></p> <p>(b) <i>where an east-west link from the site to Bridge Road (to the west) including possible access through the adjoining properties to the west is not built/completed, but an agreement(s) is/are in place for the link providing a realistic timeline for delivery of the link is provided to the Planning Secretary and the timeframe of the delivery of the link is agreed with.</i></p> <p>(c) evidence that:</p> <p>(i) <i>the Applicant has undertaken extensive consultation and engagement with the adjoining property owners and the relevant public authorities to establish the above link in condition F1(b);</i></p> <p>(ii) <i>evidence of this consultation is provided; and</i></p> <p>(iii) <i>the reasons for which the pedestrian link cannot be established through the adjoining properties and/or riparian zone adjoining the site.</i></p>	<p>Comments</p> <p>As noted above, it is requested that Part (a)(i) be amended to clarify that the east-west link is for use by students. Further, there is no need to create an easement for the internal site link. It is requested that this part of Condition F1(a)(ii) be deleted.</p> <p>Suggested Response / Change to Condition</p> <p><i>Within 12 months of commencement of operation of the school, the Applicant must provide the following to the satisfaction of the Planning Secretary:</i></p> <p>(a) evidence that:</p> <p>(i) <i>an east-west student link from the site to Bridge Road (to the west) including possible access through the adjoining properties to the west and the riparian zone (in accordance with the schematic plans in condition B1, or otherwise agreed with the Planning Secretary) has been constructed; and</i></p> <p>(ii) <i>all required easements (for the internal site link, if needed and the extended pedestrian link to Bridge Road) under section 88B and/or restriction or public positive covenant under section 88E of the Conveyancing Act 1919 naming Council/Planning Secretary (or the relevant public authority) as the prescribed authority, which can only be revoked, varied or modified with the consent of the Council / Planning Secretary (or the relevant public authority), have been registered, to establish this pedestrian link and allow the use of this link by the students of the proposed school, CELC or the users of the parish church at all times;</i></p> <p>...</p>

Conclusion

- CEDP is pursuing sustainable growth at the WCC to meet the **immediate needs and future demand** of the growing Westmead precinct.
- The proposal is **strategically aligned** with all planning policies, and the **site is suitable for ongoing use as a school**.
- CEDP has sought to work with DPIE, Council and TfNSW to address concerns relating to traffic, open space provision and connectivity, including:
 - ✓ Traffic mitigations measures including:
 - Site access upgrades
 - PU and DO upgrades
 - Provision of separate high school and primary school PU and DO areas
 - 10% mode share shift
 - Staggered start and finish times
 - ✓ Provision of 8.2sqm of dedicated open space for primary school students, as well as regular access to other play spaces and sport facilities.
 - ✓ Provision of an east-west internal site link for students, staff and CELC, during school hours.
 - ✓ Commitment to investigate future connections to the west, through to Bridge Road.