

**From:** [Aditi Coomar](#)  
**To:** [Jane Anderson](#); [Casey Joshua](#)  
**Cc:** [Karen Harragon](#)  
**Subject:** Westmead Catholic - comments on draft conditions  
**Date:** Tuesday, 8 February 2022 9:14:11 AM  
**Attachments:**

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Good morning Jane,

Sorry for the delay. Please see DPE's comments on condition attached as well as an email from TfNSW.

Please let me know if you need anything else.

Thanks  
Aditi

Kind Regards,  
**Aditi Coomar**  
**Team Leader, School Infrastructure Assessments**

Planning and Assessment | Department of Planning and Environment  
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*The Department of Planning, Industry and Environment acknowledges that it stands on Country which always was and always will be Aboriginal land. We acknowledge the Traditional Custodians of the land and waters, and we show our respect for elders past, present and emerging. We are committed to providing places in which Aboriginal people are included socially, culturally and economically through thoughtful and collaborative approaches to our work.*

# Development Consent

## Section 4.38 of the Environmental Planning and Assessment Act 1979

The Independent Planning Commission (the Commission), as the declared consent authority under clause 8A of State Environmental Planning Policy (State and Regional Development) 2011 and section 4.5(a) of the Environmental Planning and Assessment Act 1979, approves the development application referred to in Schedule 1, subject to the conditions specified in Schedule 2. These conditions are required to:

- prevent, minimise, or offset adverse environmental impacts;
- set standards and performance measures for acceptable environmental performance;
- require regular monitoring and reporting;
- providing a process to inform and consult with the public; and
- provide for the ongoing environmental management of the development.

(Commissioner) (Commissioner)  
Member of the Commission Member of the Commission

Sydney Date

### SCHEDULE 1

**Application Number:** SSD 10383  
**Applicant:** Catholic Education Office Diocese of Parramatta  
**Consent Authority:** Independent Planning Commission of NSW  
**Site:** 2 Darcy Road, Westmead  
(Lot 1 DP 1095407 and Lot 1 DP 1211982)  
**Development:** Redevelopment of the Westmead Catholic Community Education Campus comprising:

- alterations to an existing school building (Mother Teresa Primary School) and change of use to provide an early learning centre for 200 places and 25 full time equivalent (FTE) staff;
- construction of a six-storey new primary school building including classrooms and learning spaces, recreation spaces, canteen, storage, amenities and rooftop open space;
- staged increase in student numbers accommodating a total of 1680 students (1260 additional) and 76 additional FTE staff;
- construction of a new parish church with 400 seats;
- upgrades and alterations to two existing driveways and construction of 12 additional car parking spaces; and
- associated works including tree removal, pedestrian access, and landscaping.

**EXTRACT OF DRAFT CONDITIONS**

**SCHEDULE 2**  
**PART A ADMINISTRATIVE CONDITIONS**  
**CONDITIONS A10 – A12**

**SCHEDULE 2**  
**PART A ADMINISTRATIVE CONDITIONS**

- A10. 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:
- (a) is prepared by a suitably qualified traffic consultant, in consultation with TfNSW and Council;
  - (b) identifies the school and CELC peak traffic periods;
  - (c) includes details of baseline conditions and modelling methodology, as agreed with TfNSW (with appropriate evidence provided of such agreement);
  - (d) includes traffic counts and surveys (for at least three consecutive standard school days as agreed by TfNSW) to provide details of traffic generation due to the operation of the school in the identified AM and PM school periods;
  - (e) includes modelling of the Darcy Road / Bridge Road / Coles Carpark intersection (using an appropriate traffic modelling tool such as SIDRA or equivalent) based on the above traffic generation data and baseline conditions (as agreed with TfNSW);
  - (f) includes calibration and validation of the model to enable a critical assessment of the traffic impacts of the above intersection;
  - (g) demonstrates in the validation, that the model meets the requirements of TfNSW Traffic Modelling Guidelines;
  - (h) satisfactorily validates the model for the various school time periods of the day in accordance with the procedures set out in the TfNSW Traffic Modelling Guidelines;
  - (i) includes details of the level of service (LoS) of the above intersection as a result of the modelling;
  - (j) compares the traffic surveys/generation results against the data submitted in the *Transport & Accessibility Impact Assessment Report* prepared by The Transport Planning Partnership dated 25 August 2021 (TAA) to verify that the LoS of the above intersection is consistent with the results in the TAA or if it is not consistent with the TAA, it is to identify the changes in traffic volume and the reasons for the associated changes to the traffic volume/conditions (if applicable); and
  - (k) ~~includes-identifies~~ additional management/mitigation measures at the Darcy Road / Bridge Road / Coles Carpark intersection to optimise road safety in accordance with TfNSW guidelines, 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~~ LoS D the current LoS (including delays and safety) at the intersection identified in A(10)(c), 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)~~.
- A11. The traffic assessment, required by condition A10, must:
- (a) include the use of baseline conditions and modelling methodology that is endorsed by TfNSW, prior to the preparation of the traffic assessment, and is based on the following:
    - (i) Austroads (2020) Guide to Traffic Management Part 3: Transport Study and Analysis Methods;
    - (ii) AP-R421-12 Austroads Research Report 2012 An Introductory Guide for Evaluating Effectiveness of Road Safety Treatments; and

**Commented [IPC1]:** Suggest deleting this because it duplicates the "management/mitigation measures" at the start of A10(k)

**Commented [AC2R1]:** agreed

**Commented [IPC3]:** Suggested amendment to provide clarity around the trigger for when mitigation works will be required – Commission is seeking DPE/TfNSW advice on whether this is the appropriate trigger. The Applicant requests it to be "LoS D"; Council recommends the "2033 AM and PM Do Minimum scenarios be specified as the target".

**Commented [AC4R3]:** Condition amendments as per comments from TfNSW and discussions in DPE.

(iii) Austroads (2016) Guide to Traffic Management Part 8: Local Area Traffic Management provides information relating to Monitoring and Review; and

(b) be endorsed by Council and TfNSW and submitted to the Planning Secretary for approval within 3 months of undertaking the assessment.

A12. If condition A10 determines that traffic mitigation measures are required at the Darcy Road / Bridge Road / Coles Carpark intersection, then the Applicant must either:

(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**

(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; **and**

(c) if the agreed alternate method comprises payment of a monetary contribution (under a statutory contributions program towards traffic management/mitigation measure, such as a Contributions Plan and/or a Voluntary Planning Agreement) 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.

**Commented [IPC5]:** Applicant's suggested wording due to concerns that condition A12 generates uncertainty for the Applicant regarding future upgrade responsibilities. Applicant requests the condition be more explicit that a contribution is a viable alternative option.

Council objects to a purely monetary contribution because other funding sources may not be available and Council's view is that the Applicant should liaise with the Health site (at the time the Health site is seeking approval) for a single solution to the intersection, which may involve some Health land for intersection upgrades.

At its meeting with the Commission, TfNSW recognised the Applicant's desire to provide for greater clarity in this condition and offered to consider wording that strengthens and removes ambiguity in this condition in consultation with DPE (including looking at potential staging works when certain trigger or threshold points are met – page 9 of transcript).

**Commented [AC6R5]:** Condition amended for clarity

**From:** [Brendan Pegg](#)  
**To:** [Aditi Coomar](#)  
**Cc:** [Karen Harragon](#); [Brett Morrison](#)  
**Subject:** HPE CM: RE: Requesting comments on IPC conditions - Westmead Catholic  
**Date:** Friday, 4 February 2022 10:04:18 PM  
**Attachments:**

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Hi Aditi,

Thank you for your email.

Transport for NSW (TfNSW) has reviewed the submitted attached draft conditions A10 -A12 of the Westmead Catholic College SSD and provides the following comments for consideration:

- Recommend change in condition A10 (k) from “the current LoS (including delays)” to “the current LoS (which includes delay and safety)”, as the Austroads guide to Traffic Impact Assessments any development more than 10 spaces require a road safety assessment/audit.
- In response to the issue of LoS “D” as a trigger in which the Applicant has provided correspondence which states mitigation works will be implemented once a Level of Service of ‘D’ is reached for the intersection of Darcy Road and Bridge Road, Westmead. However, a Level of Service ‘D’ would mean the intersection is operating near capacity. As such, mitigation works applied at this trigger point, would represent a delay to addressing potential safety and reduced efficiency issues. TfNSW does not support this approach, rather would support:
  - The Applicant is to contribute to the cost of road improvements required as a consequence of the development.
  - The level of contribution required is to be proportional to the need for improvements which are a direct result of the development.
  - The minimum level of contribution is to be assessed based on maintaining the existing LoS on the adjacent road network.
  - In accordance with the process described in condition A10, the Applicant is responsible for the management of the intersection in order to maintain the existing Level of Service and safety of the intersection.
- A monetary contribution at this stage is not possible since there is no understanding of the works required, planned and / or costed associated with the subject intersection by any Authority. It is also difficult to derive any cost for mitigation works at the present time when there a number infrastructure projects underway or planned until the year of 2033. Furthermore, it is unknown how successful the Applicant’s ‘green plan’ will be in reducing the number of car trips on the road network.

Imposing a ‘trigger’ is therefore not only not in accordance with TfNSW guidelines to ensure the safety and efficiency of the road system is maintained at current levels, but also complicates any further works that may be necessary from other developments. Lastly, to wait until the LoS of D is reached (i.e. nearing capacity) may necessitate substantial infrastructure works which could have been avoided by proactive traffic management intervention.

If you have any further questions, regarding the above, please let us know.

Kind regards,

**Brendan Pegg**

A/Senior Manager Land Use Assessment Eastern

Planning and Programs  
Greater Sydney  
**Transport for NSW**

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I acknowledge the Aboriginal people of the country on which I work, their traditions, culture and a shared history and identity. I also pay my respects to Elders past and present and recognise the continued connection to country.

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**From:** Aditi Coomar <[REDACTED]>  
**Sent:** Friday, 4 February 2022 8:29 AM  
**To:** Brendan Pegg <[REDACTED]>  
**Cc:** Karen Harragon <[REDACTED]>; Brett Morrison  
[REDACTED]  
**Subject:** Requesting comments on IPC conditions - Westmead Catholic  
**Importance:** High

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Good morning Brendan

Please see attached, Department's comments and suggested amendments to draft conditions A10 -A12 of the Westmead Catholic College SSD.

As discussed, it would be appreciated if you can please provide us with your comments sometime today.

Please feel free to contact me, if you need any information.

Thank you  
Aditi

Kind Regards,  
**Aditi Coomar**  
**Team Leader, School Infrastructure Assessments**

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