NSW Department of Education

Review of Environmental Factors

Box Hill Public School and Box Hill High School

Document version: Final

Date: 18/08/2025

NSW GOVERNMENT

Acknowledgement of Country

The NSW Department of Education acknowledges the people of Darug (Dharug) Country who are the traditional custodians of the land on which the Box Hill Public School and Box Hill High School is proposed.

We pay our respects to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of Australia.

The NSW Department of Education is committed to honouring Aboriginal peoples' cultural and spiritual connections to the land, waters and seas and their rich contribution to society.

The NSW Department of Education recognises that by acknowledging our past, we are laying the groundwork for a future that embraces all Australians; a future based on mutual respect and shared responsibility.

Declaration

This Review of Environmental Factors (REF) has been prepared by Ethos Urban on behalf of the NSW Department of Education (department) and assesses the potential environmental impacts which could arise from the Box Hill Public School and Box Hill High School at 50-52 Terry Road, Box Hill.

This REF has been prepared in accordance with the *Guidelines for Division 5.1 Assessments* and any relevant addendum (the Guidelines), and the relevant provisions of the *Environmental Planning and Assessment Act 1979* (EP&A Act), the *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation) and *State Environmental Planning Policy (Transport and Infrastructure) 2021* (TI SEPP).

This REF provides a true and fair review of the activity in relation to its likely impact on the environment and the information it contains is neither false nor misleading. It addresses to the fullest extent possible all the factors listed in Section 3 of the Guidelines, the EP&A Regulation and the Commonwealth *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act).

In preparing the REF I have declared any possible conflict of interests (real, potential or perceived) and I do not consider I have any personal interests that would affect my professional judgement.

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Version	Date	Description	Prepared by	Approved by
1	24 July 2025	Draft	Liam Serra, Jethro Yuen	Jacob Dwyer
2	5 August 2025	Final Draft	Liam Serra, Jordan Balazs	Jacob Dwyer
3	6 August 2025	Final	Liam Serra, Jordan Balazs	Jacob Dwyer
4	18 August 2025	Final for Exhibition	Liam Serra, Jordan Balazs	Jacob Dwyer

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Abbreviations

Abbreviation	Description
AHD	Australian Height Datum
AHIP	Aboriginal Heritage Impact Permit
AHIMS	Aboriginal Heritage Information Management System
BC Act 2016	*Biodiversity Conservation Act 2016*
BCA	Building Code of Australia
BDAR	Biodiversity Development Assessment Report
CEMP	Construction Environmental Management Plan
CWC	Connecting with Country
The department	NSW Department of Education
DCCEEW	Department of Climate Change, Energy, the Environment and Water
DPHI	Department of Planning, Housing and Infrastructure
Design Guide	*Design Guide for Schools* published by the Government Architect in May 2018
EP&A Act	*Environmental Planning and Assessment Act 1979*
EP&A Regulation	*Environmental Planning and Assessment Regulation 2021*
EPBC Act	*Environment Protection and Biodiversity Conservation Act 1999*
EPI	Environmental Planning Instrument
ESD	Ecologically Sustainable Development
GBCA	Green Building Council of Australia
Ha	Hectares
LEP	Local Environmental Plan
LGA	Local Government Area
NCC	National Construction Code
NSW RFS	NSW Rural Fire Service
OOSH	Out of School Hours
PCEMP	Preliminary Construction Environmental Management Plan
REF	Review of Environmental Factors
Roads Act	*Roads Act 1993*
SCPP DoE	*Stakeholder and community participation plan,* published by the NSW Department of Education October 2024
SCPP DPHI	*Stakeholder and community participation for new health services facilities and schools* published by the Department of Planning, Housing and Infrastructure October 2024
SEPP	State Environmental Planning Policy
TI SEPP	State Environmental Planning Policy (Transport and Infrastructure) 2021

Executive Summary

The Proposal

The proposal relates to the construction and operation of a new 1,000 student public school, a new 1,000 student high school and a 60 place preschool, with associated landscaping, car parking, play space, infrastructure and public domain works.

The proposal responds to a growing demand for additional educational infrastructure in the broader Box Hill Precinct, which is undergoing significant low-medium density urban renewal. The site is identified for a new school under the Box Hill Precinct Indicative Layout Plan.

The proposed activity is located within two (2) existing rural-residential allotments with a combined area of approximately 4.7ha. The allotments are legally described as Lot 299 in DP 1285364 (50 Terry Road, Box Hill) and Lot 10 in DP 1285590 (52 Terry Road, Box Hill) and bound by Keeneland Street to the north, Terry Road to the east, existing rural residential land to the south and vacant land/riparian corridor to the west. More broadly, the site is located within the centre of the Box Hill Land Precinct.

The existing site is partially identified as flood-affected during the 1% AEP and probable maximum flood (PMF) event along its southern boundary, and the design approach has reflected this through the siting of the built form along the northern, eastern and western boundaries. The positioning of the built form has also enabled an appropriate bulk and scale arrangement to be delivered along the frontages of the surrounding streets, while considering suitable traffic flow arrangements in the surrounding local road network.

Planning Pathway

The proposal involves the development of a new government school by the Department of Education (the department) (a public authority) on land that does not contain an existing or approved school and is in a prescribed zone. Accordingly, pursuant to Sections 3.37A of the *State Environmental Planning Policy (Transport and Infrastructure) 2021* (TI SEPP), the proposed works are classified as development which may be carried out without consent.

Therefore, the proposal is considered an ‘activity’ for the purposes of Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and is subject to an environmental assessment. For the purposes of this proposal, the department is the proponent and the determining authority and the required environmental assessment is in the form of a Review of Environmental Factors (REF). The REF has been prepared in the accordance with the *Guidelines for Division 5.1 Assessments* (DPE, June 2022) and the *Guidelines for Division 5.1 assessments - consideration of environmental factors for hospital and school activities Addendum* (DPHI, October 2024).

Consultation

Early engagement was held with a range of stakeholders including Aboriginal stakeholders, The Hills Shire Council, School Design Review Panel (SDRP), Transport for NSW, Rural Fire Service (RFS), Fire and Rescue NSW, Sydney Water, the NSW State Emergency Service (SES), Endeavour Energy, Telstra, Public Schools – Metropolitan North Directorate and the Catholic Schools Parramatta Diocese. Comments received have been carefully considered and responded to within the project.

In addition, non-statutory consultation has been undertaken with a range of community stakeholders throughout the design process.

Consultation will be undertaken in accordance with statutory requirements under the TI SEPP and having regard to the *Stakeholder and community participation plan for new health services facilities and schools* (Department of Planning Housing and Infrastructure (DPHI), October 2024) (SCPP DPHI) and the Stakeholder and *Community participation plan For new schools and major school upgrade projects undertaken under Division 5.1 of the EP&A Act 1979* (Department of Education, October 2024) (SCPP DoE).

Comments received will be carefully considered and responded to.

Environmental Impacts

The REF provides an assessment of the environmental impacts of the proposal. It considers, to the fullest extent possible, all matters affecting or likely to affect the environment by reason of the proposed activity as is required under the EP&A Act. The REF also sets out the undertakings made by the department to manage and minimise potential impacts arising from the activity. The REF finds that an Environmental Impact Statement (EIS) is not required and this REF is an adequate level of impact assessment.

The proposal will generally result in environmental impacts that are either negligible or low. The most notable potential environmental impacts relate to operational and construction traffic, Aboriginal Heritage and flooding whose potential impacts will be mitigated and minimised. Other impacts have been considered as detailed in this REF. Key mitigation measures include the implementation of a school transport plan, flood emergency response plan to manage operational traffic and potential flood evacuation impacts. A detailed Construction Environmental Management Plan (CEMP) prior to construction to manage general construction and construction traffic impacts.

The activity is consistent with the planned Box Hill Precinct development. The activity will be a positive outcome for the local community and will result in a long-term positive impact on educational services within the Box Hill community.

Justification and Conclusion

Based on the environmental assessment undertaken as part of this REF, it has been determined that the proposal will not result in any significant or long-term detrimental impacts. The potential impacts identified can be reasonably mitigated and where necessary managed through the adoption of suitable site practices and adherence to accepted industry standards.

The environmental impacts of the proposal are not likely to be significant. Therefore, it is not necessary for an EIS to be prepared and approval to be sought for the proposal from the Minister for Planning and Public Spaces under Part 5.1 of the EP&A Act. The proposed development will not have any effect on Matters of National Environmental Significance and approval of the Activity under the Commonwealth EPBC Act is not required.

On this basis, it is recommended that the department determine the proposed activity in accordance with Part 5 of the EP&A Act and subject to the adoption and implementation of mitigation measures identified within this report.

1. Introduction

The NSW Department of Education (the department) proposes the construction and operation of a new 1,000 student public school, a new 1,000 student high school and a 60 place preschool (the activity) at 50 and 52 Terry Road, Box Hill (the site).

A 3D artistic render of the proposal is shown at **Figure 1**.

Figure 1 3D render of the proposed school from the northern edge of Keeneland Street

Source: Architectus

The site is located within The Hills Shire Local Government Area (LGA). The land precinct, situated within the North-West Growth Area, more broadly is undergoing significant low-medium density urban renewal, estimated to be accommodating a total residential yield of 16,030 dwellings. The proposal therefore seeks to respond to the significant growth in residential development in the area, which is primarily composed of family households, driving demand for fit-for-purpose and accessible educational and care facilities.

This Review of Environmental Factors (REF) has been prepared by Ethos Urban on behalf of the department to determine the environmental impacts of the construction and operation of the Box Hill Public School and Box Hill High School at Lot 299 in DP 1285364 (50 Terry Road) and Lot 10 in DP 1285590 (52 Terry Road). For the purposes of these works, the department is the proponent and the determining authority under Division 5.1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The purpose of this REF is to describe the proposal, examine and take into account all matters affecting or likely to affect the environment and to detail mitigation measures to be implemented to manage impacts.

The potential environmental impacts have been assessed in the accordance with the *Guidelines for Division 5.1 Assessments* (DPE, June 2022), *Guidelines for Division 5.1 assessments - consideration of environmental factors for hospital and school activities Addendum* (DPHI, October

2024), EP&A Act, the *Environmental Planning and Assessment Regulation 2021*, and the *Commonwealth Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

The assessment contained within the REF has been prepared having regard to:

- Whether the proposed activity is likely to have a significant impact on the environment and therefore the necessity for an Environmental Impact Statement (EIS) to be prepared and approval to be sought from the Minister for Planning and Public Spaces under Division 5.2 of the EP&A Act; and
- The potential for the proposal to significantly impact *Matters of National Environmental Significance* (MNES) on Commonwealth land and the need to make a referral to the Australian Government Department of Environment and Energy for a decision by the Commonwealth Minister for the Environment on whether assessment and approval is required under the EPBC Act.

The REF addresses the requirements of Section 5.5 of the EP&A Act, which requires the department to examine, and take into account to the fullest extent possible, all matters affecting, or likely to affect, the environment by reason of the proposed activity.

2. Proposed Activity

2.1 The Site

2.1.1 Site locality

The site is situated in Box Hill in The Hills Shire LGA within north-west Sydney and is located approximately 24.5km north-west of Parramatta and 45km north-west of the Sydney CBD (see **Figure 2**).

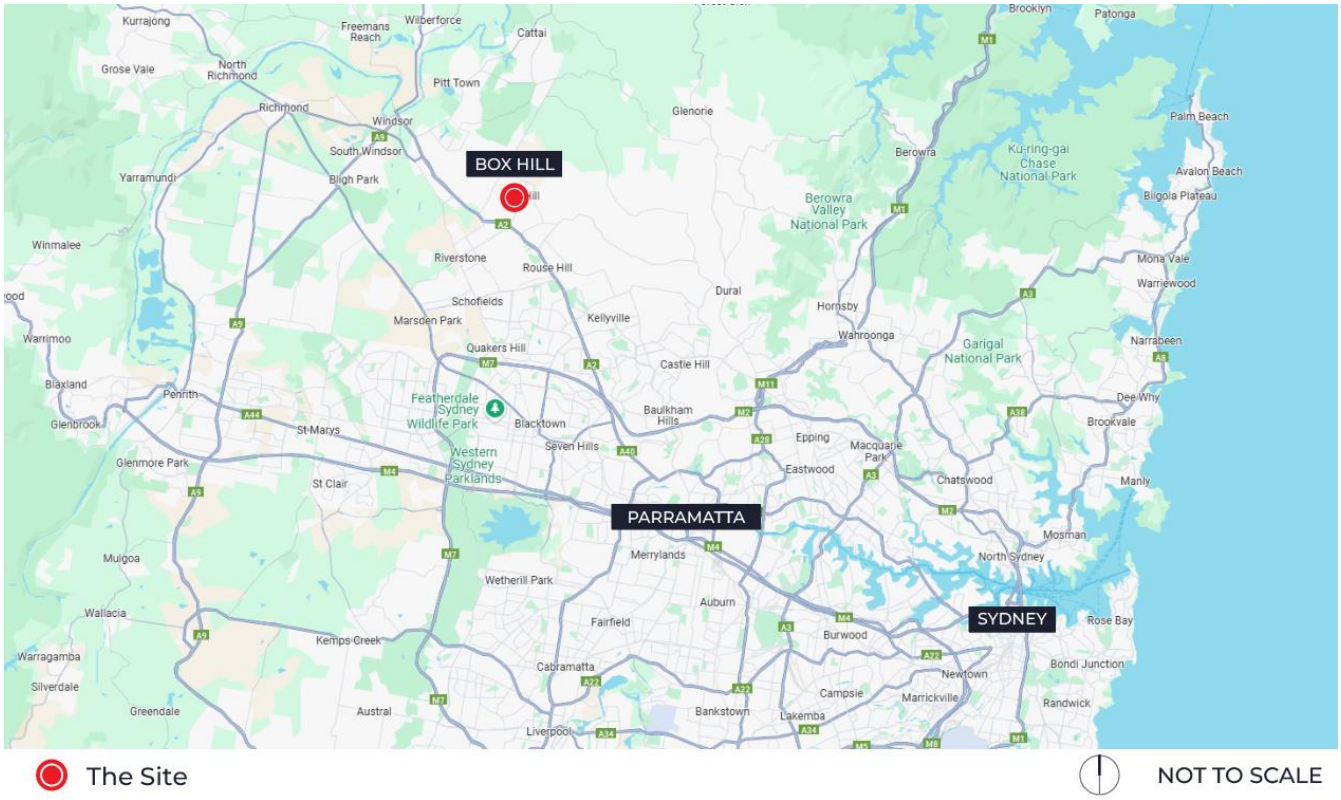


Figure 2 Location Map

Source: Ethos Urban

The site is located within the Box Hill Precinct and Box Hill Industrial Precinct, which caters for predominantly low-density residential and industrial uses. Box Hill and Box Hill Industrial Area is part of the North-West Growth Centre. By completion, Box Hill is expected to be home to 16,030 dwellings, as per the Box Hill Contributions Plan No.15, prepared by The Hills Shire Council.

2.1.2 Site Description

The site is located at 50 and 52 Terry Road, Box Hill. The site comprises two (2) separate lots, which have a combined area of 4.7ha, within a broadly rectangular parcel of land. The legal description of the site includes Lot 299 in DP 1285364 (50 Terry Road) and Lot 10 in DP 1285590 (52 Terry Road). Each allotment on the site currently contains a dwelling house. 50 Terry Road

also has a swimming pool and numerous outbuildings. 52 Terry Road accommodates part of a large, dilapidated shed that traverses the adjoining lot to the west.

An aerial map of the site is provided at **Figure 3**.

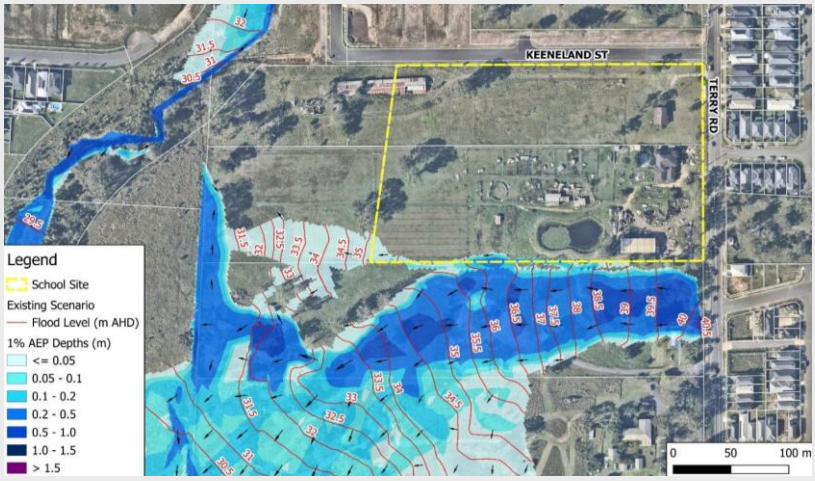
Figure 3 Site Aerial Map

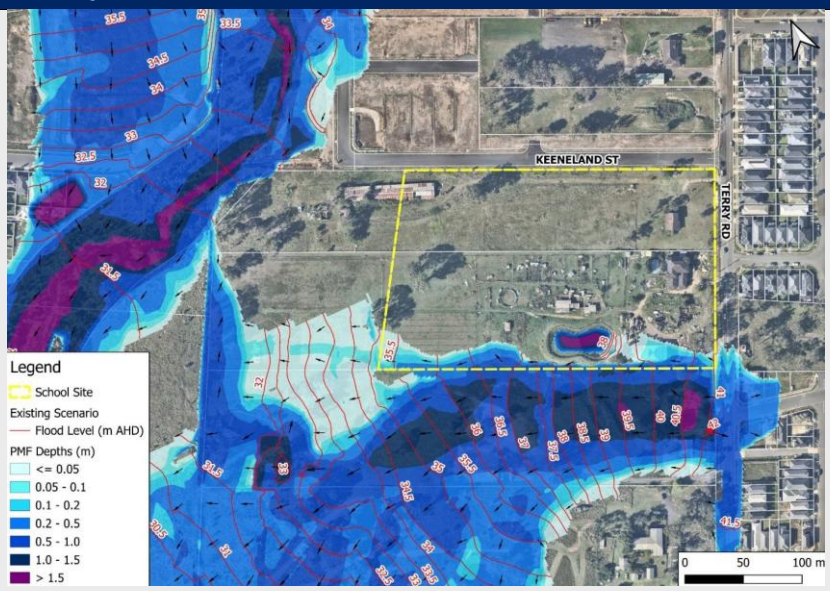
Source: Nearmap, edited by Ethos Urban, March 2025

Site Characteristics

Table 1: Site Characteristics

Site Element	Description
Topography	The site's topography has an approximate 8m fall across Terry Road from north to south and an approximate 11m fall across Keeneland Street from east to west.
Trees and Vegetation	The Arboricultural Impact Assessment identifies 47 existing trees within the site/immediately adjacent to the site, with six of those trees being located within adjacent properties.
Transport and Accessibility	Existing vehicular access points are located along the eastern boundary of the site from Terry Road. A pedestrian footpath also extends along the eastern side of Terry Road. Approximately half of the northern side of Keeneland Street also includes a pedestrian footpath. The closest bus stop is located approximately 50m from the north-eastern corner of the site on Terry Road, which provides services to The Gables and Rouse Hill. The closest train station is Riverstone Station, located approximately 5km to the southwest, providing services to Sydney CBD. Rouse Hill metro station is also located approximately 6.2km to the southeast, providing services to Epping, Macquarie Park, Chatswood, North Sydney and the Sydney CBD. The evolving nature of the Box Hill Precinct will also see the creation of future local streets throughout the immediately surrounding area of the subject site.

Site Element	Description
	 **Figure 4 Box Hill Precinct Road Network** Source: Transport consultant
Flooding	The southern edge of the site is currently identified as being inundated during the 1% AEP flooding event (refer to **Figure 5**), with depths ranging from <0.05m to 0.1-0.2m at the maximum. This minor incursion results in a minor H1 flood hazard in the 1% AEP flood event. The probable maximum flood (PMF) extent enters the southern portion of the site (refer to **Figure 6**), primarily centred around the existing dam which occupies the property, with flood depths in this area reaching a peak of 1.8m. It is noted that this depth is largely associated with the existing depth of the dam currently present on the subject site. Further detail on flooding is provided within **Section 6.6.3**.  **Figure 5 Existing peak flood levels and depths in the 1% AEP event** Source: Flood consultant

Site Element	Description
	 **Figure 6 Existing peak flood levels and depths in the PMF event** Source: Flood consultant

2.1.3 Land Ownership

The site is legally identified as Lot 299 in DP 1285364 (50 Terry Road) and Lot 10 in DP 1285590 (52 Terry Road), which are both owned by the Minister for Education and Early Learning. Landowner's consent for the proposed activity has been obtained.

2.1.4 Site Constraints and Opportunities

Consideration of site constraints has been undertaken through a review of the Section 10.7 (2 & 5) Planning Certificates dated 8 August 2024 (No. 78591), mapping under *State Environmental Planning Policy (Sydney Region Growth Centres) 2006*, now superseded by *State Environmental Planning Policy (Precincts – Central River City) 2021*, alongside a review of specialist consultant reports and other desktop assessments. Key site constraints include:

Table 2: Site considerations and constraints

Consideration	Y/N	Description
Land use zoning	-	The site is zoned SP2 Infrastructure.
Critical Habitat	No	
Conservation area	No	
Item of environmental heritage	No	
Affected by coastal hazards	No	
Proclaimed to be in a mine subsidence district	No	
Affected by a road widening or road realignment	No	

Consideration	Y/N	Description
Affected by a policy that restricts development of land due to the likelihood of landslip	No	
Affected by tidal inundation, subsidence, acid sulfate or any other risk	No	
Affected by any acquisition of land provision	No	
Biodiversity certified land or subject to any biobanking agreement or property vegetation plan	Yes	The site and surrounding land is mapped as biodiversity certified under Part 8 of the *Biodiversity Conservation Act 2016* (BC Act).
Significantly contaminated	No	
Subject to flood related development controls	Yes	The site is currently subject to flooding in the 1% AEP and PMF events. The post-development scenario flooding treatment of the areas surrounding the subject site is detailed in **Section 6.6.3**, which confirms that the site will not have significant flood impacts upon the completion of development throughout the surrounding area.
Bush Fire Prone Land	No	The site is not identified as bush fire prone land and is located approximately 13m from land identified as being partially bush fire prone (refer to **Figure 50**). The site is adjacent to a riparian corridor to the west, which is identified as Vegetation Buffer and Vegetation Category 2. Further detail on the bushfire impacts on the proposed activity is provided in **Section 6.11**.
Riparian Corridor	No	The site is located near a riparian corridor, which lies along the eastern boundary of Mount Carmel Road, located approximately 125m to the west of the subject site. The corridor is currently undergoing rehabilitation in accordance with a Vegetation Management Plan.

Consideration has also been given to constraints and opportunities identified in project development, as summarised in **Table 3**.

Table 3: Summary of opportunities and constraints

Opportunities	Constraints
• **Aspect –** the site has a northern aspect which will be ideal for morning and midday solar access to the future built form and open space.	• **Topography –** there is an existing approximate fall of 8m across Terry Road in a north to south direction and 11m fall across Keeneland Street in an east to west direction.
• **Keeneland Street frontage –** the existing Keeneland Street frontage provides a long frontage to the site with the potential to optimise site access to both the public school and high school elements.	• **Future infrastructure** – the timing of the future road network may impact site access considerations.
• **Surrounding public transport connections –** the site is located in proximity to several bus stops	• **Stormwater Infrastructure** – the site is not serviced by existing Council stormwater connections, with existing flows being conveyed as overland flow. Additional stormwater management measures will be implemented in

Opportunities	Constraints
	the proposed activity accordingly.
	• **Flood Impacts** – although the flooding risk is low, Flood Planning Levels (FPL) for habitable floors will need to be considered following modelling of the post-development scenarios.

2.1.5 Surrounding Development Context

Surrounding Development

The following summarises the surrounding development:

- **North:** Immediately north is the recently constructed Keeneland Street, which runs in an east-west direction from Terry Road to the rear of the site. Further north is an existing large lot low-density, two-storey dwelling, which is surrounded by recently cleared land and embellished local roads associated with DA 47/2018/EC. Further beyond is a series of completed small lot, low-density residential developments, ranging in one to two-storeys in height, which continues in large tracts leading into the Box Hill North Precinct further north. The surrounding suburban context to the north is shown in **Figure 7**.
- **East:** To the immediate east is Terry Road, which runs in a north-south direction throughout the centre of the Box Hill Precinct. On the opposite side of Terry Road is small lot, low-density and medium-density residential development ranging in one to two-storeys in height. This development continues further east to the edge of the Box Hill Precinct along Old Pitt Town Road. The surrounding suburban context to the east is shown in **Figure 8**.
- **South:** Immediately south is 48 Terry Road, which is currently subject to an ongoing Planning Proposal (PP-2023-1849), seeking to rezone the land from SP2 Infrastructure (School) to R3 Medium Density Residential. Further south along Terry Road is a series of currently vacant allotments, and consolidated lots currently under construction. This development character continues to the edge of the Box Hill Precinct, which is demarcated on the border of Windsor Road. The surrounding suburban context to the south is shown in **Figure 9**.
- **West:** To the immediate west is a large swathe of grassland and several native trees, which continues down to the creek line further beyond. To the west of the proposed future Sunny Hill Parkway, which is intended to run along the western boundary of the site, the area will accommodate a large portion of the future Sunny Hill Parkway Sports Complex. An existing dilapidated shed is partly located at the northwestern corner of the subject site. Further beyond is the creek line, which transitions into low-density residential development ranging in one to two-storeys in height on the opposite side from Mount Carmel Drive. The surrounding suburban context to the west is shown in **Figure 10**.

Figure 7 **Existing large residential lot on Keeneland Street to the north**

Source: Ethos Urban

Figure 8 **Existing condition of Terry Road, facing east**

Source: Ethos Urban

Figure 9 **Existing condition of 48 Terry Road**

Source: Ethos Urban

Figure 10 **Existing dilapidated shed along Keeneland Street, facing west**

Source: Ethos Urban

Surrounding Future Development and Development Applications

The surrounding context of the site is undergoing significant change. Future development associated with the rezoning of the Box Hill Precinct is currently ongoing and has been recently approved throughout the surrounding area. There is one (1) adjacent planning proposal which is summarised in **Table 4**.

Table 4: Planning proposals for future development surrounding the site

Planning Proposal #	Description	Date Determined
Planning Proposals		
PP-2023-1849	48 Terry Road – Medium density residential rezoning The adjacent 48 Terry Toad allotment is currently subject to an ongoing Planning Proposal, which is seeking to rezone the land from SP2 Infrastructure (School) to R3 Medium Density Residential under the Central River City SEPP. The Planning Proposal is currently in the post-exhibition stage, with the public exhibition period ranging from 14th March 2025 to 11th April 2025. The Hills Shire Council Ordinary Meeting on 10 June 2025 sought to defer the Planning Proposal for a further eight (8) weeks to seek further advocacy from State and Federal governments for a reconsideration with a further report from Council. The proposed new school would be able to proceed without adverse impacts if the 48 Terry Road rezoning were to proceed.	Ongoing

2.1.6 Planning Agreements

There is no State or Local Voluntary Planning Agreement in place for the Box Hill Precinct. The transfer of the site to the Minister for Education has already occurred. Ultimately, the infrastructure delivery required throughout the broader Box Hill Precinct is detailed within Contributions Plan No. 15 – Box Hill Precinct.

2.1.7 Contributions Plan No.15 – Box Hill Precinct

Contributions Plan No.15 is applicable to the broader Box Hill Precinct. Due to the site being developed for the purpose of a public educational facility via Part 5 development without consent, the contribution plan does not apply to the proposal.

The contributions plan does provide a summary of the envisaged capital works programs for the broader Box Hill Precinct. **Table 5** provides a summary of the infrastructure upgrades proposed within the vicinity of the subject site. **Figure 11** provides a visual overview of surrounding infrastructure works. It is noted that additional road upgrades would also be proposed along the southern boundary of the site, associated with the future delivery of PP-2023-1849 (once rezoned) in subsequent detailed DAs.

Table 5: Surrounding infrastructure delivery

Identification Number	Sub-category	Description
RGBH04	Drainage	Single raingarden facilities and bridges
HWLR	Proposed Road Upgrades	Various half-width road embellishments throughout the Box Hill Precinct

Identification Number	Sub-category	Description
BHT12	Roundabouts	Terry Road / George Street
BHPBR1	Bridges	Terry Road over Killarney Chain of Ponds
BHPF03	Playing Fields	Sunny Hill Parkway Sports Complex

Figure 11 Location of facilities map (site broadly indicated in red)

Source: Contributions Plan No 15 – Box Hill Precinct

2.1.8 Early Works

A series of early works will be completed on the subject site prior to commencement of physical works associated with the proposed activity. These early works will be undertaken in accordance with Chapter 2 (Infrastructure) of *SEPP (Transport and Infrastructure) 2021 (Transport and Infrastructure SEPP)* and *SEPP (Exempt and Complying Development Codes) 2008 (Codes SEPP)* provide pathways for certain development to be undertaken as exempt development or complying development.

The following early works are proposed to be undertaken on the site under the exempt or complying development planning pathways:

- Construction of a temporary driveway crossover to Keeneland Street.
- Demolition of all existing structures located throughout the site, including the removal of all existing footings, existing internal gravel driveways and existing septic tanks.
- Removal of minor vegetation and shrubs not considered as a “tree” on The Hills Shire Council tree register as required for the works.
- Construction of a 3m wide gravel access track, including a turning head/parking area.
- Remediation of any impacted areas associated with former structures.
- Removal of top 150mm of topsoil off site throughout areas outside of the Aboriginal Heritage Impact Permit (AHIP), identified in **Figure *41***.
- Provision of potable water connection along the southern boundary of 50 Terry Road west.
- Provision of temporary power connection along the southern boundary to serve 50 Terry Road west.

2.2 Proposed Activity

The proposed activity is for the construction and operation of a new public school and high school known as Box Hill Public School and Box Hill High School respectively. Both elements of the school are proposed to accommodate 1,000 students each, equating to a total of 2,000 students on the site. The provision of a 60-place preschool in a coordinated manner with the public school is also included in the activity. The new Box Hill Public School and Box Hill High School involves the following:

- **High School:**
    - Construction of a connected part 3-storey and 4-storey school building positioned in an ‘L’ shape along the Terry Road and Keeneland Street frontages comprising:
        - General learning spaces.
        - Common learning areas.
        - Specialised learning spaces such as for visual arts, wood and metalwork, food technology, science, performing arts and health and physical education.
        - A library.
        - Support learning units and staff facilities.
        - Provision of an at-grade car parking area to the south, situated along the Terry Road frontage and the southern boundary of the site.
- **Co-located hall and administration building:**
    - Construction of a central 3-storey building with walkway connections to the high school and public school.
- **Public School:**
    - Construction of a connected 3-storey school building containing public school and early education facilities along the Keeneland Street frontage, comprising:
        - General learning spaces, staff facilities, multi-purpose rooms and learning commons.
        - A library with connected shared office.

        - Provision of an at-grade car parking area to the south, situated adjacent to the Sunny Hill Parkway road.
- **Preschool:**
    - Provision of an integrated 60 place preschool within the south-western portion of the public school building, including several playrooms, staff facilities and unencumbered outdoor and indoor play areas.
- Other works included within the new Box Hill Public School and Box Hill High School are:
    - Site preparation works including earthworks and cut and fill.
    - Removal of existing trees located throughout the site.
    - De-watering of the existing dam.
    - Associated transport and access infrastructure, including the construction of the internal pedestrian network.
    - Associated site landscaping and open space improvements.
    - Associated off-site infrastructure and public domain works.

The proposed photomontage is provided in **Figure 12** and **Figure 13**. A summary of the proposed activity is provided in **Table 6**. The general arrangement plans are shown in **Figure 14**.

Figure 12 Indicative 3D render from the corner of Keeneland Street and future Sunny Hill Parkway

Source: Architectus

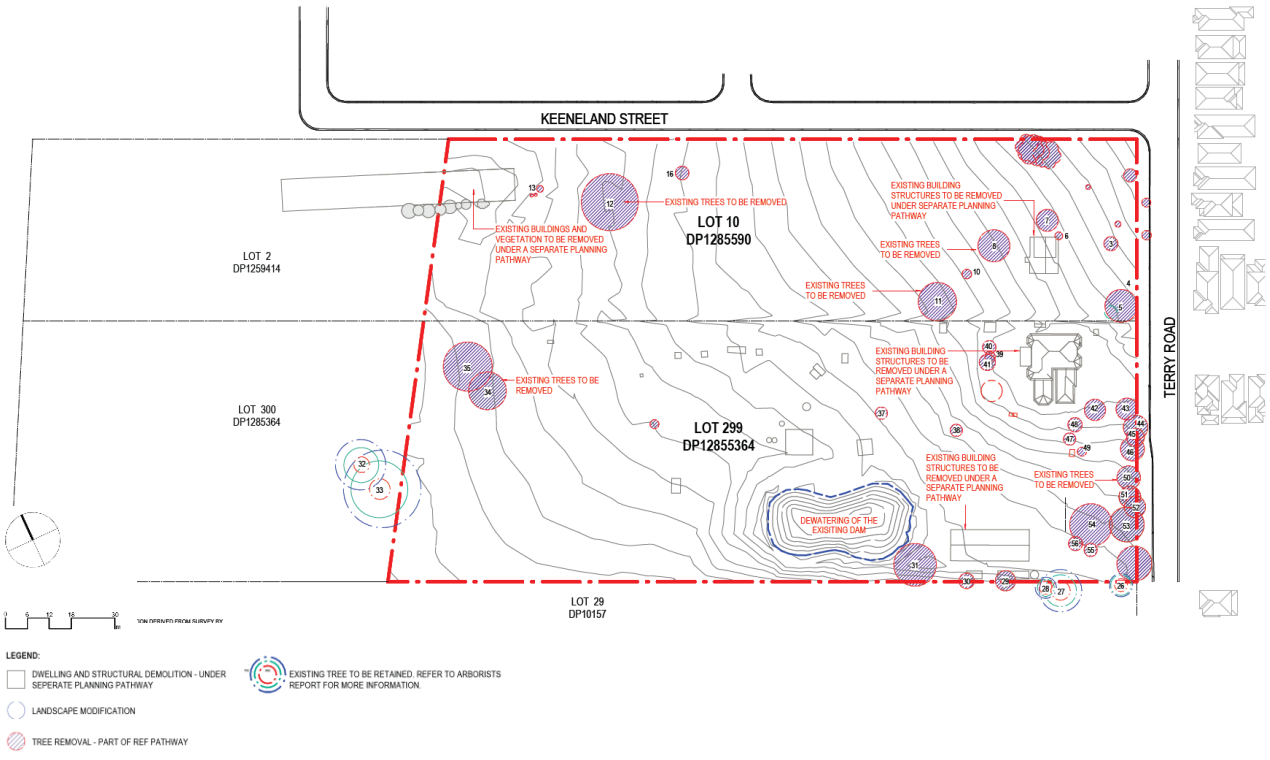
Figure 13 Indicative 3D render

Source: Architectus

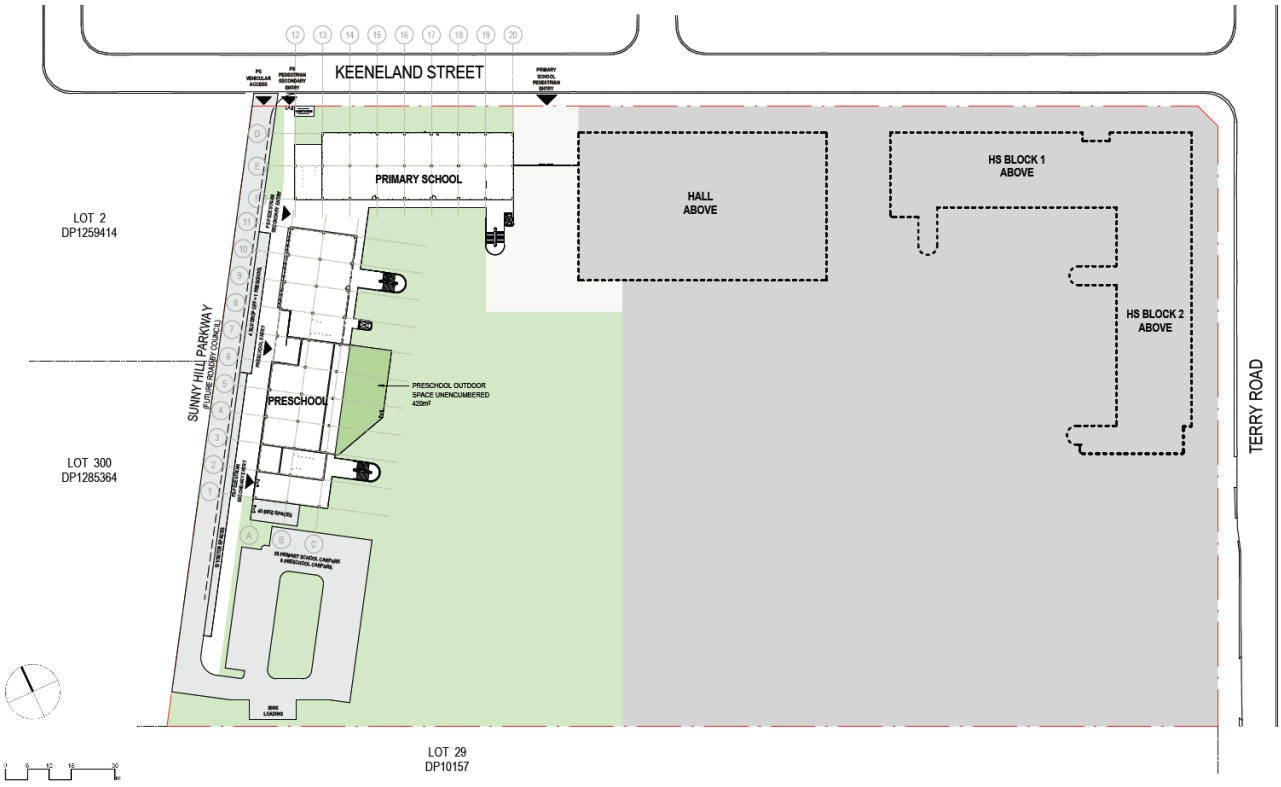
Table 6: Summary of the activity

Project Element	Description
Site Area	Approximately 47,000m^2 (4.7 ha)
Project Name	Box Hill Public School and Box Hill High School
Project Summary	Construction and operation of new public school, preschool, high school and OOSH care with associated on-site and off-site infrastructure works, landscaping, parking and access works.
Use	• Educational establishment (School) • Relevant Preschool • School-based child care
Student and Indicative Staff Numbers	• High School: 1,000 students and 81 staff members. • Public School: 1,000 students and 56 staff members. • Preschool: 60 places and 6 staff members.
Car Parking and Bicycle Spaces	**Car Parking:** • 81 high school staff parking spaces. • 56 public school staff parking spaces. • 6 preschool staff parking spaces. **Bicycle Parking:** • 60 high school student bicycle spaces. • 5 high school staff bicycle spaces. • 40 public school bicycle spaces. • 3 public school staff bicycle spaces.

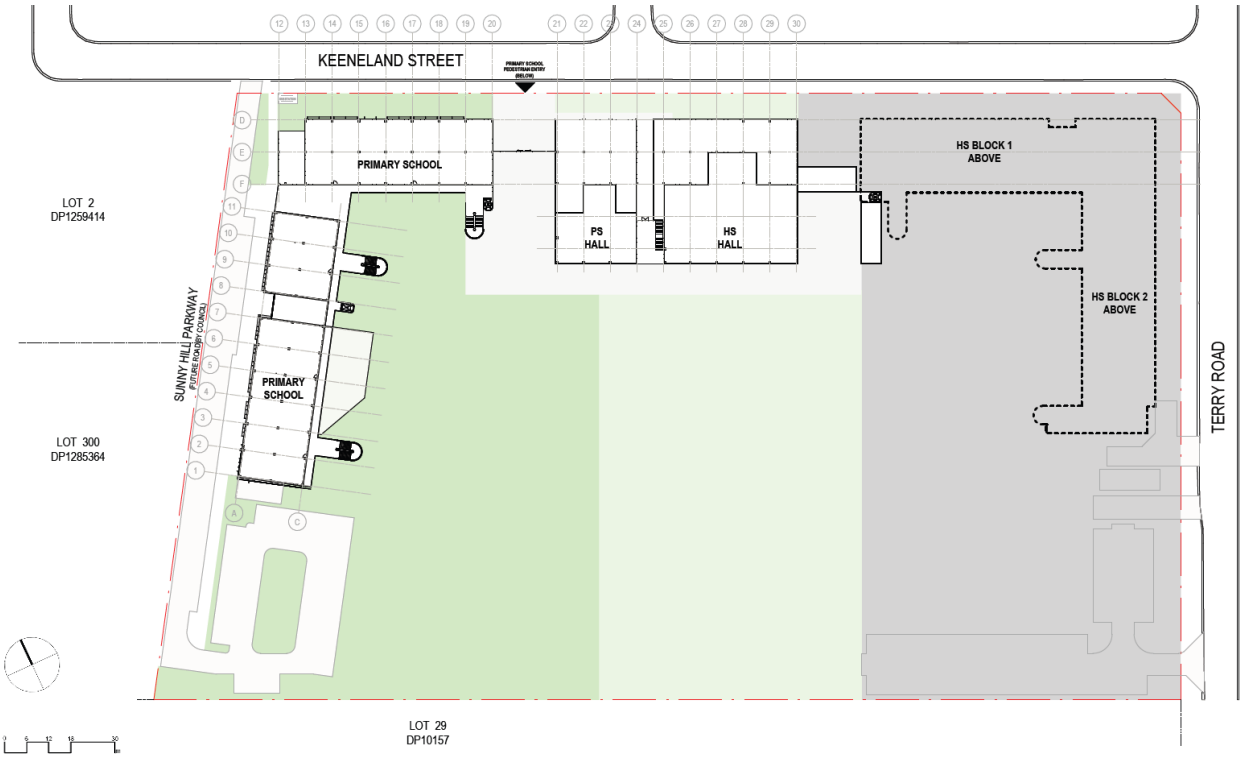
Project Element	Description
Maximum Height	Three to four storeys in height.
Unencumbered play area per preschool student (Child Care Planning Guideline minimum is 3.25m² indoor space and 7.0m² outdoor space)	**Pre School:** • Indoor Space: 220m² (195m² required). • Outdoor Space: 420m² (420m² required).
Off Site Public Domain Works	• Creation of a drop-off and pick-up (DOPU) zone able to accommodate 30 spaces along Keeneland Street. • Creation of a supported learning unit (SLU) DOPU zone to accommodate 5 spaces along Keeneland Street. • Provision of two (2) new bus zones, along the eastern and western sides of Terry Road respectively. • Embellishment of one (1) new vehicle cross over along Terry Road and one (1) vehicle cross over along Keeneland Street. • Provision of a new pedestrian footpath on the southern side of Keeneland Street. • Provision of a new pedestrian shared path along the western side of Terry Road. • Provision of double centre line marking on Keeneland Street. • Construction of raised pedestrian crossing on Terry Road. • Construction of raised pedestrian crossing on Keeneland Street.



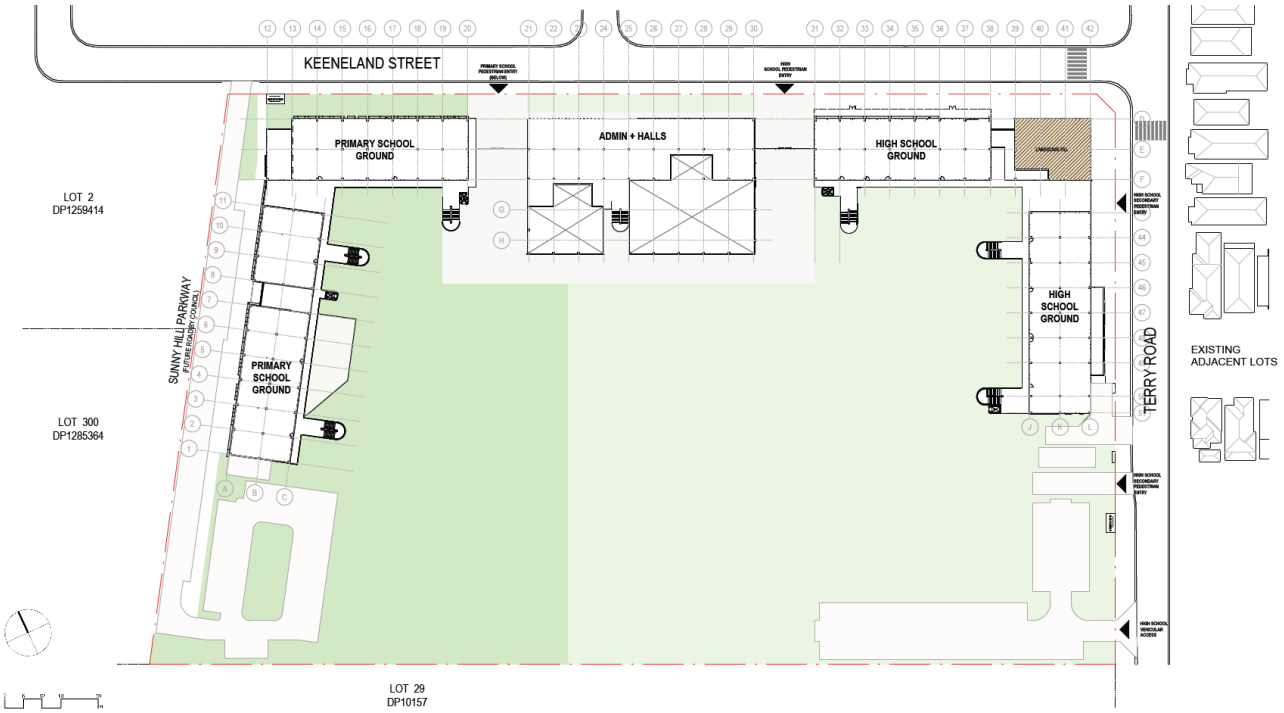
Demolition Site Plan



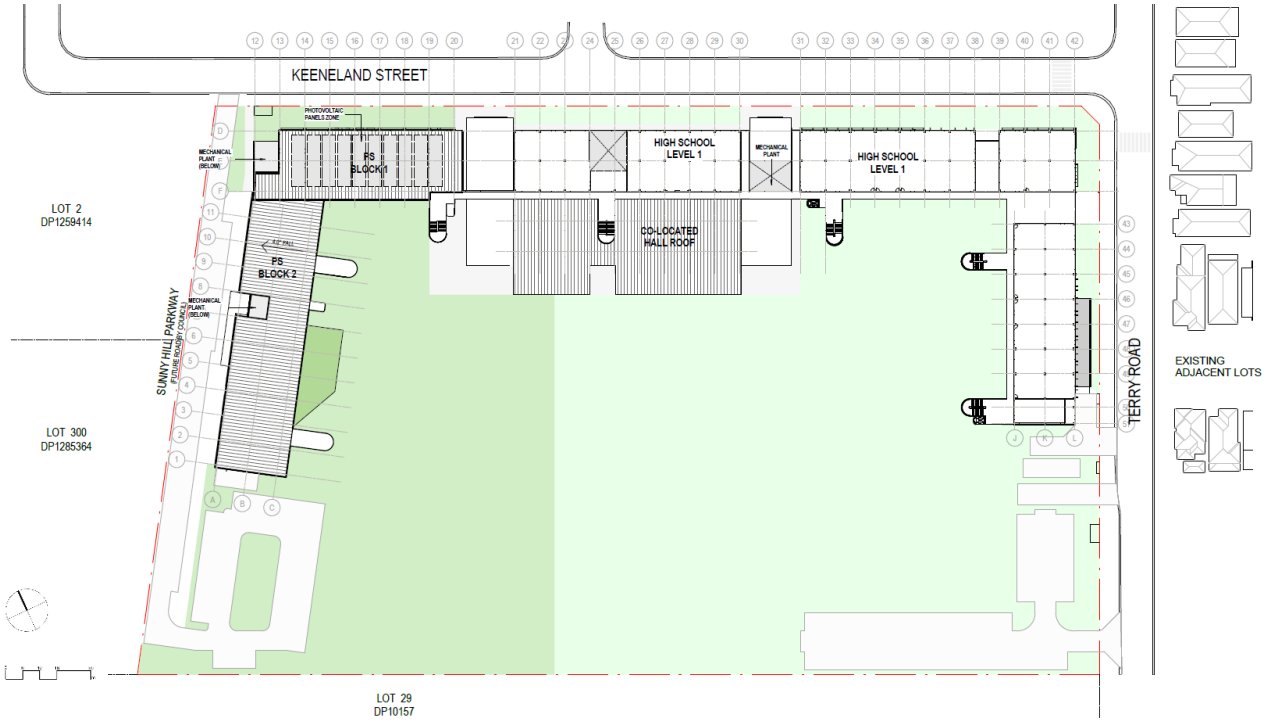
General Arrangement – Lower Ground Level 2



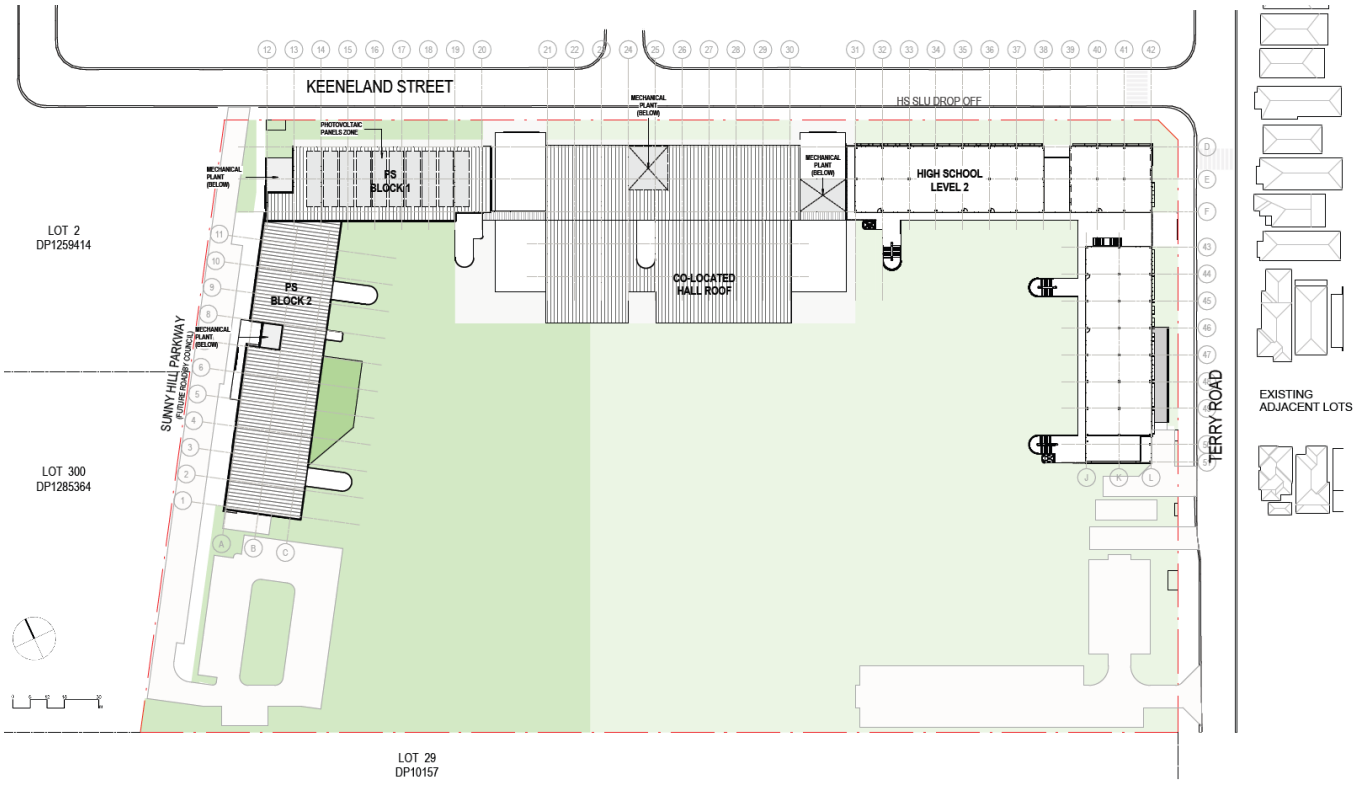
General Arrangement – Lower Ground Level 1



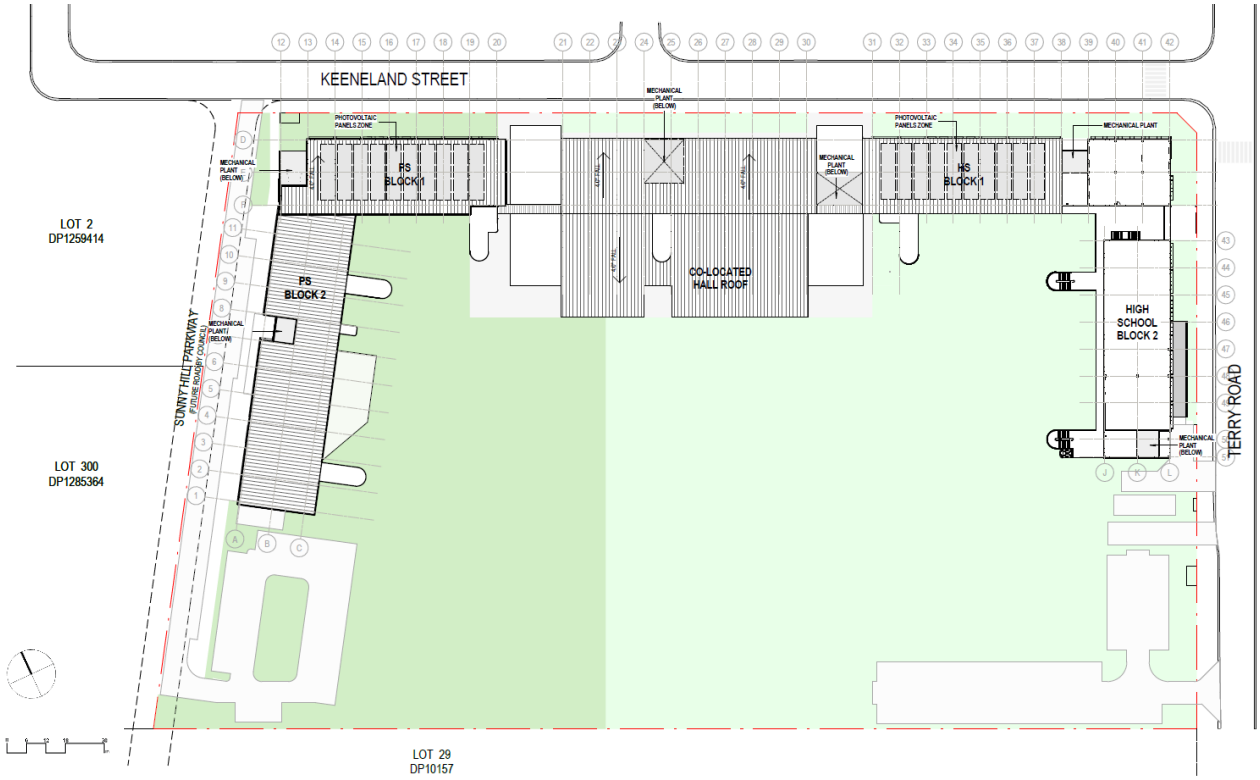
General Arrangement –Ground Level



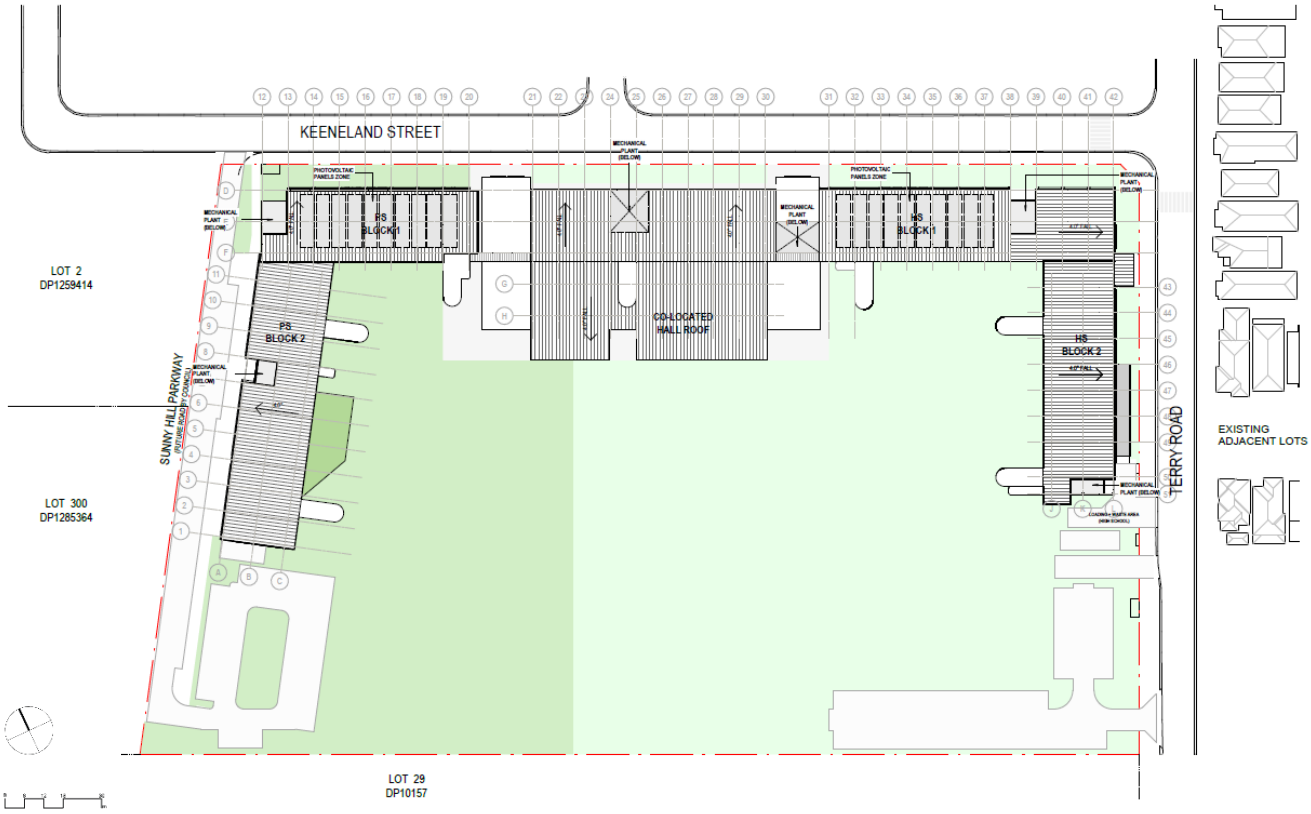
General Arrangement – Level 1



General Arrangement – Level 2



General Arrangement – Level 3



General Arrangement – Roof

Figure 14 General Arrangement Plans

Source: Architectus

2.2.1 Design development

Design Principles

The design development of the new Box Hill Public School and Box Hill High School has been informed by an Architectural Design Report which outlines the design approach to the proposal. On a broad level, the design of the new proposal was informed by six (6) guiding principles which have informed the evolving design of the new Box Hill Public School and Box Hill High School (as shown in **Figure 15**).

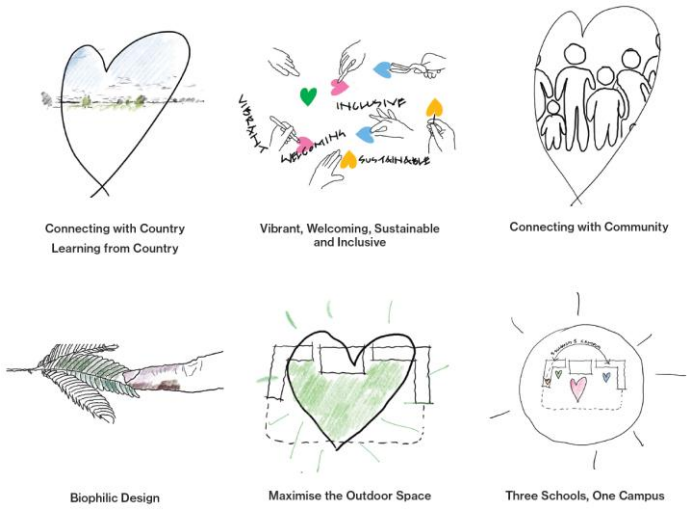


Figure 15 Vision and Guiding Principles

Source: Architectus

The detailed design of the proposal was then informed by three (3) exterior concepts which responded to the site's constraints and opportunities, including its existing topography, flood impacts, Keeneland Street interface, site aspect, proximity to future surrounding recreation areas, as well as the project requirements for multiple uses within the site. The three (3) exterior design concepts are summarised below.

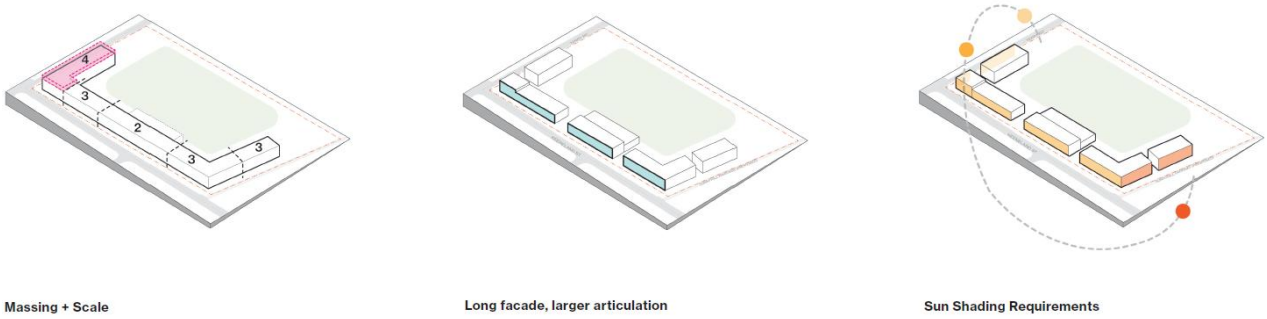


Figure 16 Exterior design concepts

Source: Architectus

Built Form

The above guiding principles and design concepts have informed the proposal by concentrating the building curtilage along the perimeter of the site to maximise and increase the quality of outdoor space provided. Both the public school and high school are configured in L-shaped forms, along the western, northern and eastern edges of the site. Each of the L shaped buildings are set across part three (3) and four (4) storey arrangements, including the ground level. The built form treatment in both sections of the site is incorporated with covered walkways along the western and eastern edge of the buildings respectively. The deep undercover walkways connect with the central, co-located administration and hall building and seek to enhance the aesthetic appeal and provide protection from the weather and sun.

The co-located administration and hall building consolidates the administrative spaces and internal hall's for both the public school and high school on the lower levels. The respective pedestrian entrances to the public school and high school are located on opposite sides of the administration

and hall building at differing levels, aligning with the placement of both portions of the site on the sloping topography. Following the existing topography of the land, the upper levels of the administration and hall building will accommodate high school learning spaces.

The preschool is located within the lower ground, southern portion of the public school building. It is delineated from the public school elements of the building through the placement of circulation space and is supplemented with separate indoor and outdoor learning spaces from the public school.

Figure 17 Indicative 3D render from Keeneland Street (topographical slope indicated with arrow)

Source: Architectus

Building Height

The proposed school buildings range in height from three (3) and four (4) storeys in height. The co-located administration and hall building, as well as the public school building, will be three (3) storeys in height respectively. The high school building will be four (4) storeys in height. The maximum RL height present throughout the overall subject site is RL 62.798m associated with the L-shaped high school building. Elevations of the proposed school buildings are shown at **Figure 18** below.

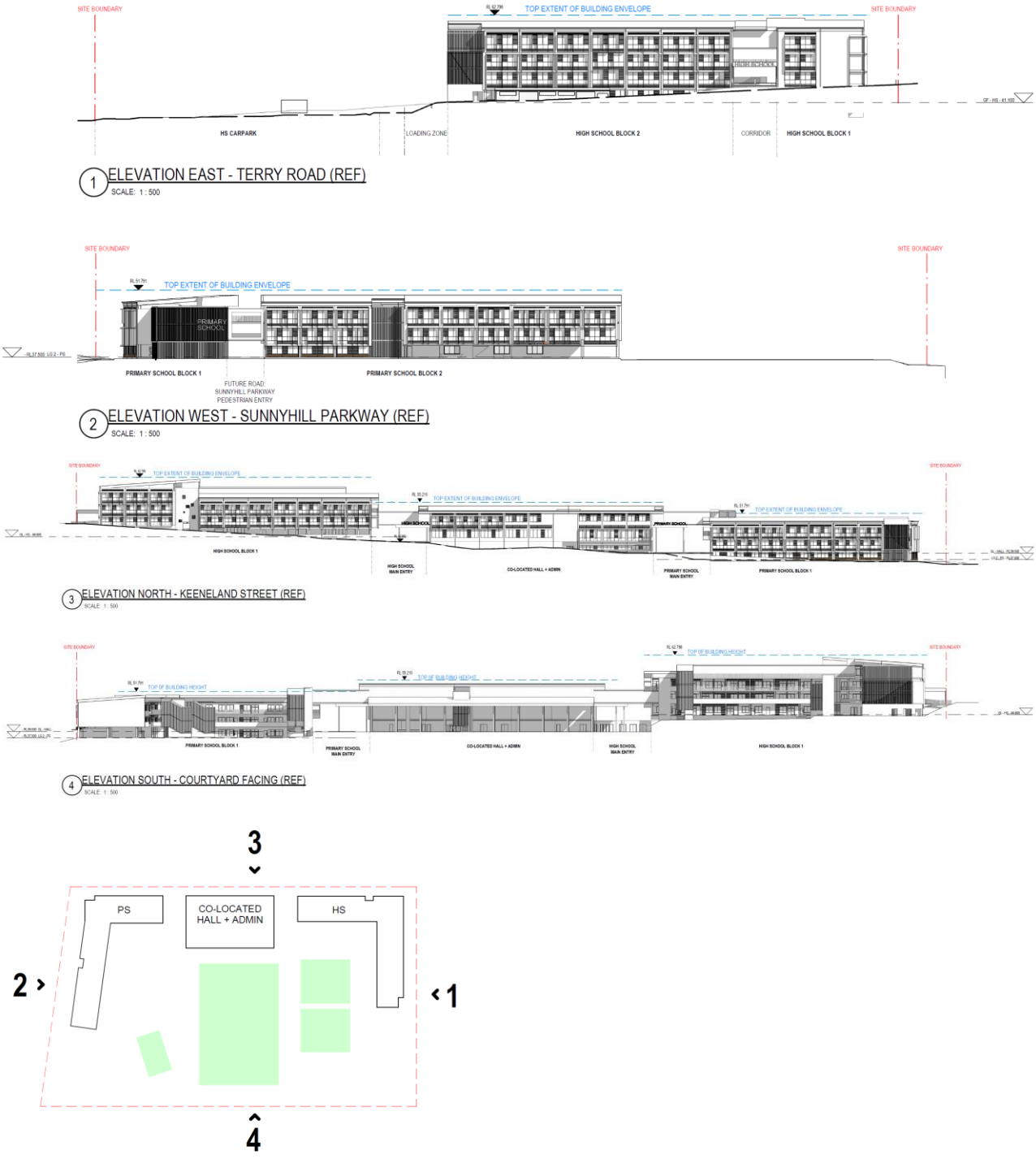


Figure 18 Indicative Proposed Elevations

Source: Architectus

Building Setbacks

The building and site setbacks are established to account for appropriate distancing with surrounding existing/future roads, residential development and future public recreational development. This has been summarised below:

- **North:** A 7-metre setback is provided along the Keeneland Street boundary, excluding future public domain upgrades.

- **East:** A 7-metre setback is provided along the Terry Road boundary, excluding public domain upgrades. This additional setback is intended to assist a potential future widening of Terry Road. The high school outdoor covered workshop has a minor encroachment into this setback area.
- **South:** A 5-metre setback is provided along the southern boundary adjacent to the 48 Terry Street allotment. This accounts for the provision of a 5-metre wide Temporary Access Easement until access to the lots west of the site is achievable via the future local road network associated with PP-2023-1849.
- **West:** A 15-metre setback is provided along the western boundary, which will accommodate the half-width of the future Sunny Hill Parkway, the internal pedestrian circulation areas along the public school building frontage and further building setbacks. This built form arrangement will provide a future direct street frontage for the public school and preschool building, with the first half-width of the local road to be delivered as part of the proposed activity.

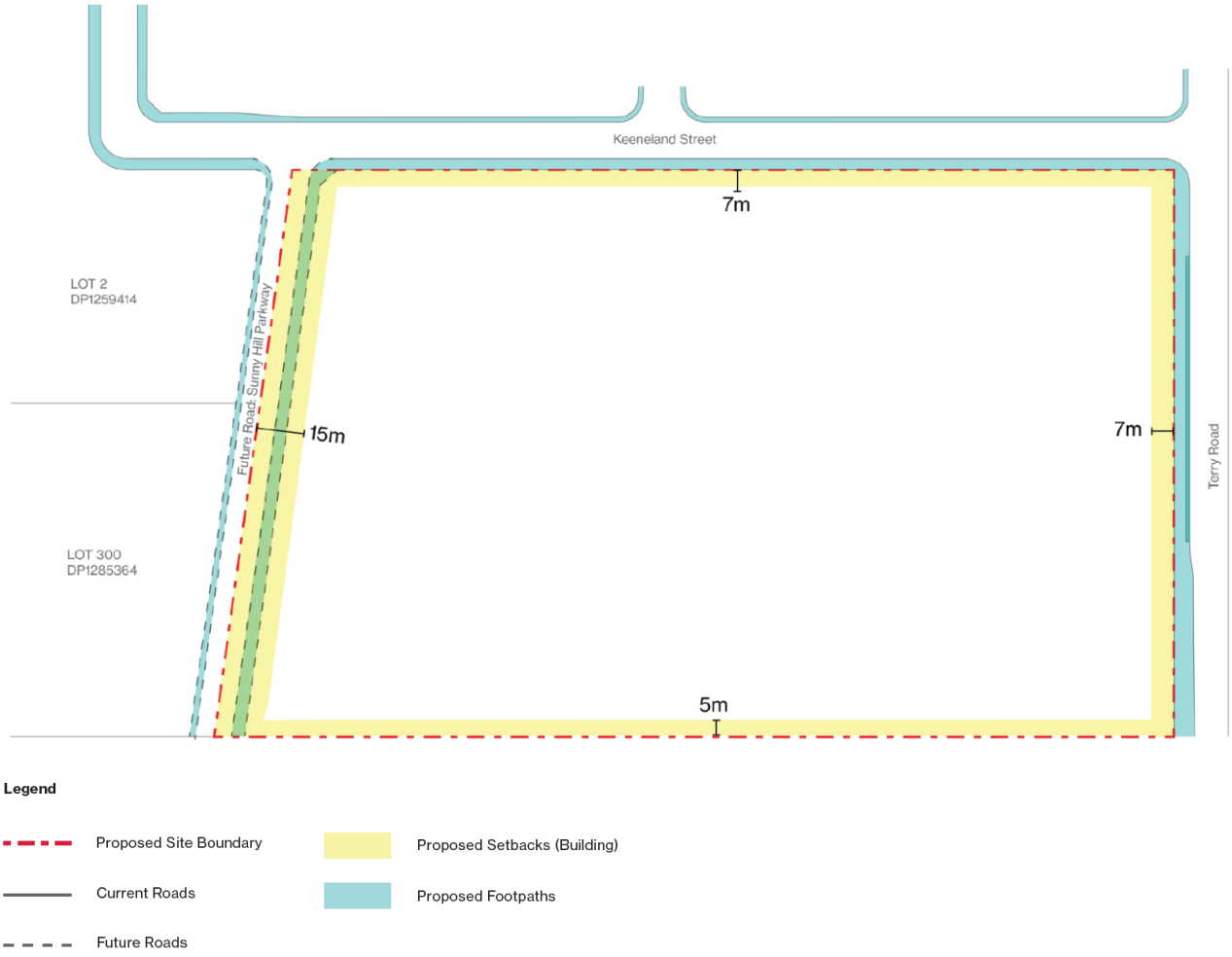


Figure 19 Proposed site setbacks

Source: Architectus

External Materials and Finishes

The intended external material and finishes for both the public school and high school comprise of pre-finished board cladding, masonry plinths and full height vertical balustrades. These materials are also supplemented with metal sunshades to provide indoor comfort. An indicative photomontage of the intended material palette is provided in **Figure 20**.

Figure 20 Indicative Proposed Materials and Finishes

Source: Architectus

Preschool

The southern portion of the Lower Ground 2 level within the public school building is proposed to be used as a 'Relevant Preschool', with capacity of up to 60 children aged between 3-5 years old, and 6 members of staff. The preschool area will be clearly delineated and separated from the public school through the provision of fencing and installation of wayfinding signage.

A total of 420m^2 of unencumbered open outdoor play area is provided, resulting in 7m^2 per child. Internally, approximately 220m^2 of unencumbered indoor space is provided, resulting in 3.6m^2 per child. The design of the preschool is in accordance with the *Education and Care Services National Regulations* and the *NSW Child Care Planning Guidelines*.

Connecting with Country

The design scheme has evolved with consideration of core Connecting with Country themes, which have been identified and integrated through historical research and site analysis. Both walk on country and connecting with country sessions have been conducted under the guidance of Dharug Elder Leanne Redpath, which has enabled the design of the proposed activity to integrate the cultural insights that honour the heritage of the Dharug people and the significance of the land.

Overall, the design reflects the interconnectedness of physical movement through the space and the spiritual and cultural exchanges that occur within it. This overarching theme through the

guidance of Dharug Elder Leanne Redpath led to the following Connecting with Country elements informing the design of the proposal:

- **Natural Systems:** Natural systems such as water flow, wind patterns and seasonal changes have been embedded into the design through the orientation and positioning of open spaces inviting natural light and fresh air, creating a seamless transition between indoor and outdoor environments.
- **Landscape Flow:** The design of outdoor areas featuring native planting and culturally significant motifs serve as extensions of the learning environment. The spaces seek to encourage exploration and engagement with the natural world in both a personal learning experience for students with the surrounding landscape, as well as through social interactions in formal gathering spaces.
- **Materiality and Façade:** Materials which reflect the local context and cultural heritage have been embedded through the usage of textures and colours which echo from the surrounding environment to evoke a sense of place and identity. The facade incorporates elements of traditional Indigenous design, serving as a powerful reminder of the cultural narratives that shape the site.

Sustainability and Climate Change

The activity incorporates a range of sustainable design measures, as detailed in the Sustainable Development Plan prepared by a sustainability consultant, including the following initiatives:

- Implementation of passive building design, including consideration of orientation, thermal mass, shading, and fabric and glazing insulation performance and colour.
- Installation of roof mounted solar photovoltaic (PV) systems serving both the public school and high school buildings.
- A minimum of 30% of the site will be soft landscaped, including diverse species through the prioritisation of using climate-resilient and indigenous plants.
- Proposed stormwater treatment systems will reduce stormwater volumes leaving the site, meeting specified stormwater pollution reduction targets.
- The design will target a 30% reduction in energy consumption, exceeding the 10% minimum established within the EFSG Section DG02.03 and the Green Star Building Credit 22 *Minimum Expectation*
- Reduction in embodied carbon of materials, achieved through sustainable concrete and steel selection, with the building's upfront carbon emissions anticipated to be approximately 20% less than a business-as-usual reference building, aligning with the Green Star Credit 21 Achievement.
- Usage of high efficiency water fixtures.

A Climate Change Risk Assessment was undertaken as part of the Sustainable Development Plan and sets out the various measures that have been adopted to address climate change risks:

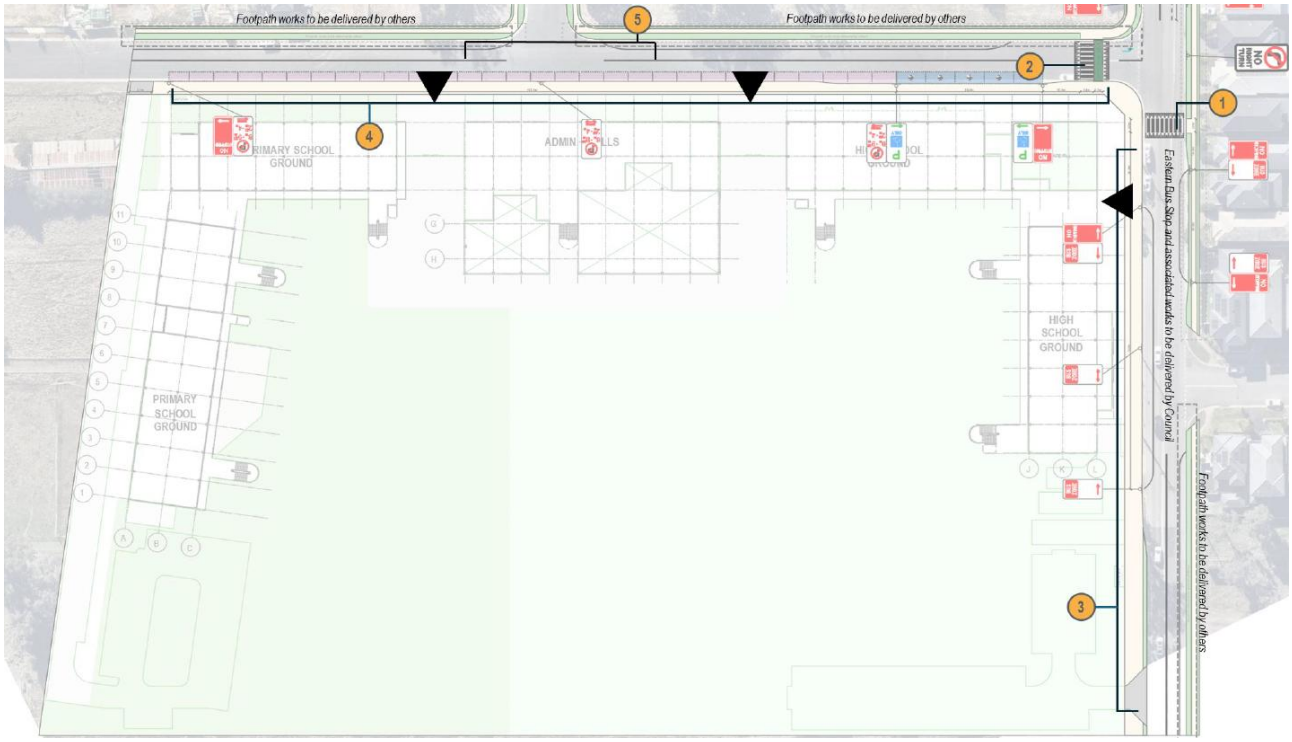
- Generators are not required by SINSW as per the EFSG on the basis that the school does not fall inside bushfire prone or flood prone areas. An external generator connection point to the school could potentially be accommodated on the subject site in the case of an extended blackout period.
- Pattern book design places gutters on the opposite side of building circulation areas, which eliminates risk of gutter overflow affecting circulation areas during flood events.

- Shade sails are being considered around play equipment to mitigate future extreme weather events.

Pedestrian Access and Circulation

Public Domain and Kerbside Works Outside of the School Site

There are a series of public domain and kerbside works which are being delivered outside of the site boundary. These works are shown in **Figure 21** and **Figure 22**.



No. 1 Wombat crossing on Terry Road, adjacent to intersection with Keeneland Street.

No. 2 Wombat crossing on Keeneland Street with an integrated bicycle lane.

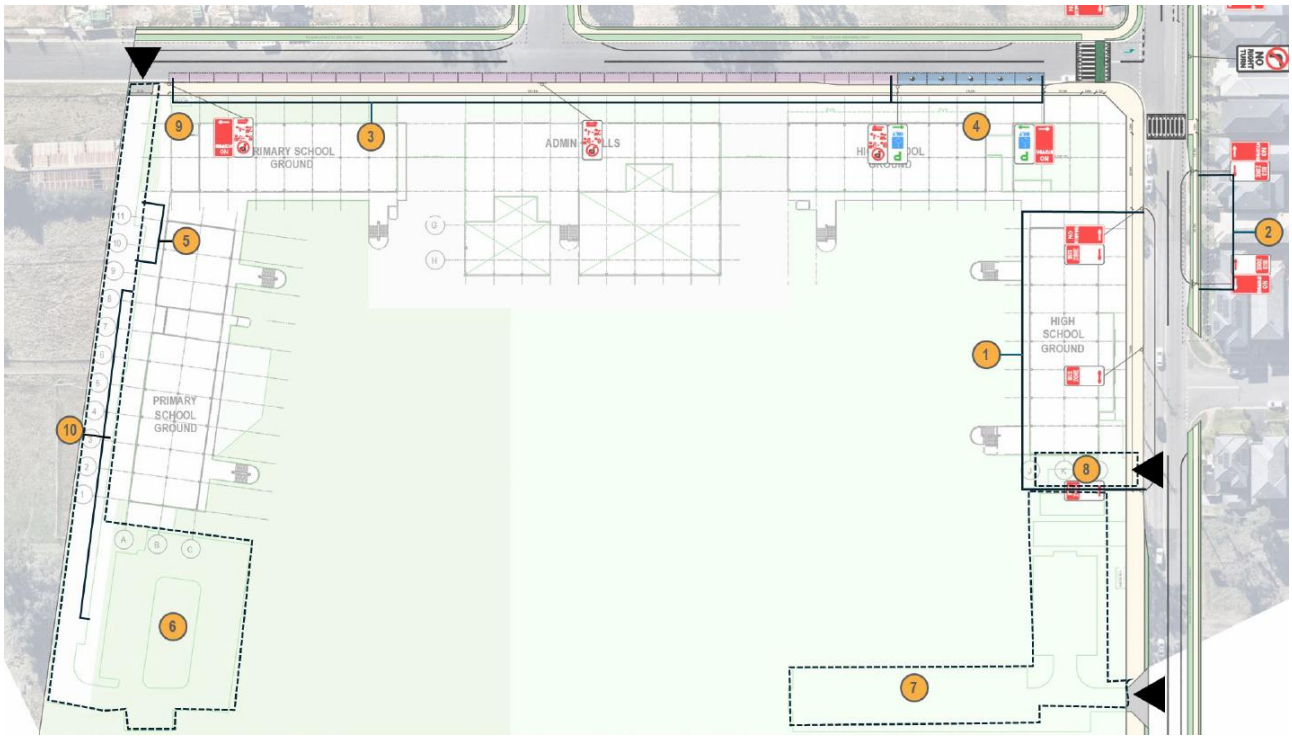
No. 3 4m width shared path along the western side of Terry Road.

No. 4 3.5m width footpath with landscape pockets along the southern side of Keeneland Street.

No. 5 Provision of double centre line marking on Keeneland Street.

Figure 21 External active transport infrastructure plan

Source: Ason Group



No. 1 75m bus zone on the western side of Terry Road, south of Keeneland Street.

No. 2 30m bus zone on the eastern side of Terry Road, north of Nix Street.

No. 3 194m DOPU zone along Keeneland Street.

No. 4 39m mobility impaired parking zone along eastern portion of Keeneland Street.

No. 5 4 spaces in PS car park designed in accordance with accessible requirements of AS2890.6 (2009)

No. 6 62 public school parking spaces

No. 7 81 high school parking spaces

No. 8 High school loading dock suitable for waste collection and MRVs

No. 9 Public school loading dock suitable for waste collection and MRVs

No. 10 12 visitor spaces (for parents)

Figure 22 External kerbside and parking infrastructure works

Source: Ason Group

Pedestrian Access

Pedestrian points of access are shown at **Figure 23** below. Access to the public school will be provided from a series of access points along Keeneland Street, connecting to several internal footpaths and circulation spaces throughout the site. The main public school entrance is located within the co-located administration and hall building, which provides direct access to the eastern portion of the public school building. There is one (1) secondary entrance option located parallel to the half-width Sunny Hill Parkway intersection with Keeneland Street.

Access to the high school is provided from three (3) access points, one along Keeneland Street and two along Terry Road. The Keeneland Street entrance is the primary public entrance and is

located on the eastern side of the co-located administration and hall building, which provides direct access to the internal undercover walkways and high school hall facilities. The secondary entrances located along Terry Road also provides access to the internal undercover walkways on the Ground Level, as well as the southern extent of the central open space play areas.

The main access to the proposed preschool will be located within the central portion of the public school building, with direct access to the DOPU areas and the future Sunny Hill Parkway frontage. **Figure 23** provides an overview of the pedestrian access points provided throughout the site.

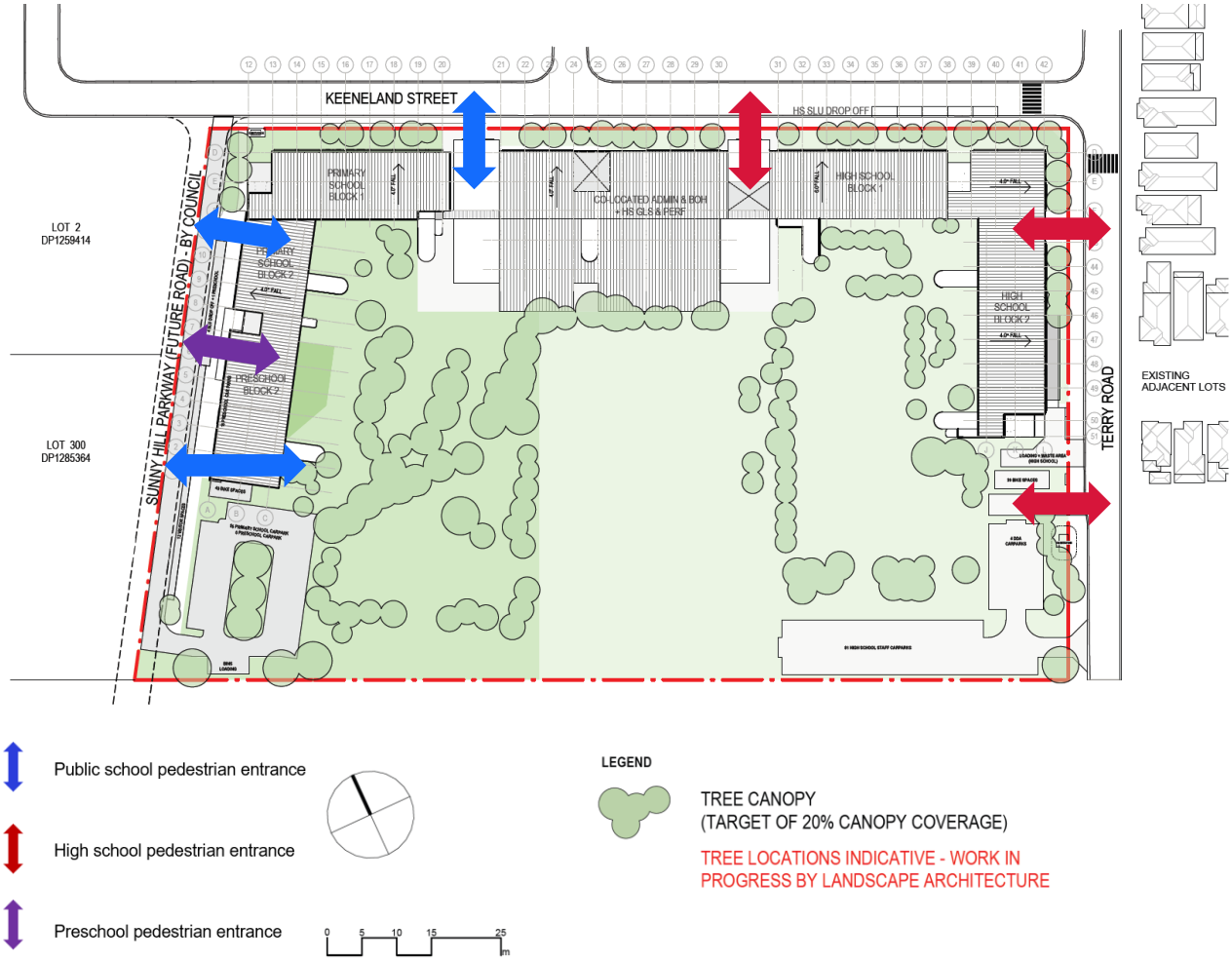


Figure 23 Primary and secondary pedestrian access points

Source: Architectus, edited by Ethos Urban

Access and Parking

Vehicular Access

Three vehicular access points are located within the public school and high school sites respectively. The public school vehicular access is located off Keeneland Street, in the north-western corner of the site. This vehicular access point is temporary and is coordinated within the half-width of the future Sunny Hill Parkway. Once the full-width Sunny Hill Parkway is complete and owned by Council, the vehicular access to the public school and preschool site will be provided in the south-western corner of the site to the at-grade car parking area and loading and waste area.

The high school car park vehicular access is located off Terry Road in the south-eastern corner, with a loading and waste crossover located to the immediate north off Terry Road as well. Two (2)

of the embellished vehicle crossovers will serve the car parking facility associated with the proposed uses within the site, with the third proposed to be utilised in the associated loading dock area.

A 2.1m high security gate will control access into site from each of the vehicular access points provided.

Car Parking

The site incorporates two (2) car parking facilities, providing separate provision for the public school and high school. The public school and preschool car park, located along the western boundary of the site, will accommodate the following:

- **Public School:** 56 staff dedicated car parking spaces, including one (1) accessible spaces.
- **Preschool:** 6 staff dedicated car parking spaces, including one (1) accessible spaces.

12 visitor parking bays for the preschool will be provided along the future Sunny Hill Parkway.

The high school car park located along the south-eastern and southern boundaries of the site will contain 81 staff dedicated car parking spaces, including one (1) accessible space.

There will be no student parking provided. Refer to **Figure 22**.

Bicycle Parking

There are two (2) separated bicycle parking facilities located throughout the subject site. Both respective bicycle parking areas are co-located with the proposed at-grade car parking areas, afforded with direct access from Terry Road and Sunny Hill Parkway respectively. The bicycle spaces will be provided in the form of bicycle racks and will be used by staff and students. Staff members will be able to access amenities, including unisex showers and changing rooms, on site.

The following bicycle parking quantum is provided for the public school and high school on the site, with no bicycle parking provided for the preschool:

- **Public School:** 40 student bicycle parking spaces and 3 staff bicycle parking spaces.
- **High School:** 60 student bicycle parking spaces and 5 staff bicycle parking spaces.

Loading

The public school and high school will utilise separate loading bays. The public school loading bay is in the southern section of the existing at-grade car park. The high school loading bay is located further north and is connected to the high school block via a concrete slab.

Both loading bays have been sited to be able to accommodate waste collection vehicles and service vehicles up to the size of an 8.8m medium rigid vehicle (MRV).

Both bays are located adjacent to the respective bin storage areas to facilitate waste collection. It is noted that the high school loading dock requires an additional vehicle cross over onto Terry Road, with the public school area utilising the same crossover as the respective at-grade car parking area.

Refer to **Figure 22**.

Drop-off and pick-up zones

There is one (1) drop-off and pick-up zone is proposed with associated directive signage, along the Keeneland Street frontage, which will support DOPU activities for both the public school and high school (refer to **Figure 22**). It will comprise:

- Approximately 194m length section for high school and public school DOPU, equating to 30 spaces from 8:00am – 9:30am and 2:30pm – 4:00pm.
- Approximately 39m length mobility impaired parking zone, equating to five (5) SLU spaces, from 8:00am – 9:30am and 2:30pm – 4:00pm.

School Bus Zone

The new Box Hill Public School and Box Hill High School will also be served by two (2) new bus zones located along the eastern and western sides of Terry Road, to encourage the use of public transport. The bus zones have been designed as follows:

- **Eastern side of Terry Road:** 30-metre length zone, capable of accommodating two (2) buses.
- **Western side of Terry Road:** 75-metre length zone, capable of accommodating five (5) buses.

The proposed bus zones have been designed as a parking lane type bus stop which allow for buses to be sheltered by the kerbside parking lane. Minor carriageway widening will be conducted to expand the parking lane by 0.7m to accommodate this arrangement. Appropriate signage will also be installed.

Refer to **Figure 22**.

Pedestrian Crossings and Footpath Widening

To improve safety for pedestrians throughout the existing and future surrounding road network, a total of two (2) new raised pedestrian crossings are proposed on Keeneland Street and Terry Road. The new raised pedestrian crossing on Keeneland Street will include an integrated bicycle lane.

Additionally, the proposed activity will provide the following active transport upgrades throughout the surrounding road network:

- Embellish a minimum 4.0m width shared path along the western side of Terry Road to facilitate concurrent pedestrian activity.
- Creation of a 3.5m width footpath along the southern side of Keeneland Street with provision for landscaping pockets also provided.

Street tree planting and streetlight upgrades will also be provided along the embellished pedestrian footpaths. Refer to **Figure 21**.

Vehicle Crossovers

There are three (3) areas where vehicle layback cross over works are proposed to occur. This includes on:

- One (1) on Keeneland Street to facilitate the vehicular access to the public school and preschool buildings.
- One (1) on Terry Road to provide vehicular connections to the loading dock area and high school car parking area.

The indicative vehicle crossover areas are indicated as black arrows in **Figure 22**.

Intersection Infrastructure

To facilitate DOPU operation, the proposed activity will reconfigure the Terry Road and Keeneland Street intersection through:

- Provision of 85m right turn bay on Terry Road north approach, with offset through lanes.
- No right turn restriction for traffic exiting on Keeneland Street onto Terry Road.

The proposed intersection infrastructure associated with the proposed activity is shown in **Figure 24** .

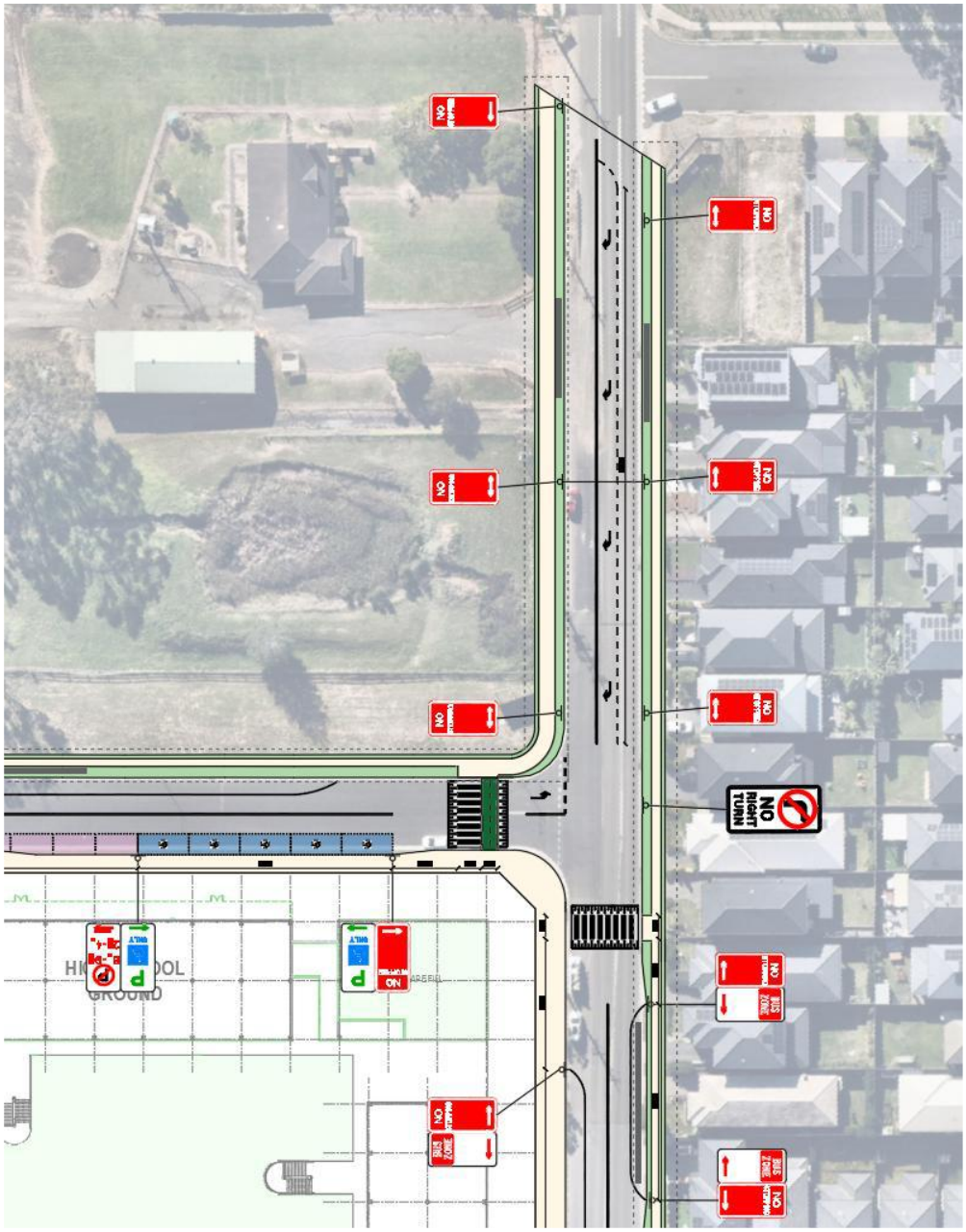


Figure 24 Proposed intersection infrastructure

Source: Ason Group

Landscaping

The proposed activity will include landscaping throughout the outdoor play areas of the public school, high school and preschool respectively. A series of soft and hard landscaping elements will

be provided, which will involve the provision of hard court playing areas and deep soil tree canopy planting. The indicative planting arrangement aims to achieve a 20% tree canopy coverage target.

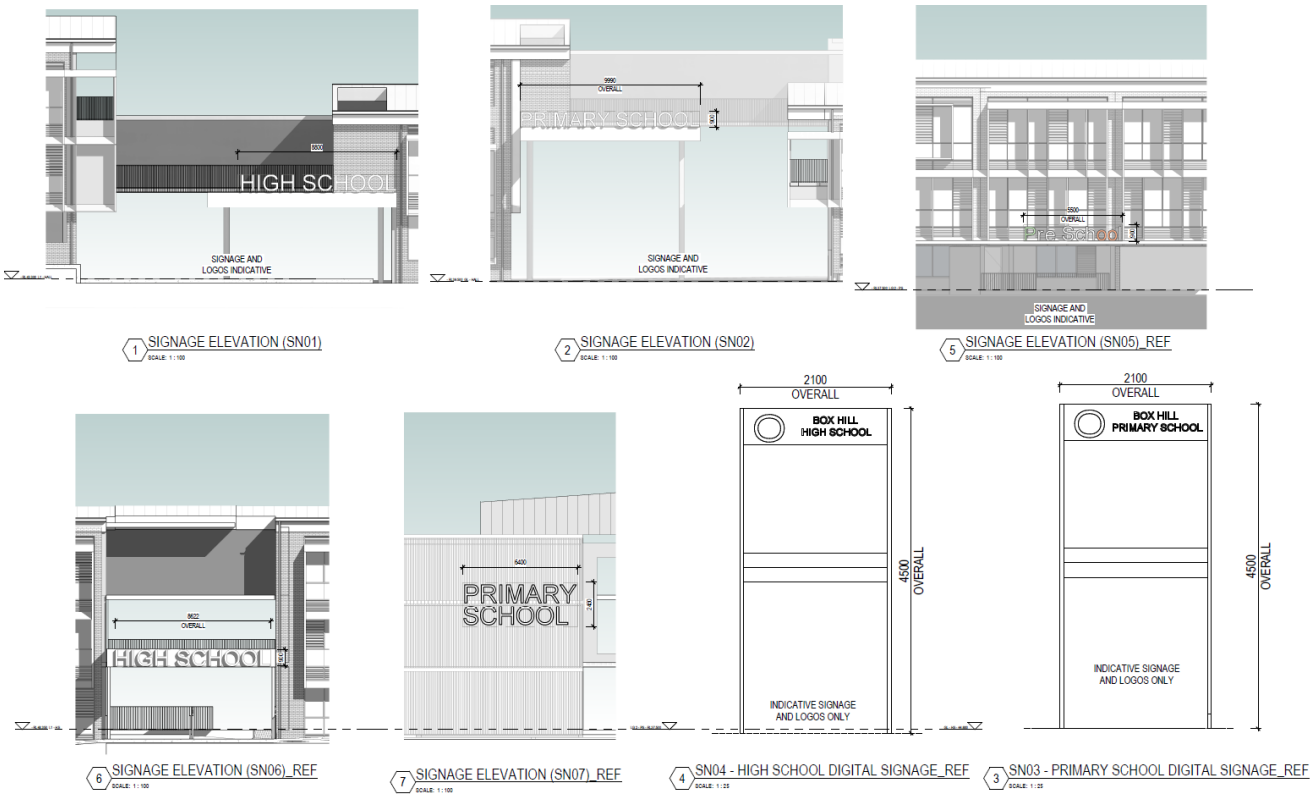
Further details on the landscaping arrangement will be subject to the ongoing design development of the proposed activity.

Signage

Seven (7) building identification signs along the public school, high school and preschool pedestrian entrances and along the northern, eastern and western elevations are proposed. The signage strategy is indicative, with further detail on each of the proposed signs and their location provided in **Table 7** and **Figure 25** below. Greater detail on the specific illumination and materiality details of the signage will be provided at a later design development stage.

Table 7: Signage zone details

No.	Location	Sign Type	Dimensions	Content	Illuminated?
1	High School main entry	Building identification signage affixed above awning	8,800mm (W)	'High School'	No
2	Public School main entry	Building identification signage affixed above awning	9,900mm (W) 900mm (H)	'Primary School'	No
3	Central Keeneland Street frontage	Building identification digital signage	2,100mm (W) 4,500mm (H)	'Box Hill Primary School'	Yes
4	Eastern Keeneland Street frontage	Building identification digital signage	2,100mm (W) 4,500mm (H)	'Box Hill High School'	Yes
5	Preschool main entry	Building identification signage	5,500mm (W) 900mm (H)	'Pre School'	No
6	High School secondary entry	Building identification signage affixed to awning	8,622mm (W) 900mm (H)	'High School';	No
7	Public School secondary entry	Building identification signage affixed to western façade	6,400mm (W) 2,450mm (H)	'Primary School'	No



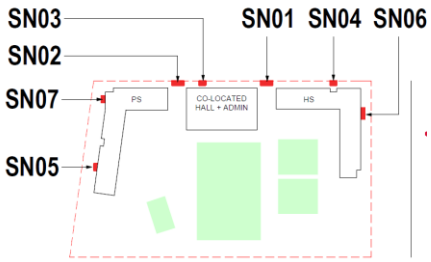


Figure 25 Signage schedule

Source: Architectus

Utilities and Services

Table 8 provides a summary of the proposed infrastructure and services for the new Box Hill Public School and Box Hill High School.

Table 8: Proposed Infrastructure and Services

Infrastructure/Service	Comment
Stormwater	The stormwater strategy for the proposed activity will consist of stormwater flows being discharged into a proposed temporary basin at the south western corner of the site, via two new OSD tanks, to then be discharged to the adjacent properties via headwall and overland flow, as per existing conditions. Once Sunny Hill Parkway is built, the connection would be broken and a new pit would be built with connections to Council's existing stormwater network. Further detail is provided in **Section 6.6**.
Electrical	The existing site contains electrical services in the form of three (3) low voltage connections via existing street poles into private poles throughout both the 50 and 52 Terry Road allotments. At 52 Terry Road, there is also existing overhead low voltage cabling traversing via multiple private poles, which terminates to a shed at the northern corner of the site.

Infrastructure/Service	Comment
	Along Terry Road, there is currently an overhead 22kV distribution line on the school side and 1 1kV underground distribution line on the opposite side. The new Box Hill Public School and Box Hill High School will be provided with the following electrical infrastructure: • An 800kVA kiosk substation to be located on Keeneland Street, immediately adjacent to the north of the public school loading and waste area to supply both the public school and preschool. • A 1,500kVA kiosk substation to be located on Terry Road adjacent to the high school loading and waste area to supply the high school. Each school will have a dedicated main switch room (MSR) within the respective services facilities in both the public school and high school. The MSR dimensions are a minimum of 6,000mm x 3,700mm. All new buildings are proposed to be supplied with new direct feeds from the main switch board through a system of pits and conduits for the reticulation of outgoing submains from the new MSB to the location of the new distributions boards.
Communications	The public school, preschool and high school will be connected into the NBN.
Water	The site has a frontage to existing water mains on both Terry Road and Keeneland Street. To facilitate appropriate connection to the existing water mains, the following potable water connections will be established on the site: • 150mm potable water connection proposed on the opposite side of Keeneland Street. This will provide a connection to a site water meter cupboard provided on the Keeneland Street boundary located approximately 10m to the east of the substation. • 150mm potable water connection proposed on the opposite side of Terry Road. This will provide a connection to a site water meter and fire booster cupboard on the Terry Road boundary, located immediately adjacent to the southern high school secondary pedestrian access point.
Sewer	The site will be serviced by existing sewer mains in Terry Road and Keeneland Street. To facilitate appropriate connection to the existing sewer mains, the following connections will be established on the site: • 225mm sewer connection proposed underneath the public school vehicular entrance, connecting to an existing sewer main on the western corner of Keeneland Street. • 225mm sewer connection proposed underneath the high school loading and waste area, connecting to an existing sewer main on the opposite side of Terry Road.

2.2.2 Construction

The works are expected to be completed over a medium-long-term period. **Table 9** provides a summary of the project timeframes and construction activities in further detail.

Table 9: Summary of Construction Activities

Construction Activity	Description
Construction Hours	The proposed hours of construction align with the standard interim construction noise guideline construction hours and are as follows: • 7:00am to 6:00pm, Monday to Friday • 8:00am to 1:00pm, Saturday • No work without prior approval on Sundays and Public Holidays In addition to regular working hours, there will be occasional periods when out of hours work will be necessary. This may include special deliveries, hoarding installation and removal, and services connections. Crane installation and removal may need to be undertaken over a weekend, utilising both Saturday and Sunday to minimise impacts on the surrounding areas
Site Establishment	The Head Contractor will provide and maintain all necessary temporary facilities required for the safe and secure performance of the works, including, but not necessarily be limited to: • First aid facilities; • Hoardings; • Storage compounds; • Site administration facilities; • Work sheds; • Cranes; • Site amenities; • Temporary site sheds; • Bins for rubbish generated by personnel; • Access equipment, including scaffolding, barriers, platforms, ladders, etc; • Construction plant; and • Emergency vehicle access.
Materials Handling	Given the anticipated site constraints a detailed cranage analysis will be undertaken to determine the type, size, position and quantity of cranes required for the most efficient material handling solution for the project. Through this exercise the following selection criteria will be considered to all crane positions: • Coverage for the site; • Ability to service plant room areas; • Capacity for heaviest lifts • Minimal disruption to site roads and traffic flow; • Minimal disruption to internal fit out; • Ability to service all stages of project chosen location; • Redundancy in coverage to account for breakdown or emergency; and • Access to erect and dismantle cranes. A significant amount of space is required to sort the material to ensure the piece install is smooth and efficient. The site may utilise a forklift or telehandler to assist with unloading, general materials handling and bins.
Staging	The proposed activity will be delivered across a single construction stage.

Construction Activity	Description
Demolition	The demolition of existing structures on the site is not included within the proposal scope of works. This will be completed as part of a separate complying development certificate (CDC) process, as described in **Section 2.1.8**.
Earthworks	To facilitate the proposal, earthworks will be undertaken across the site to achieve the desired building design levels.
Tree and Vegetation Removal	All existing 47 trees and vegetation throughout the site will be removed as part of the proposed works. The Arboricultural impact of this removal is discussed in **Section 6.5** in further detail.
Construction Waste Management	The construction of the Box Hill Public School and Box Hill High School will not result in the generation of any hazardous wastage, nor will it generate any wastewater requiring off-site disposal. It is estimated that approximately 1,535m^3 of construction waste will be generated. Approximately 1,285m^3 of this amount is projected to be recycled, with the remainder associated with liquid (dust control/vehicle cleaning) and general waste proposed to be diverted to landfill. Bulk earthworks on the site indicate that excavation waste soil is expected to be generated. These will be managed through a combination of re-use on site, recycling and landfill.

2.2.3 Indicative Operational Uses

Public School

The public school will provide publicly accessible educational facilities for all capabilities, with a capacity for 1,000 children. The school will operate as per the following hours:

- Core hours: 08:00–16:00 Monday-Friday
- Out of School Hours Care: 06:30 - 09:00, 15:00 - 18:30 Monday-Friday

The Out of School Hours Care will be operated by external / private providers, and will utilise the existing public school facilities, accommodating approximately 15% of student capacity.

High School

The high school will provide publicly accessible educational facilities for all capabilities, with a capacity for 1,000 children. The school will operate as per the following hours:

- Core hours: 08:00–16:00 Monday-Friday

Preschool

The preschool will be operated by the Department and will cater to students aged between 3-5 years old, with a maximum capacity for 60 children, supported by 6 staff members.

The preschool is expected to operate during the following hours; however this will be confirmed prior to operation:

- 09:00 – 15:00 Monday – Friday.

Potential joint-use arrangements

There is potential for the school hall of both the public school and high school, as well as future outdoor sports courts and the library to be used by local community groups out of the standard school hours. This will be subject to future agreements, which are classified as a form of exempt development as per the TI SEPP.

Operational Waste Management

The following general and recycling bin quantum's will be provided for each portion of the proposed activity:

- **Public School and Preschool:**
  - Two (2) 2,200L general waste bins.
  - Two (2) 1,700L comingled bins.
  - Two (2) 1,600L paper and cardboard bins.
  - One (1) 450L organic food waste bin.
  - Contained within an 18m^2 waste storage space with adequate space to the public school car park set down area for medium-rigid service vehicles.
- **High School:**
  - Two (2) 2,100L general waste bins.
  - Two (2) 1,650L comingled bins.
  - Two (2) 1,550L paper and cardboard bins.
  - One (1) 420L organic food waste bin.
  - Contained within an 18m^2 waste storage space with adequate space to the high school buildings and high school loading dock area for medium-rigid service vehicles.

Waste is proposed to be collected by a private waste contractor for each component of the proposed activity. The indicative waste collection areas for the public school and high school components of the site are shown in **Figure 26**.

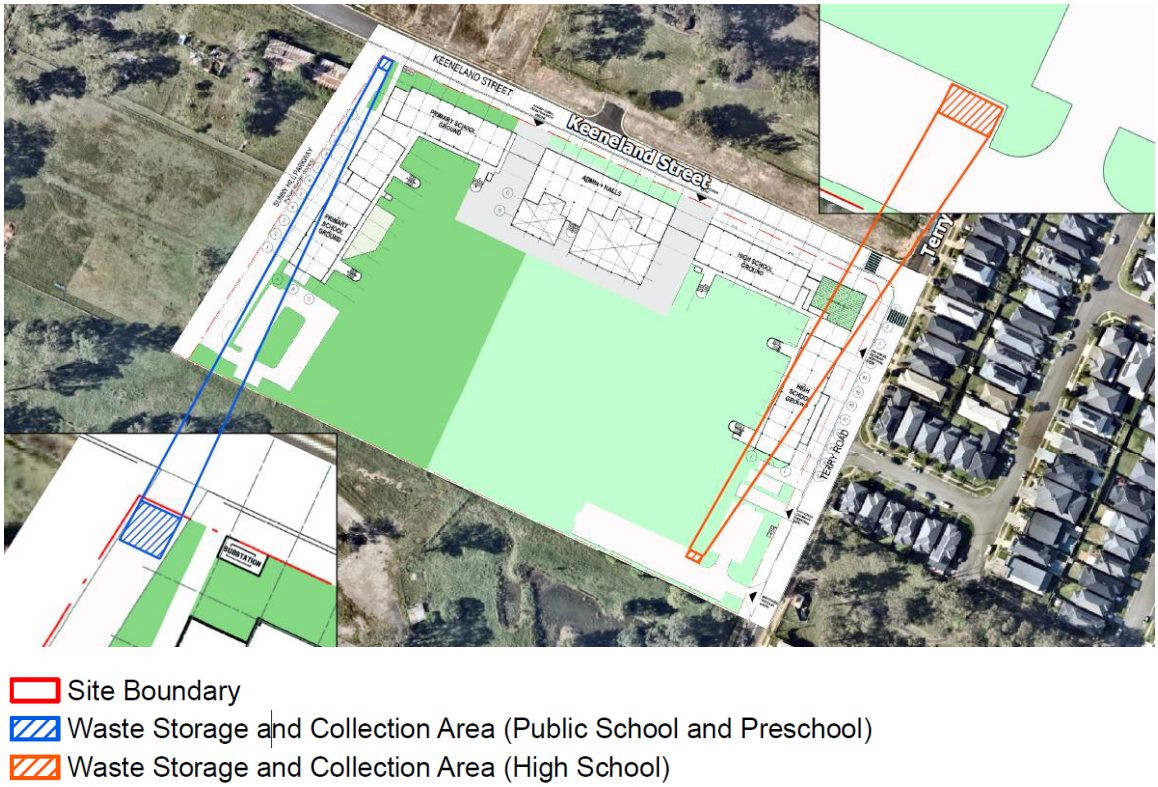


Figure 26 Indicative waste storage and collection areas

Source: Waste Consultant

3. Proposal Need and Alternatives

3.1 Proposal Need

The North West Growth Area and Hills district are undergoing substantial transformation, including through the delivery of the Box Hill Precinct, as identified in *The Hills Development Control Plan 2012* (The Hills DCP). An Indicative Layout Plan (ILP) was prepared for the Box Hill Precinct, which as illustrated in **Figure 27**, is envisaged as a high-quality, integrated and ecologically sustainable urban neighbourhood with a mixed-use town centre, rehabilitated creek-line, public recreational areas and several new schools.

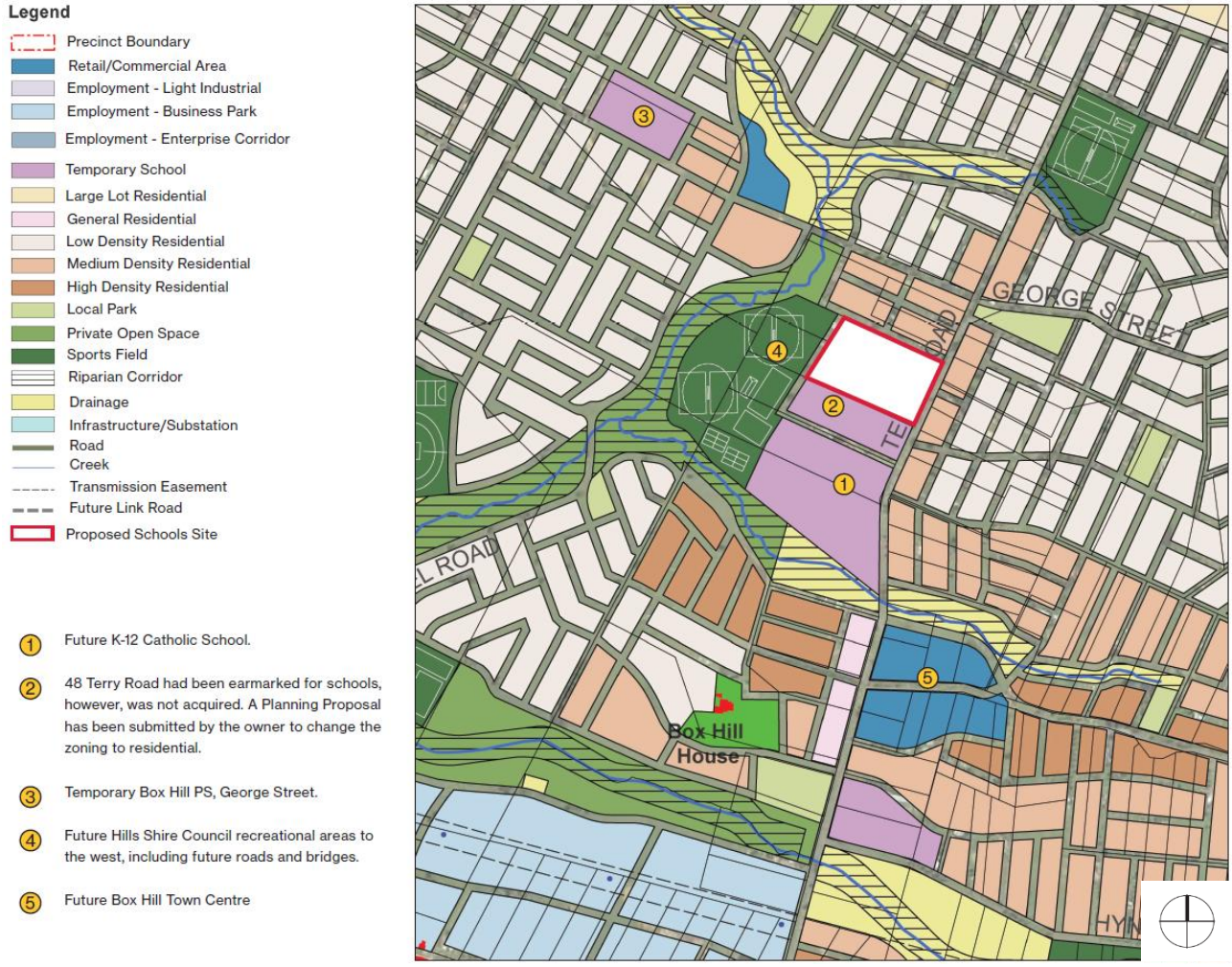


Figure 27 Box Hill Precinct ILP (site indicated in red)

Source: Architectus

The Central City District Plan notes that The Hills Shire LGA student population is forecast to increase by approximately 20,500 students by 2036. Moreover, the Box Hill Precinct is estimated to accommodate approximately 16,000 dwellings, equating to approximately 48,956 people. The proposed activity responds to this anticipated population and dwelling growth by delivering additional, contemporary school facilities and a critical piece of social infrastructure within the established and evolving Box Hill Precinct.

Informed by the above-described need, the objectives of the proposed activity are as follows:

- Meet the growth in educational demand in the Box Hill Precinct and The Hills Shire LGA in an effective and sustainable manner;
- Advance the capability of public high schools in The Hills Shire LGA and Central River City to provide authentic and personalised learning pathways throughout the educational journey from preschool to high school;
- Maximise the opportunities provided by the school's siting in proximity to the future Sunny Hill Parkway Sports Complex, enabling opportunities to be established between the existing facilities provided within the consolidated school campus and adjacent public recreational open space;
- Minimise the activity's environmental impacts through appropriate design and mitigation measures;
- Enable the school to become a central place in the community by acting as a hub and conduit for services that will support their education;
- Enable greater efficiency in the use of human and physical resources through collaborative use of assets and partnerships; and
- Incorporate ecologically sustainable development (ESD) principles in the school's design and operation.

3.2 Alternatives

The proposed activity has been developed following a consideration of options and alternatives to address the need identified above. A summary of the options considered is provided in **Table 10**.

Table 10: Assessment of Options and Alternatives

Option	Discussion	Preferred Option
Option 1: Do Nothing	Under the 'do nothing' scenario, the site will remain as a large lot, low-density residential landholding within a precinct which is undergoing significant development change. This option does not provide a desirable outcome as it fails to adequately plan for future population growth and align the future of the site with the Council's strategic vision for the Box Hill Precinct ILP.	Option 1 is not preferred as it would represent a missed opportunity to deliver a much-needed educational facility to support the evolving Box Hill precinct.
Option 2: Alternative Design	An alternative design was considered involving the placement of the public school and preschool vehicular access point and public school at-grade car parking in a parallel arrangement to the future Sunny Hill Parkway. The main entrances to the public school and high school respectively were also open-to-sky, with the roof extent of the co-located administration and hall building also rationalised. The building height of the co-located administration and hall building was also 4-storeys, which attempted to match the existing topography of the site. An alternative design arrangement for the Box Hill Public School and Box Hill High School is provided in **Figure 28**.	Option 2 is not preferred due to the parallel public school and preschool car parking arrangement to the future Sunny Hill Parkway resulting in an adverse traffic outcome. Specifically, the extent of the car parking overlaps with the future alignment of the local road and would result in a higher frequency of vehicle conflicts. Additionally, a design alternative to step the built form from 4-storeys to the east and 3-storeys in the west was able to be achieved through further testing. Therefore, the centrally

Option	Discussion	Preferred Option
	 **Figure 28 Alternative Box Hill Public School and High School Design** Source: Architectus	co-located administration and hall building was not required to be 4-storeys to act as a bridging section between the public school and high school components of the site.
Option 3: The Proposed Activity	Following consideration of the alternatives of the alternatives, the proposed scheme was considered to be most appropriate and successful in facilitating the best built form and planning outcome for the site, in accordance with the Box Hill Precinct ILP. The proposed co-located hall building within the northern centre of the site provides an adequate point of transition between the public school and high school elements of the site. The 3-storey height of the co-located hall responds to the significant east-west slope of the site and ensures all buildings on the site accordingly respond to the site topography. Additionally, the proposed scheme adequately accounts for the surrounding evolving development character through allocating appropriate setbacks to existing and future local and sub-arterial road corridors. The concentration of the built form and public pedestrian access points along Keeneland Street is considered optimal. The usage of an L shaped built form for both the public school and high school buildings has enabled the site to accommodate a consolidated recreational centre that is readily accessible from the internal learning spaces of both schools. The proposal will ensure the provision of a long-term, whole of education social infrastructure offering, consolidating each stage of the educational cycle on a collective site. The clustering of these elements on the site will community cohesion benefits and public benefits to the Box Hill Precinct and The Hills Shire LGA more broadly. Given the site's strategic location within an evolving mixed-use precinct, that is highly accessible in terms of public transport, the new educational and care facilities are considered complementary uses to the surrounding precinct.	Option 3 is preferred as the proposal is strategically located to contribute to the vision for the precinct in developing high-quality educational facilities which will service each stage of the educational cycle from preschool to high school. The proposed scheme responds to the site's existing constraints and opportunities. It will deliver a built form outcome that has been informed by a considered analysis of the surrounding context and amenity concerns in consideration of future residential development, road infrastructure and public recreational infrastructure. There is a clear strategic need for the proposed public school, high school and preschool, and alternatives are considered to be less desirable

4. Statutory and Strategic Framework

This section of the REF is to identify the relationship between the proposed activity and the planning framework.

4.1 Permissibility and Planning Approval Pathway

State Environmental Planning Policy (Transport and Infrastructure) 2021 (TI SEPP) aims to facilitate the effective delivery of infrastructure and educational establishments across the state and provides that various developments for the purposes of a government school are permitted without consent. The proposed activity is development permitted without consent as outlined at **Table 11**.

A series of exempt and complying development will be undertaken under the TI SEPP and Codes SEPP (as discussed in **Section 2.1.8**), including, but not limited to the provision of:

- Construction of a 3m wide gravel access track on the adjoining lot, including a turning head/parking area.
- Construction of a temporary driveway crossover to Keeneland Street.
- Demolition of all existing structures located throughout the site, including the removal of all existing footings, existing internal gravel driveways and existing septic tanks.
- Removal of minor vegetation and shrubs not considered as a “tree” on The Hills Shire Council tree register as required for the works.
- Remediation of any impacted areas associated with former structures.
- Removal of top 150mm of topsoil off site.
- Provision of potable water connection along the southern boundary of 50 Terry Road west.
- Provision of temporary power connection along the southern boundary of 50 Terry Road west.

Table 11: Description of Proposed Activities under the TI SEPP

Division and Section within TI SEPP	Description of Works
Chapter 3 – Educational establishments and child care facilities	
Part 3.4 Schools – specific development controls	
3.1 – Aims	The activity is consistent with the aims of the TI as set out in Section 3.1 in that it: • Will be consistent with design considerations for educational establishments and early education and care facilities while minimising impacts on surrounding areas; • Delivers new infrastructure on government owned land and provides an educational establishment for the local area; • Will be consistent with consultation requirements with relevant public authorities during the assessment process or prior to the activity commencing; • Has been developed in accordance with the NSW planning framework with the National Quality Framework that regulates early education and care services; and • Facilitates the construction of a consolidated preschool, public and high school development, which will promote opportunities to foster community

Division and Section within TI SEPP	Description of Works
	cohesion through a whole of school location on one site, helping maintain positive social bonds to the area.
3.37A – New government schools – development permitted without consent	The proposed activity comprises development for the purposes of a government public school (including Relevant Preschool) and high school on behalf of a public authority on land which does not contain an existing or approved school and is in the SP2 Infrastructure Zone which is a prescribed zone under the TI SEPP. The proposed activity involves the construction of building(s) with an overall maximum height of four storeys and can therefore be undertaken as development without consent. There is no prescribed maximum building height limit in the environmental planning instrument applying to the site. Appropriate consultation having regard to the SCPP—new health services facilities and schools, and the stakeholder and community participation plan will be carried out, refer to **Section 6**. The Design Quality Principles set out in Schedule 8 of the TI SEPP and the Design Principles set out in the Design Guide for Schools have been considered. The Relevant Preschool part of the proposed activity complies with the Child Care Planning Guideline and National Quality Framework.
Chapter 2 – Infrastructure	
Part 2.3 Development controls	
Division 4 Electricity generating works or solar energy systems **Section 2.38(4) Solar Energy Systems**	**Solar Energy Systems** Section 2.38 of the TI SEPP allows for development for the purpose of a solar energy system may be carried out by or on behalf of a public authority without consent on any land if it is ancillary to an educational establishment. The public school and high school are both identified as educational establishments and therefore the proposed PV panels at roof level, to be carried out by the Department, will be carried out without consent.
Division 17 Roads and traffic **Section 2.109 Development permitted without consent – general**	**Roads and Road Infrastructure Facilities** Section 2.109(1) permits work for the purpose of a road and road infrastructure facilities to be undertaken without consent by or on behalf of a public authority. The proposed activity comprises the following road-related works undertaken by the department within the Terry Road and Keeneland Street Road reserves: • Provision of 30 DOPU spaces along Keeneland Street. • Line marking of five (5) SLU DOPU spaces along the eastern section of Keeneland Street. • Provision of two (2) new bus zones, along the eastern and western sides of Terry Road respectively. • Embellishment of two (2) new vehicle cross overs along Terry Road and one (1) vehicle cross over along Keeneland Street. • Provision of a new pedestrian footpath along the Keeneland Street frontage. • Provision of a new pedestrian shared path along the western side of Terry Road. • • Construction of raised pedestrian crossing on Terry Road. • Construction of raised pedestrian crossing with an integrated bicycle lane on Keeneland Street.

Division and Section within TI SEPP	Description of Works
Division 18 Sewerage Systems **Section 2.126 Development permitted with or without consent**	**Sewerage Systems** Section 2.126 of the TI SEPP allows for development for the purpose of a sewage reticulation system to be carried out without consent on any land, if it is done in a 'prescribed circumstance'. Section 2.126(1) identifies that development is carried out in a 'prescribed circumstance' when it is carried out by or on behalf of a public authority, including the department. Therefore, any sewerage works required for the activity may be undertaken without consent, whether within or beyond the site.
Division 20 Stormwater Management Systems **Section 2.137 – Development permitted without consent**	**Stormwater Management Systems** Section 2.137 of the TI SEPP allows for development for the purpose of a stormwater management system (including a water reticulation system) to be carried out by or on behalf of a public authority, including the department, without consent on any land. Therefore, any stormwater management works required for the activity may be undertaken without consent, whether within or beyond the site.
Division 21 Telecommunications and other communication facilities **Section 2.141 - Development permitted without consent**	**Telecommunication Services** Section 2.141 allows for development for the purpose of telecommunications facilities to be carried out without development consent on any land by or on behalf of a public authority, including the department. Therefore, any augmentation of telecommunications services required for the activity may be undertaken without consent, whether within or beyond the site.
Division 24 Water Supply Systems **Section 2.159 – Development permitted without consent**	**Water Services** Section 2.159 allows for the development of water reticulation systems without consent if it is carried out by or on behalf of a public authority on any land by or on behalf of a public authority, including the department. Therefore, any augmentation of water reticulation systems required for the activity may be undertaken without consent, whether within or beyond the site.

Activities permissible without consent require environmental impact assessment in accordance with Division 5.1 of the EP&A Act and are assessed and determined by a public authority, referred to as the determining authority. The department is the proponent and determining authority for the proposed works.

The activity is not within or nearby to a wilderness area (within the meaning of the Wilderness Act 1987) and therefore will not have an effect on any wilderness area. Therefore, assessment under section 5.5(3) of the EP&A act is not required

Additionally, section 5.7 of the EP&A Act states that an activity that is likely to significantly affect the environment must be subject of an Environmental Impact Statement rather than an REF. The effects of the activity on the environment are considered in **Section 6** and have been assessed as a less than significant impact and can therefore proceed under an REF assessment.

Section 171(1) of the EP&A Regulation notes that when considering the likely impact of an activity on the environment, the determining authority must take into account the environmental factors specified in the guidelines that apply to the activity.

The *Guidelines for Division 5.1 Assessments* (DPE June 2022) and the *Guidelines for Division 5.1 assessments Consideration of environmental factors for health services facilities and schools*

Addendum (DPHI, October 2024) provide a list of environmental factors that must be taken into account for an environmental assessment of the activity under Division 5.1 of the EP&A Act.

Further, Section 171(4) outlines circumstances where an REF must be published on the Department's website or the NSW Planning Portal. This REF is required to be published as the activity has an estimated development cost of more than $5 million, in accordance with Section 171(4).

In addition, Section 171A of the EP&A Regulation requires the consideration of the impact an activity in a defined catchment. This is considered further below under the section below.

4.2 Environmental Protection and Biodiversity Conservation Act 1999

The provisions of the EPBC Act do not affect the proposal as it is not development that takes place on or affects Commonwealth land or waters. Further, it is not development carried out by a Commonwealth agency or development on Commonwealth land, nor does the proposed development affect any matters of national significance. An assessment against the EPBC Act checklist is provided at **Table 12**.

Table 12: EPBC Act Checklist

Consideration	Yes/No
Will the activity have, or likely to have, a significant impact on a declared World Heritage Property?	No
Will the activity have, or likely to have, a significant impact on a National Heritage place?	No
Will the activity have, or likely to have, a significant impact on a declared Ramsar wetland?	No
Will the activity have, or likely to have, a significant impact on Commonwealth listed threatened species or endangered community?	No
Will the activity have, or likely to have, a significant impact on listed migratory species?	No
Will the activity involve any nuclear actions?	No
Will the activity have, or likely to have, a significant impact on Commonwealth marine areas?	No
Will the activity have any significant impact on Commonwealth land?	No
Would the activity affect a water resource, with respect to a coal seam gas development or large coal mining development?	No

4.3 Other Approvals and Legislation

Table 13 identifies any additional approvals that may be required for the proposed activity.

Table 13: Consideration of other approvals and legislation

Legislation	Relevant?	Approval Required?	Applicability
State Legislation			
Rural Fires Act 1997	No	No	The proposed activity is located adjacent to land mapped as bush fire prone land. Despite this, the site is not designated bush fire prone land. Therefore, the proposed activity is exempt from requiring a

Legislation	Relevant?	Approval Required?	Applicability
			Bushfire Safety Authority from the NSW Rural Fire Service (RFS). Greater detail on bush fire assessment is provided in **Section 6.11**.
Water Management Act 2000	Yes	No	Controlled activity approval is not required for the proposed activity under the provisions of the *Water Management Act 2000* as it is being undertaken by a public authority.
National Parks and Wildlife Act 1974	Yes	No	Aboriginal objects and Aboriginal places are protected under this Act. The Aboriginal Cultural Heritage Assessment Report (ACHAR) (**Appendix 4**) that there was a low-density of Aboriginal artefact scatter, with low archaeological value, identified within the western portion of the subject site, which is the least disturbed area on the site presently. Notwithstanding, an AHIP is required. As per the standard mitigation measures within **Appendix 1**, no works will be permitted within the area low-density artefact area until an AHIP is obtained. This mitigation measure is understood to satisfy the appropriate assessment requirements and therefore further approval under the *National Parks and Wildlife Act 1974* is not required
Biodiversity Conservation Act 2016	No	No	Section 8.4(4) of the BC Act describes the effect of biodiversity certification in relation to development under Part 5 of the EP&A Act, stating: *'An activity to which Part 5 of the EP&A Act which is carried out or proposed to be carried out on biodiversity certified land is taken, for the purposes of Part 5 of that Act, to be an activity that is not likely to significantly affect any threatened species or ecological community under this Act, or its habitat, in relation to that land'.* The area proposed for the activity is entirely biodiversity certified, therefore no further assessment of impacts to biodiversity values is required under this legislation.
Heritage Act 1977	No	No	The site is not a State or locally listed heritage item, and the proposal will have no adverse impact on surrounding items of heritage significance. Therefore, the provisions of the Heritage Act 1977 do not apply to the proposed activity.
Fisheries Management Act 1994	Yes	No	The dam dewatering procedure and works are to be performed by a person with a section 37 license under the *Fisheries Management Act 1994* (for fish), which approved handling methods and gear used.
Contaminated Lands Management Act 1997	Yes	No	The site is not listed on the register of contaminated sites. A Detailed Site investigation (DSI) confirms the site is suitable for the proposed public school and high school and with no identified soil contamination. The DSI concluded that an asbestos management plan (AMP) will be required to be prepared in order to address the demolition of the dilapidated poultry shed in the northern corner of the site. This demolition does not form part of the activity, rather it will be completed under a separate planning pathway. Therefore, as AMP is not required for the proposed activity.
Roads Act 1993	No	No	Approval under s138 is not required for works undertaken by the Department in accordance with its functions on an unclassified road. Schedule 2, Part 2, clause 5 of the Roads Act (clause 5) exempts a "public authority" from compliance with s138 when it is exercising its functions on or over an

Legislation	Relevant?	Approval Required?	Applicability
			unclassified road. Regardless of not needing approval under s138, the Department will obtain owner's consent from the landowner to undertake works within council's road reserve.
Local Government Act 1993	No	No	Various activities (e.g. water, sewer, stormwater connections, amongst other things) generally require the approval of Council under Section 68 of the Local Government Act 1993. However, pursuant to Section 69 (Crown exemption from approval to do things incidental to erection or demolition of building) of the Local Government Act 1993, Section 68 does not require the Crown, or a person prescribed by the regulations to obtain the approval of Council to do anything that is incidental to the erection or demolition of a building.
Environmental Planning and Assessment Regulation 2021 (Section 171A	Yes	No	The proposal is located within the Hawkesbury-Nepean Catchment which is a regulated catchment. Section 171A of the EP&A Regulation sets out additional matters to take into account when considering the likely impact of an activity on the environment in a regulated catchment. This assessment is carried out at **Section 7**.
Electricity Supply Act 1995	Yes	No	The Network Operator, in carrying out its functions is required to notify Council in accordance with Section 45 prior to works on the substation commencing.
State Legislation – State Environmental Planning Policies			
State Environmental Planning Policy (Planning Systems) 2021	No	No	The activity meets the requirements of Section 3.37A of the TISEPP and therefore can be assessed as development permitted without consent. The proposal must be assessed under Part 5 of the EPA Act 1979 and not as State Significant Development under Part 4 of the EPA Act 1979. The land is not owned by an Aboriginal Land council. There are no concurrent consent authorities to this activity.
State Environmental Planning Policy (Biodiversity and Conservation) 2021	Yes	No	The site is located within the Hawkesbury-Nepean Catchment which is one of the prescribed regulated catchments. Consideration of controls relating to water quality and quantity (**Section 6.7**), aquatic ecology (**Section 6.7**) and flooding (**Section 6.6**) is provided in **Section 6**.
State Environmental Planning Policy (Sustainable Buildings) 2022	Yes	No	Chapter 3 of this SEPP applies to non-residential development that involves erection of a new building with capital investment value over $5 million or alterations, enlargement, or extension of an existing building if the development has a capital investment value of $10 million or more. As such, Chapter 3 applies to the activity. However, this SEPP does not apply to development under Part 5 of the EP&A Act. Notwithstanding, the provisions of the SEPP should be considered as part of the environmental impact assessment for the project. An ESD Report and Net Zero Statement have been prepared by the ESD consultant and include an assessment of the environmentally sustainable development measures incorporated into the development design, as per Chapter 3 of the SEPP, and ability of the activity to meet the NSW Government's 2050 net zero targets. This is addressed accordingly within **Section 6.11**.

Legislation	Relevant?	Approval Required?	Applicability
			A NABERs Embodied Emissions Form has also been prepared by the ESD consultant, which confirms the embodied carbon associated with the proposed activity is consistent with the requirements within the Sustainable Buildings SEPP. The requirement for a minimum 5-star building rating under the Green Star Building certification prior to commencement of operations is included as mitigation measure SCMM1 at **Appendix 1**.
State Environmental Planning Policy (Resilience and Hazards) 2021	Yes	Yes	The DSI prepared by the contamination consultant confirms that the site is suitable for the proposed school and with no identified soil contamination and no further remediation is required.
State Environmental Planning Policy (Industry and Employment) 2021	Yes	Yes	Chapter 3 of *State Environmental Planning Policy (Industry and Employment) 2021* (Industry and Employment SEPP) relates to advertising and signage. The signage installed as part of the proposed activity is consistent with the objectives of Chapter 3 as set out in section 3.1(1)(a) and satisfies the criteria provided in Schedule 5. An assessment of the proposed signage against the above provisions is provided in **Section 4.3.1** of this REF.
State Environmental Planning Policy (Precincts – Central River City) 2021	Yes	No	The site is located within the Box Hill Precinct. Therefore, the relevant development standards associated with the site are prescribed within Appendix 10 – The Hills Growth Centre Precinct Plan of *State Environmental Planning Policy (Precincts – Central River City) 2021*. The following key controls apply to the site. **Lane Reservation Acquisition** The site is identified as a School within the SP2 Infrastructure zone within the land reservation acquisition map. The site has already been acquired for a school by the Department. Land to the immediate west is identified as Local Open Space (RE1), which delegates Council as the relevant authority capable of acquiring the land, which is associated with establishment of a future public parkland. The activity does not preclude Council from acquiring the adjacent site for a local open space. It is also noted that Council have relevant authority to acquire several sections of land along Terry Road, which are intended to facilitate future sub-arterial upgrade works. The activity does not preclude this from occurring. Refer to **Figure 29**.

Legislation	Relevant?	Approval Required?	Applicability

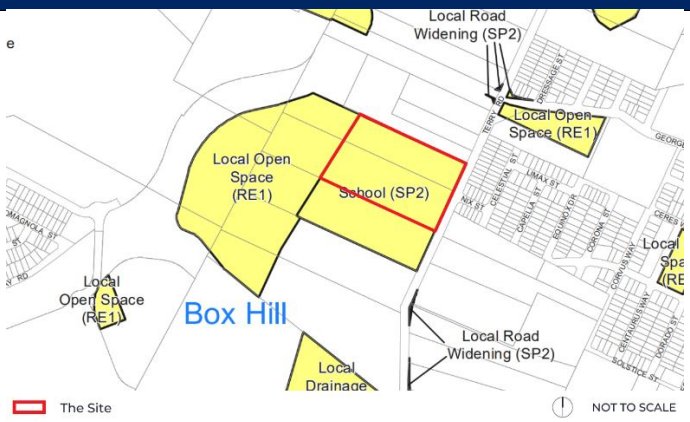
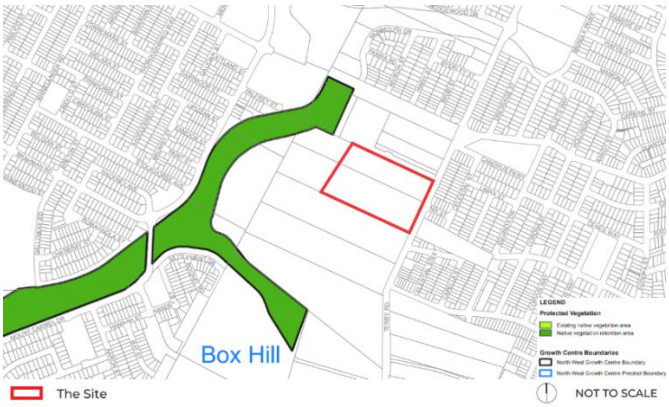


Figure 29 Land Reservation Acquisition Map

Source: State Environmental Planning Policy (Precincts – Central River City) 2021

Native Vegetation / Riparian Land

As per **Figure 30** site is located in proximity to land identified as a Native Vegetation Retention Area and Riparian Land Retention Area. The objective of clause 6.2 in Appendix 10, which establishes the retention areas, is to prevent the clearing of certain native vegetation. The proposed activity will not result in the clearing of any vegetation located within the retention area located to the west.



Native Vegetation Protection Map

Riparian Protection Area Map

Figure 30 Native Vegetation and Riparian Protection Area Map

Source: State Environmental Planning Policy (Precincts – Central River City) 2021

4.3.1 *State Environmental Planning Policy (Industry and Employment) 2021* Assessment

Chapter 3 of the Industry and Employment SEPP applies to all signage that under an environmental planning instrument can be displayed with or without development consent and is visible from any public place or public reserve.

The proposed signs are building identification and wayfinding signage for the purpose of assessment under the Industry and Employment SEPP, in that the proposed signs contain content which states the name of the Box Hill Public School and Box Hill High School, which will occupy the site. It is noted that signage associated with the identification of the on-site preschool will be coordinated with the Box Hill Public School building identification signage. As no advertising signage is proposed, the provisions within Part 3.3 do not apply and as set out in Part 3.2, Section 3.6 only the objectives of Chapter 3 and the assessment criteria specified in Schedule 5 require consideration.

The relevant objectives of Chapter 3 of the Industry and Employment SEPP to ensure that signage:

- is consistent with the usage of the site for the Box Hill Public School and Box Hill High School;
- suitably and effectively communicates directions for students to access the Box Hill Public School and Box Hill High School through the dedicated entrances; and
- is of a high-quality design and finish through the use of materials, colours and illumination that seamlessly integrates with the building's architecture and its surrounds.

The proposal is consistent with these objectives as it will facilitate building identification and wayfinding signage for the Box Hill Public School and Box Hill High School and ensures that the signage:

- is consistent with the usage of the site for the Box Hill Public School and Box Hill High School;
- is compatible with the desired amenity and visual character of the area because it is envisaged to align with the recreational and education character of the school, as well as the low-density residential character of the surrounding emerging Box Hill locality;
- suitably and effectively communicates directions for students to access the respective Box Hill Public School (including the preschool) and Box Hill High School areas through the dedicated entrances;
- is of a high-quality design and finish through the use of materials, colours and illumination that seamlessly integrates with the building's architecture and its surrounds.

The proposed building identification and wayfinding signage is consistent with the assessment criteria contained within Schedule 5 of the Industry and Employment SEPP, as demonstrated within **Table 14** below.

Table 14: Assessment criteria under Schedule 5 of the Industry and Employment SEPP

Assessment Criteria	Comments	Compliant
1. Character of the area		
Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	The proposed signage is compatible with the existing and future character of the Box Hill Precinct. The site is located within an existing rural residential lot which is specifically zoned for	Yes

Assessment Criteria	Comments	Compliant
	the purposes of a school. The signage is for the purpose of identifying the new Box Hill Public School and Box Hill High School and is consistent with the size and design of signage used for school developments. Accordingly, signage will be arranged in a manner which does not result in visual confusion between the varying public school, high school and pre school uses on the collective site. The signage is simple in nature, clearly communicates the name of the high school and details clear wayfinding messages for students, teachers and general members of the public.	
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	The proposed activity is for building identification and wayfinding signage only and does not contain any advertising content.	N/A
2. Special areas		
Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	The proposed building identification and wayfinding signage does not detract from the amenity or visual quality of the area. Rather, it will improve the visual quality of the site in the emerging Box Hill Precinct through providing contemporary signs which will facilitate the operations of the new Box Hill Public School and Box Hill High School. The proposed signs have been designed within the limits of the proposed building envelope and will be consistent with the character of the public school, high school and preschool. In turn, the proposed signage will not detract from the amenity of the area.	Yes
3. Views and vistas		
Does the proposal obscure or compromise important views? Does the proposal dominate the skyline and reduce the quality of vistas?	The proposed signage will be located within the subject site boundaries and will not obscure views along Terry Road, Keeneland Street and the future Sunny Hill Parkway. Given the location and scale of the proposed signage it will not obscure or compromise any important views or vistas, nor dominate the roofline.	Yes
Does the proposal respect the viewing rights of other advertisers?	The proposed activity is for building identification and wayfinding signage only and does not contain any advertising content.	N/A
4. Streetscape, setting or landscape		
Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The scale, proportion and form of the proposed signage is appropriate for the site's setting because of its envisaged use for an educational use and within the central portion of the broader Box Hill Precinct, where the built form height is appropriately managed for the surrounding medium-low density area. The proposed signs are consistent in nature, quality and size compared to other signage used in schools. The signage will	Yes

Assessment Criteria	Comments	Compliant
	contribute to a future high-quality streetscape adjacent to the Box Hill Public School and Box Hill High School and throughout the broader Box Hill Precinct.	
Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The proposed building identification and wayfinding signage will seamlessly integrate with the design of the new Box Hill Public School and Box Hill High School. It will be commensurate with the materiality of the building and add visual interest, contributing positively to the future streetscape and future surrounding setting, which will include public recreational and low-density residential land uses.	Yes
Does the proposal reduce clutter by rationalising and simplifying existing advertising?	Not applicable as there is no existing advertising signage.	N/A
Does the proposal screen unsightliness?	The proposed signage does not screen unsightliness but acts as an opportunity to provide building identification and wayfinding signage which is compatible in scale, materiality and finish with the new Box Hill Public School and Box Hill High School.	N/A
Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	The proposed signage will be erected throughout the ground floor plane and level 1 in the existing building fabric, it will not protrude above the building, other structures, nor the future tree canopy in the area.	Yes
Does the proposal require ongoing vegetation management?	The proposed signage does not require ongoing vegetation management.	Yes
5. Site and building		
Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?	The proposed building identification and wayfinding signage has been carefully designed to be compatible with the scale, proportions, and presentation of the new Box Hill Public School and Box Hill High School as well as the context of the site and will support the character of the town centre.	Yes
Does the proposal respect important features of the site or building, or both?	The proposed signage is respectful in its design and is appropriately integrated with the features of the building.	Yes
Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The proposed signage has been designed for the purposes of building identification and wayfinding and appropriately relates to the new Box Hill Public School and Box Hill High School and its central location within the broader Box Hill Precinct.	Yes
6. Associated devices and logos with advertisements and advertising structures		
Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	Safety devices are not applicable. There is no logo proposed for the signage.	Yes

Assessment Criteria	Comments	Compliant
7. Illumination		
Would illumination result in unacceptable glare?	The digital signage will be installed with specifications which will ensure that it will not result in any unacceptable glare.	Yes
Would illumination affect safety for pedestrians, vehicles or aircraft?	The proposed illumination will not affect the safety of pedestrians, vehicles or aircraft.	Yes
Would illumination detract from the amenity of any residence or other form of accommodation?	The digital signage is only proposed within the specific signage zone on the broader pylon building identification sign. This small, illuminated area will not adversely impact surrounding residential amenity. Compliance with relevant standards and requirements will also be achieved in terms of intensity and control of glare.	Yes
Can the intensity of the illumination be adjusted, if necessary?	The level of illumination on the digital signage can be adjusted to align with the appropriate Australian standards.	Yes
Is the illumination subject to a curfew?	The proposed signage is not intended to be subject to a curfew.	Yes
8. Safety		
Would the proposal reduce the safety for any public road? Would the proposal reduce the safety for pedestrians or bicyclists?	The proposed signs do not contain images, flashing lights, moveable parts and the like which would impact upon road safety. The proposed signage will not reduce the safety for any public road, pedestrian, bicyclist, given the signage will be securely fixed to the proposed structure above street level. Signage proposed throughout the ground floor plane and levels 1-3 will be adequately setback from the surrounding public roads and will not reduce safety for pedestrians or bicyclists.	Yes
Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	The proposed signage will not reduce the safety of pedestrians, as it will not obscure sightlines from public areas.	Yes

4.4 Box Hill Growth Centre Precincts Development Control Plan 2018

The site is within the Box Hill Precinct, as identified within the Box Hill Growth Centre Precincts DCP 2018. The vision of the Box Hill Growth Centre Precincts DCP 2018is to deliver the built form parameters for the overarching precinct which promote the development of a residential and employment urban area that responds to the Precinct's natural environment, landform, environmental characteristics and landscape setting.

It is noted that an assessment of the Box Hill Growth Centre Precincts DCP 2018 is not required for this REF, as per clause 3.36(9) of the Transport and Infrastructure SEPP. Despite this, the indicative street network throughout the surrounding area has been considered and embedded into the final design. The indicative street network prescribed within the Box Hill Growth Centre Precincts DCP 2018 is provided in **Figure 31**.

Figure 31 Box Hill Precinct Indicative Road Network (site indicated in pink)

Source: Box Hill Growth Centre Precinct DCP 2018

The vision is underpinned by a number of objectives, including to ensure there is appropriate provision and equitable distribution of educational establishments throughout the Precinct, whilst also encouraging the appropriate location of community and social infrastructure to create community focal points, centres of neighbourhood activity and enhance community identity. Ultimately, the co-location of a consolidated public education offering in proximity to future public sporting fields to the west aligns with this key objective accordingly.

The integrated pedestrian network connecting to new off-site pedestrian works within the surrounding road network, alongside sufficient bicycle storage provision, will encourage active travel to and from the site where possible.

4.5 Strategic Plans

Table 15 considers strategic plans that are relevant to the proposed activity.

Table 15: Consideration of applicable Strategic Plans

Strategic Plan	Assessment
NSW State Priorities	NSW State Priorities are twelve high-level priorities for the State, being: • Creating jobs; • Delivering infrastructure; • Driving public sector diversity; • Improving education results; • Improving government services; • Improving service levels in hospitals;

Strategic Plan	Assessment
	• Keeping our environment clean; • Making houses more affordable; • Protecting our kids; • Reducing domestic violence reoffending; • Reducing youth homelessness; and • Tackling childhood obesity. The proposed activity seeks to deliver a new public school, preschool and high school, which, in turn will create additional educational capacity to serve the existing and evolving local community. The proposed activity will therefore contribute to the provision of infrastructure, as well as jobs and education, thereby contributing to strengthening the local and regional economy. The provision of each stage of the public education within a consolidated site will also contribute to building a greater sense of community cohesion throughout the surrounding emerging low-density residential area.
Greater Sydney Region Plan *Central City District Plan*	The Greater Sydney Region Plan (Region Plan) presents a 40-year vision (up to 2056) for Greater Sydney published by the Greater Cities Commission (GCC), built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places. The Central City District Plan identifies key planning priorities and actions which give effect to the objectives outlined in the Region Plan. As highlighted previously, the site is located within the Box Hill Precinct (within the North West Growth Centre more broadly). The overarching Central District area is undergoing significant growth, with the District Plan stating that an extra 89,360 students will need to be accommodated in both government and non-government schools in the area by 2036. Notably, The Hills Shire LGA is projected to take up 23% of the district's increase in school-aged children. The Proposed Activity will directly contribute to Action 8 of Planning Priority C3 'Providing services and social infrastructure to meet people's changing needs' which is to 'Deliver social infrastructure that reflects the needs of the community now and in the future'. Furthermore, it is also consistent with the other, wider goals and directions contained within the District Plan, including: • The creation of temporary job opportunities in manufacturing, construction and construction management, and on-going jobs in teaching and administration for the wider Hills LGA. • Deliver additional educational infrastructure for the catchment that will take enrolment pressure off the existing schools in the region. • Provide contemporary facilities to meet future educational standards and provide increased jobs and growth • Deliver a sustainable, well-designed building, that will make a valued contribution to economic growth in Sydney and provide increased learning and employment opportunities.
The Hill Shire's Local Strategic Planning Statement – Hills Future 2036	The *Hills Shire's Local Strategic Planning Statement – Hills Future 2036* (The Hills Shire's LSPS) was prepared to guide Council's land use planning for the next 20 years, implements priorities from Council adopted strategies and gives effect to State Government strategic directions for the LGA.

Strategic Plan	Assessment
	The site is located within Box Hill, which is identified as housing a town centre within the LSPS structure plan. It notes that residential growth to 2036 within the LGA will be primarily concentrated within existing greenfield areas such as Box Hill and North Kellyville. Simultaneously, the LSPS continues to promote infrastructure delivery within these centres to align with ongoing low-density residential growth. The Hills Shire's LSPS does not identify any specific strategic vision for the site. Ultimately, priorities within the LSPS address broader strategic planning issues throughout the Box Hill and Box Hill North growth centres. Notwithstanding, the proposal aligns with the planning priorities of The Hills Shire's LSPS in that it will: • Provide necessary infrastructure to support the needs of the current and future population. Enable opportunities for innovation, knowledge sharing and collaboration by providing high quality education infrastructure. • Stimulate job growth through the provision of jobs during construction and jobs during operation. • Provide a fit-for-purpose school that is attractive, sustainable, well designed and efficient. • Provide many benefits to the local area, socially and economically.
The Hills Shire Integrated Transport and Land Use Strategy 2019	*The Hills Shire Council's Integrated Transport and Land Use Strategy 2019* seeks to achieve the vision of the 30-minute city, by coordinating the delivery of transport, infrastructure and a mix of land uses, while encouraging more sustainable modes of transport. The public school, preschool and high school will serve the existing and growing local community within the Box Hill Precinct, and it is expected that sustainable modes of transport will be used to access the site, through the provision of sufficient bicycle storage, end of trip facilities, two (2) new bus zones, as well as new and upgraded pedestrian facilities throughout the surrounding local road network.
The Hills Shire Council Environment Strategy 2019	The Council's Environment Strategy promotes increasing urban tree canopy cover. The proposed landscaping design will aim to achieve a tree canopy coverage target of 20% site coverage.
Better Placed: Design Guide for Schools	The Better Placed Design Guide for Schools sets out the Design Quality Principles in accordance with Schedule 8 of the TI SEPP. The proposed activity is consistent with the seven (7) design quality principles in schools.

5. Consultation

5.1 Early Stakeholder Engagement

Table 16 provides a summary of early stakeholder (non-statutory) consultation undertaken to inform project development and preparation of the REF.

Table 16: Summary of Early Stakeholder Engagement

Stakeholder	Engagement
Aboriginal stakeholders	Stakeholders were engaged through the Connecting with Country process involving a Walk on Country (11 March 2025) and two (2) design workshops (9 April 2025 and 2 June 2025) to unpack discussions from the Walk on Country and additional confirmation that the design of the proposed activity aligned with the stories presented during the Walk on Country. The proposed activity was additionally notified to 58 Aboriginal stakeholders throughout the region via email and mail, notifying them of the project and inviting them to register interest in the community consultation process. This resulted in 13 groups/individuals registering their interest in the project. Afterward, each party was sent a letter presenting information about the proposed activity, inviting registered aboriginal parties (RAPs) to provide feedback on the project and the proposed ACHAR methodology for archaeological assessment. The consultation period lasted for 28 days. The findings throughout the 28-day consultation period conducted are summarised within the ACHAR (**Appendix 4**).
Transport Working Group – The Hills Shire Council and TfNSW	Stakeholders were engaged through the Transport Working Group (TWG) process on several occasions. The outcomes of key meetings throughout the consultation process are presented below: **5 March 2025 Meeting:** • The session involved the presentation of the initial design for the site, including site orientation and kerbside functions for potential drop off and pick up, and bus activity, with an overview of the street environment provided for the Terry Road and Keeneland Street frontage. • Council recalled previous recommendations such as provision of upgrades at the intersection of Terry Road / Keeneland Street and angled parking to provide increased capacity on Keeneland Street. • TfNSW highlighted broader aspects for further investigation such as provision of bus stops and pedestrian priority treatments at key intersections on Terry Road. **2 April 2025 Meeting:** • The Department and the transport consultant presented details of the proposed future road profiles for Terry Road and Keeneland Street respectively. The presentation considered the need to maintain appropriate widths for the shared path on Terry Road in conjunction with bus operations and drop off and pick up activity along Keeneland Street.

Stakeholder	Engagement
	• Consensus was reached on a parallel drop off and pick up arrangement on Keeneland Street, instead of angled parking. • TfNSW initiated further consultation regarding the operation of buses on Terry Road and preference for uptake of public routes over school routes. TfNSW affirmed that the eastern bus stop on Terry Road is necessary and is contingent on a safe crossing solution. **2 April 2025 Meeting:** • A summary of surrounding road upgrades proposed in proximity to the site including capacity upgrades at the intersection of Terry Road and Keeneland Street and provision of wombat crossings on Terry Road and Keeneland Street. The potential to provide a mid-block crossing was raised by Council in context of Terry Road being upgraded in the long-term. It is noted that the siting and design of the proposed activity was amended to accommodate future upgrades along Terry Road in the long-term. The proposed activity design has been sited and orientated in a manner which can accommodate the future upgrade of Terry Road (should it be upgraded by The Hills Shire Council). Further detail on the consultation summary, as well as the responses to the outcomes from the several meetings conducted is addressed within the Transport and Access Impact Assessment (**Appendix 2**).
The Hills Shire Council	Separate engagement with The Hills Shire Council has also occurred in addition to the Transport Working Group meetings. To date, there has been four (4) presentations to The Hills Shire Council on 17 May 2023, 21 March 2025, 27 June 2025 and 11 July 2025 respectively, which have addressed the following topics: • Box Hill Precinct Contributions Plan No. 15. • Shared facilities opportunities. • Stormwater infrastructure design. • General project updates. • Flood modelling update requests. • Request for Terry Road widening and provision of a signalised intersection. • Request to utilise native trees for planting and for Sunny Hill Parkway to sit 100mm above flood levels. Additional meetings occurred on 9 April 2025 and 27 June 2025 which addressed the usage of 52 Terry Road west to gain access to 50 Terry Road west. A formal meeting with Council planning and technical staff was held on 11 July 2025, and written correspondence was received on 30 July 2025. The following matters were discussed: • **Survey Plan / General Notes** – Council requested the development to be designed in accordance with their guidelines, DCP with respect to stormwater and traffic, and access. The proposal has been designed to comply with relevant

Stakeholder	Engagement
	requirements, where required. • **Subdivision** – Council provided feedback on the future Sunny Hill Parkway and its potential future purchased by Council at a later stage. Sunny Hill Parkway is not being delivered as part of this activity and any land transfer will be subject to a future arrangement. • **Civil** – Council provided feedback on the civil design of the proposal. The civil concept design prepared is generally consistent with Council's requirements. • **Traffic and transport** – Council were supportive of providing on-site parking, however queried the extent of works proposed to the surrounding road network and recommended HRV's be accommodated on site (Council waste truck). On-site parking and off-site infrastructure is proposed as described within this REF. Waste will be collected by a private contractor and as such HRV's are not required to be accommodated on site. • **Off-site infrastructure** – Council requested additional upgrades to the surrounding road network and the provision of an internal bus area separate to the Terry Road traffic lane. A Transport Impact Assessment has been carried out and appropriate off-site infrastructure is proposed to mitigate the impacts associated with the proposed activity. • **Stormwater design** – Council confirm OSD tank sizing requirements, modelling requirements and connection points. The proposed stormwater design has been refined to align with Council requirements. • **Flood impact assessment** – Council requested that flood modelling be completed generally in line with the requirements of the Box Hill Growth Centre DCP 2018. Flood modelling is provided at Appendix 4 and is consistent with the relevant requirements of the Box Hill Growth Centre DCP 2018. • **Acoustic** – Council requests that the Noise and Vibration Report provide clear recommendations that confirm the proposed activity can be operated in a sympathetic acoustic manner to the surrounding area. Recommendations made within the Noise and Vibration Report have been included within the mitigation measures at Appendix 1. • **Dam Dewatering** – Council requested that a Dam dewatering plan accompanies the REF submission in accordance with Council policy, addressing the potential of increasing salinity coverage in lower-lying areas. A Dam dewatering plan has been provided as part of this REF in accordance with Council's policy. • **Arboricultural** – Council requested that the Arboricultural statement submitted with the REF must identify all existing trees on the site and within the neighbouring vicinity. An Arboricultural Impact Assessment has been prepared to inform this REF. • **Landscape design** – Request to justify removal of all existing trees and use native species (preferable endemic) when

Stakeholder	Engagement
	replanting. Trees are required to be removed to accommodate the activity, as described in this REF. New planting will be provided, with a focus on native plants.
Community Engagement	A community information session was held on 2 July 2025, where updates on the project progress were provided and concept designs were shared with the school community. Ongoing project updates have also been provided to students and families at the Box Hill temporary primary school and high school. A designated project page has been established which includes a library tab where project update fliers are uploaded and a section with frequently asked questions are updated regularly. An electronic mailing list has been established where project updates are shared when they are available.
Transport for NSW	In addition to the Transport Working Group, TfNSW were also engaged to discuss future bus service planning details. TfNSW were also issued with the transport impact assessment modelling methodology, to which endorsement was granted on the key assumptions used. Further detail on the TfNSW endorsement is provided within the Transport and Access Impact Assessment (**Appendix 2**).
State Emergency Service (SES)	Via email, the SES provided recommendations for the preparation of the Flood Emergency Response Plan (FEMP): • Implementing early triggers, e.g., monitoring of severe weather / flood warnings. • Pursuing stormwater management. • Exercising flood emergency plans and evacuation drills. • Consider the impacts of climate change.

School / State Design Review Panel (SDRP)	Two SDRP sessions were held:
	
	<u>30 April 2025 Meeting:</u>
	• SDRP provided the following feedback items:
	  ○ Connecting with Country to be guiding design principle
	  ○ Make better use of the site topography to differentiate play spaces
	  ○ Mitigate urban heat
	  ○ Make stronger differentiation between PS & HS
	• The proposed activity has responded to the feedback items as follows:
	  ○ Centred Connecting with Country as a guiding design principle, gaining endorsement of the design from Dharug Elder Leanna Redpath. This involved the following guiding principles of natural systems, landscape flow and materiality/façade being implemented into the proposed design.
	  ○ The proposed activity has been designed accordingly with the existing topography, adopting a stepped height approach from the east to west.

Stakeholder	Engagement
	○ Urban heat has been mitigated through a 20% tree canopy coverage target throughout the site. ○ The public school and high school areas will be accordingly differentiated through a consolidated fencing strategy and separate areas within the central co-located hall and administration building. **25 June 2025 Meeting:** • The project architect presented the updated concept design to the SDRP, addressing feedback from the previous session. • SDRP provided the following feedback items for consideration: ○ Enhance the landscape design for the high school, creating smaller spaces to gather and play. • Additionally, the SDRP expressed support for the additional building height above the high school at the north-east corner of the site, the intent to cascade the built form across the site in response to existing topography, consolidation of car parking to the south west corner and reduction in hard surface play courts in the high school from six to four. **4 July 2025 Advice Letter:** • The SDRP issued an advice letter following the previous meetings confirming support of the proposal and the following features: ○ Additional building height above the high school. ○ Intent to cascade the built form across the site in response to the existing topography. ○ Consolidation of parking in specific areas throughout the site.
Public Schools – Metropolitan North Directorate	Several meetings were held with the Public Schools – Metropolitan North Directorate which addressed ongoing design development amendments in the proposed activity.
Catholic Schools Parramatta Diocese	Two meetings were held with the Catholic Schools Parramatta Diocese which involved a mutual update of school projects.
Utility Providers (Water, Electricity, Communications)	Several meetings were held with different utility providers and are summarised as follows: **Endeavour Energy:** • Confirmed that each lot on the subject site has an existing standard connection. **Sydney Water:** • Further clarification sought on the recently installed town's main on Keeneland Street as asset was not yet available on the Sydney Water Tap-in mapping network. **Telstra:** • A desktop feasibility request was raised with Telstra. There will be no gas connections associated with the proposed activity.

5.2 Statutory Consultation

Consultation will be undertaken with in accordance with statutory requirements under the TI SEPP and having regard to the SCPP DPHI and the SCPP DoE. This includes:

- sending notices to adjoining neighbours, owners and occupiers inviting comments within 28 days
- sending notices to the local council and relevant state and commonwealth government agencies and service providers inviting comments within 28 days
- placing an advertisement in the local newspaper
- making the REF publicly available on the Planning Portal throughout the consultation period.

Comments received will be carefully considered and responded to.

6. Environmental Impact Assessment

6.1 Operational Traffic, Access and Parking

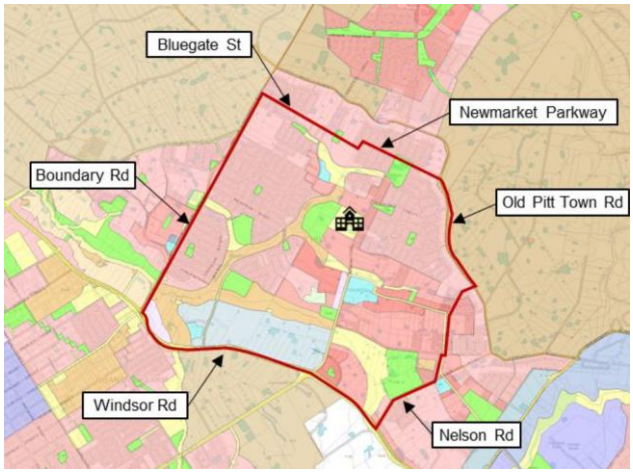
A Transport and Accessibility Impact Assessment (TAIA) has been prepared by the transport consultant and is included at **Appendix 2**. The report outlines the existing surrounding road network arrangements and conditions and provides an assessment of the traffic and parking impacts associated with the proposal.

To determine the overall traffic generation and parking requirements associated with the Box Hill Public School and Box Hill High School, an overview of the broader student catchment analysis has been undertaken. The catchment analysis informs the predictions established on the usage of private vehicle, active transport and public transport mode shares to the site. Subsequently, these are applied to traffic modelling, used to assess car parking demand/supply, drop off and pick up queuing analysis, and determination of whether surrounding public domain improvements are required.

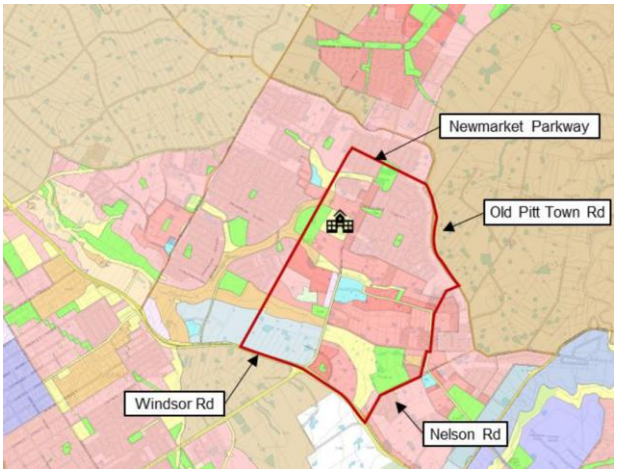
6.1.1 Catchment Analysis

The transport consultant notes that the school enrolment catchment boundary for Box Hill Public School will shift between 2028 (opening year) and 2036. This is associated with the development of a future public school in the Mount Carmel area, west of the site, projected to occur in 2036. Ultimately, the development of the Mount Carmel public school will result in a reduction in student intake for the future public school, with the catchment rationalised significantly to account for the new school. It is noted that the high school catchment will remain the same between 2028 and 2036. This is shown in **Figure 32** and **Figure 33**.

The shift in student intake associated with the catchment changes for the Box Hill Public School, as well as future surrounding medium-high density development informs the predictions established on the usage of private vehicle, active transport and public transport mode shares to the site. As such, the mode share and traffic modelling considers the “pre-Carmel” and post-Carmel” scenarios.



Box Hill Public School catchment – pre Carmel



Box Hill Public School catchment – post Carmel

Figure 32 Box Hill Public School Catchment, pre and post Carmel

Source: Traffic Consultant

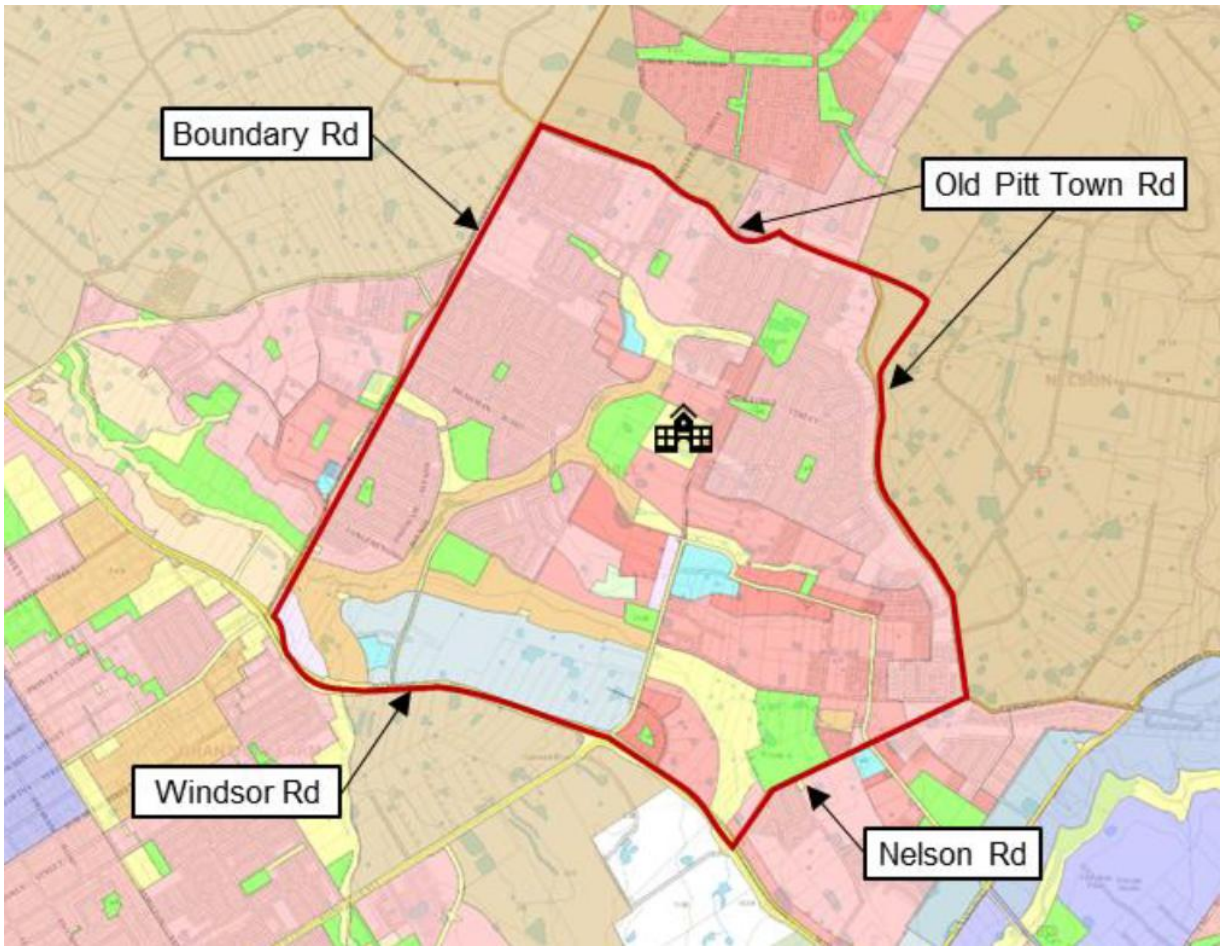


Figure 33 Box Hill High School Catchment

Source: Traffic Consultant

6.1.2 Travel Demands and Mode Share

The transport consultant has prepared a holistic transport strategy for the proposed activity which prioritises active transport such as walking and cycling, and public transport over private vehicle movements. Based on an analysis of the school catchment, consideration of kerbside and external public domain infrastructure upgrades and future medium-high density residential development throughout the Box Hill Precinct, the transport consultant has formulated the following mode share scenarios shown in **Table 17**.

Table 17: Summary of projected travel mode share scenarios

Travel Mode	Staff		Students	
	Number	%	Number	%
Car (as driver)	53	95%	-	-
Car (as passenger)	1	2%	439	44%
Bus	1	1.5%	183	18%
Walking	1	1.5%	338	34%
Bicycle / Scooter	0	0%	40	4%
Total	**56**	**100%**	**1,000**	**100%**

Mode Share – Box Hill Public School pre Carmel (2028)

Travel Mode	Staff		Students	
	Number	%	Number	%
Car (as driver)	53	95%	-	-
Car (as passenger)	1	2%	220	22%
Bus	1	1.5%	240	24%
Walking	1	1.5%	500	50%
Bicycle / Scooter	0	0%	40	4%
Total	**56**	**100%**	**1,000**	**100%**

Mode Share – Box Hill Public School post Carmel (2036)

Travel Mode	Staff		Students	
	Number	%	Number	%
Car (as driver)	77	95%	-	-
Car (as passenger) Note 1	2	2%	240	24%
Bus	1	1.5%	200	20%
Walking	1	1.5%	500	50%
Bicycle / Scooter	0	0%	60	6%
Total	**81**	**100%**	**1,000**	**100%**

Mode Share – Box Hill High School pre Carmel (2028)

Travel Mode	Staff		Students	
	Number	%	Number	%
Car (as driver)	77	95%	-	-
Car (as passenger) Note 1	2	2%	120	12%
Bus	1	1.5%	260	26%
Walking	1	1.5%	560	56%
Bicycle / Scooter	0	0%	60	6%
Total	**81**	**100%**	**1,000**	**100%**

Mode Share – Box Hill High School post Carmel (2036)

Note 1 – Mode share includes low proportion of Year 12 drivers (based on similar trip distribution characteristics)

It is emphasised that the ultimate catchments for the Box Hill Public School and Box Hill High School in 2036 will be well suited to a strong uptake of active transport modes as the precinct evolves with increased residential density and gradually upgraded infrastructure.

The projected trip generation associated with the projected mode share for the combined public school, high school and preschool trip generation during the AM and school PM peak period is shown in **Figure 34**.

School	Capacity	Period	Vehicle Trips	
			Pre-Carmel	Post-Carmel
Public School	1,000 Students	AM	466	233
		PM	423	211
High School	1,000 Students	AM	534	267
		PM	479	240
Preschool	60 Students	AM	52	52
		PM	46	46
Total		AM	1,052	552
		PM	948	497

Figure 34 Predicted trip generation demand

Source: Traffic Consultant

6.1.3 Intersection Performance

The following intersections were utilised to conduct an intersection performance analysis throughout the Terry Road Corridor:

- Keeneland Street / George Street – priority.
- George Street / Terry Road – roundabout.
- Terry Road / Keeneland Street – priority.
- Terry Road / Mason Road (north) – signalised.
- Terry Road / Mason Road (south) – signalised.

The projected AM and PM peak hour intersection performance is provided in **Figure 35**.

2028 Opening Year Project Case – With Development Traffic

Based on the trip generation projection within **Appendix 2**, the traffic consultant confirmed that all intersections were projected to perform well during the school AM and PM peak periods on day-of-operating school yield. Queue exceedance was observed at the following intersections:

- **AM peak:**
  - Keeneland Street wombat crossing east approach by 6m (1 light vehicle).
  - Terry Rd wombat crossing north approach by 15m (3 light vehicles).
  - Terry Road / Mason Road (N) north approach left turn by ~72m, east approach right turn by ~35m.
- **PM peak:**
  - Keeneland St wombat crossing east approach by 1m.
  - Terry Rd wombat crossing north approach by 15m (3 light vehicles).
  - Terry Road / Mason Road (N) north approach left turn by ~62m, east approach right turn by ~25m and south approach right turn by ~11m.

It is noted that school crossing supervisors will be in place from Day-of-Opening to facilitate safe and efficient pedestrian crossing at both wombat crossings across Keeneland Street and Terry Road. The SIDRA Network model assumes a continuous stream of pedestrian flow, which does not account for the pedestrian bunching facilitated by a crossing supervisor. Therefore, the traffic

consultant concluded that the modelled queuing results of both wombat crossings are conservative and considered acceptable. Based on this analysis, it was determined that a signalised intersection at the intersection of Terry Road and Keeneland Street (as requested by Council, during the early consultation undertaken, set out in **Section 5** was not required to meet the projected traffic demand generated by the Box Hill Public School and Box Hill High School. Refer to **Appendix 2** for further analysis.

#	Intersection Name	Control	Period	AVD (s)	DoS	LOS
1	Keeneland St / George St	Priority	AM	5.6	0.288	LOS A
			PM	4.9	0.175	LOS A
2	George St / Terry Rd	Roundabout	AM	34.7	0.622	LOS C
			PM	29.5	0.868	LOS C
3	Terry Rd / Keeneland St	Priority	AM	13.1	0.532	LOS A
			PM	13.3	0.431	LOS A
4	Keeneland St Wombat Crossing	Pedestrian Crossing	AM	4.4	0.021	LOS A
			PM	4.4	0.006	LOS A
5	Terry Rd Wombat Crossing	Pedestrian Crossing	AM	8.2	0.845	LOS A
			PM	7.1	0.651	LOS A
6	Terry Rd / Mason Rd (N)	Signalised	AM	39.3	0.891	LOS C
			PM	39.0	0.776	LOS C
7	Terry Rd / Mason Rd (S)	Signalised	AM	21.7	0.598	LOS B
			PM	22.6	0.554	LOS B

Figure 35 AM and PM peak hour intersection performance (opening year)

Source: Traffic Consultant

2036 Future Year Project Case – With Development Traffic

Based on the trip generation projection within **Appendix 2**, the traffic consultant confirmed that all intersections continue to perform well during the school AM and PM peak periods and operate under capacity. This is due to a projected uptake in active transport mode share given the increased development in the Box Hill precinct, and the reduced school catchment area owing to the opening of the Mount Carmel Public School. Queue exceedance was observed at the following intersections:

- **AM peak:**
  - Terry Rd wombat crossing north approach by 13m (2 light vehicles)
  - Terry Road / Mason Road (N) north approach left turn by ~100m, east approach right turn by ~5m and south approach right turn by ~8m
- **PM peak:**
  - Terry Rd wombat crossing north approach by 18m (3 light vehicles).
  - Terry Road / Mason Road (N) north approach left turn by ~45m, east approach right turn by ~15m and south approach right turn by ~17m

It is noted that the caveats addressed in the 2028 scenario also continue to apply for the post-Carmel catchment in 2036. Overall, the traffic consultant has confirmed that the network will be able to perform at an acceptable level with the school development traffic on day-of-opening as

well as the 2036 future year, which accounts for future growth, including within the Box Hill Precinct.

#	Intersection Name	Control	Period	AVD (s)	DoS	LOS
1	Keeneland St / George St	Priority	AM	7.6	0.269	A
			PM	7.9	0.401	A
2	George St / Terry Rd	Roundabout	AM	46.9	0.830	D
			PM	16.5	0.580	B
3	Terry Rd / Keeneland St	Priority	AM	9.5	0.209	A
			PM	11.5	0.217	A
4	Keeneland St Wombat Crossing	Pedestrian Crossing	AM	4.7	0.022	A
			PM	4.7	0.005	A
5	Terry Rd Wombat Crossing	Pedestrian Crossing	AM	6.3	0.813	A
			PM	5.5	0.516	A
6	Terry Rd / Mason Rd (N)	Signalised	AM	36.5	0.846	C
			PM	36.9	0.755	C
7	Terry Rd / Mason Rd (S)	Signalised	AM	19.5	0.638	B
			PM	20.7	0.562	B

Figure 36 AM and PM peak hour intersection performance (2036 scenario)

Source: Traffic Consultant

6.1.4 Drop-Off and Pick-Up Demands

The traffic consultant has undertaken an assessment of DOPU demands using a combination of the consolidated mode share established within **Appendix 2**. The following DOPU demands apply to the high school and public school elements of the site (noting that preschool spaces will be provided along the half-width Sunny Hill Parkway):

- **Box Hill Public School:** 440 students arriving by car, equating to 314 vehicles.
- **Box Hill High School:** 250 students arriving by car, equating to 179 vehicles.

A DOPU area of approximately 200m in length will be provided along the Keeneland Street frontage (as shown in **Figure 37**). The area has the capacity to provide 30 DOPU spaces and four (4) SLU DOPU spaces. SLU's provide specialist and intensive support for eligible students with a diagnosed intellectual or physical disability, autism spectrum disorder, mental health diagnosis, sensory processing disorder or behaviour disorders.

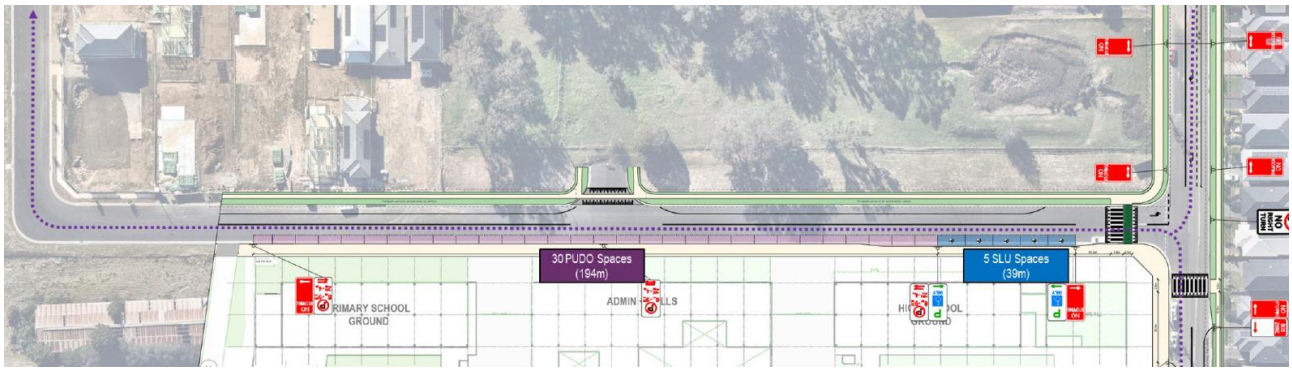
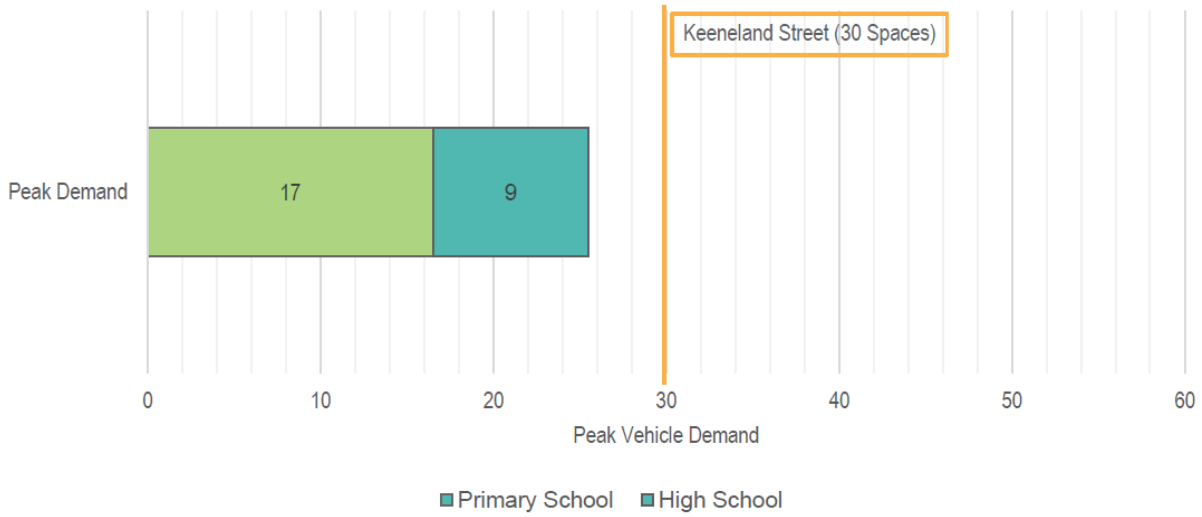


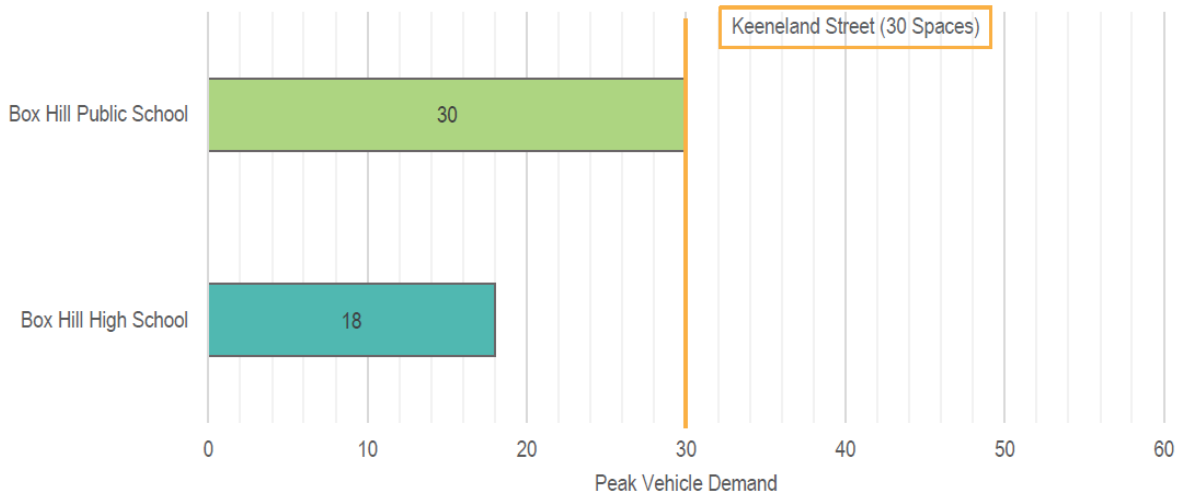
Figure 37 DOPU configuration – southern side of Keeneland Street

Source: Traffic Consultant

The assessed DOPU demands during AM and PM peak periods are shown in **Figure 38**. The traffic consultant noted that the accumulation of cars was combined during the AM period for both the public school and high school due to it being a shared window of usage. Despite this, the anticipated demand for 30 spaces during both periods can be adequately met in the proposed activities DOPU arrangement. The vehicle demand benchmarked in **Figure 38** has been formulated from a comparative analysis with similar school arrangements. The implementation of staggered finishing times between the public school and high school will appropriately mitigate identified additional vehicle demand in the DOPU areas.



AM – DOPU analysis



PM – DOPU analysis

Figure 38 AM and PM DOPU demand

Source: Traffic Consultant

6.1.5 Parking

Parking Demand

Based on the proposed travel mode share scenarios, a summary of the car parking demand of the proposed activity is shown in **Table 18**. The traffic consultant adopted a combination of minimum parking rates from the Box Hill DCP 2018 and SINSW general parking standards.

Table 18: Parking Provision – Box Hill Public School and Box Hill High School

User	No.	Parking Demand	On-Site Parking Provision	On-Street Reliance
Public School				
Staff	56 full time equivalent employees	56 spaces	56 spaces	-
Visitors	1,000 students	10 spaces	-	10 spaces
SLU	-	4 spaces	4 spaces	-
Preschool				
Visitors	60 children	10 spaces	12 spaces Prior to construction of Sunny Hill Parkway 0 spaces Post-completion of Sunny Hill Parkway	0 spaces Prior to construction of Sunny Hill Parkway 12 spaces Post-completion of Sunny Hill Parkway
Staff	5 full time equivalent employees	5 spaces	6 spaces	-
Total – No Sunny Hill Parkway		**75 spaces**	**66 spaces**	**10 spaces**
Total – With Sunny Hill Parkway			**78 spaces**	**22 spaces**
High School				

User	No.	Parking Demand	On-Site Parking Provision	On-Street Reliance
Staff	81 full time equivalent employees	81 spaces	81 spaces	-
Visitors	1,000 students	10 spaces	0 spaces	10 spaces
Year 12	167 students	33 spaces	0 spaces	33 spaces
SLU	-	5 spaces	0 spaces	5 spaces
	Total	**129 spaces**	**81 spaces**	**48 spaces**

Source: Traffic consultant

Based on **Table 18**, the traffic consultant provided the following assessment of parking provision:

- Staff parking for the public school, high school and preschool components aligns with the Box Hill DCP minimum requirements.
- No visitor parking is provided, noting that visitor parking demand for both schools can be appropriately accommodated within the DOPU restriction on Keeneland Street as DOPU noting that the timing of visitor parking demands is generally complimentary to Drop-Off and Pick-Up demands
- The future embellishment of Sunny Hill Parkway will result in the loss of preschool visitor parking spaces, which would in effect be transferred to on-street parking. The reliance of on-street parking for preschool uses is consistent with SINSW practice, noting that the demand can be adequately contained within the future Sunny Hill Parkway frontage of the site.
- There is no parking for year 12 students provided on the site which is consistent with department policy, despite the nominal demand for 33 spaces under the DCP rate. A provisional exercise was undertaken by the traffic consultant, which anticipates there to be 1,125m of kerb space excluding the provision of driveways for year 12 parking. Given there are no competing demands (e.g. town centre or commuter parking) in the vicinity of the site, it is anticipated that Year 12 car parking demands can be accommodated, with the on-street parking supply to expand with further development of the precinct.
- The traffic consultant recommends that four (4) accessible spaces are allocated within both car parking areas on the site. This will suitably cater for the envisaged demand throughout the high school, public school and preschool elements of the site. This has been suitably accommodated within each at-grade parking area.

Bicycle Parking

The traffic consultant confirms that the EFSG published by the department recommends a bicycle parking rate of 1 space per 20 students. This would equate to a nominal requirement for 100 bicycle spaces for the combined site.

Accordingly, the following bicycle parking quantum is provided for the public school and high school components on the site:

- **Public school:** 40 student spaces and three (3) additional staff spaces, equating to 43 total spaces.
- **High School:** 60 student spaces, and five (5) additional staff spaces, equating to 65 total spaces.
    - **Total** – 108 bicycle parking spaces.

Bus Operations

As highlighted in **Section 2.2.1**, a bus zone will be provided on the eastern and western sides of Terry Road respectively, and will be sized as follows:

- 75m bus zone on western side – capable of accommodating **5 buses**.
- 30m bus zone on eastern side – capable of accommodating **2 buses**.

The traffic consultant confirmed that the western zone will accommodate the demand of school only routes, as well as the 740 and 746 routes. The eastern zone will accommodate school only routes. Furthermore, both zones are proposed to adopt a parking lane type bus stop to allow for buses to be sheltered by the kerbside parking lane.

The traffic consultant provided confirmation that the proposed bus zone arrangement can be suitably accommodated along Terry Road.

Other Vehicles

Both loading and waste collection areas have been appropriately sized and positioned to accommodate an 8.8m medium rigid vehicle. Both areas have been designed in accordance with AS 2890.2:2018, with the nominated vehicle able to enter both the public school and high school in a forward direction, before reversing into the loading bay from within the turnaround area on the site. Vehicles will be able to exit in a forward direction on both sites.

Emergency vehicles will be able to utilise the short-term parking facilities along the school frontage for access to and from the site when required at all times.

6.2 Construction Traffic, Access and Parking

The Preliminary Construction Traffic Management Plan (CTMP) anticipates that construction vehicles will approach the site via the A2, a B-double approved route, before travelling northbound along Terry Road, as shown in **Figure 39**.

Figure 39 Indicative construction vehicle access route

Source: Traffic Consultant

Additionally, the preliminary CTMP confirms that car parking for construction contractors can be appropriately accommodated throughout the surrounding on-street parking network.

Mitigation measure CMM2 requires a detailed Construction Traffic and Pedestrian Management Plan to be prepared within the CEMP, having regard to the *Environmental Management Guidelines for Construction Procurement (Edition 4)*.

6.3 Noise and Vibration

A Noise and Vibration Assessment (NVA) has been prepared by the acoustic consultant. The report assesses the noise and vibration impacts during the construction and operational stages of the project. A summary of the assessment and proposed mitigation measures are described below.

6.3.1 Sensitive Receivers

Noise emissions were assessed for the key surrounding sensitive receivers. Notably, as the site and surrounding area is only currently partially developed, future sensitive receivers based on approved development applications and current planning proposals have been considered. The following current and future sensitive receivers are summarised in **Table 19** and shown in **Figure 40**.

One (1) short term noise logger was deployed at the north eastern corner of the site to pick up the environmental noise from typical activities in the area from the existing properties across Terry Road. It is noted that at the time of logging, road works were occurring along Terry Road to the

south, approximately 125m from the logger location. Distance to this was maximised with the logger location, however some noise spill from the works may have been measured by the logger.

Table 19: Summary of sensitive receivers

Receiver	Distance (approximate)	Type of receiver / zone
Existing sensitive receivers		
169 – 179 Terry Road	30m	Residential properties
2 Nix Street (corner with Terry Road)	30m	
48 Terry Road	66m	
Future sensitive receivers		
Future receivers in Keeneland Street / Sunny Hill Parkway (future roads)	Assumed distance of 25 – 30m	Future residential properties

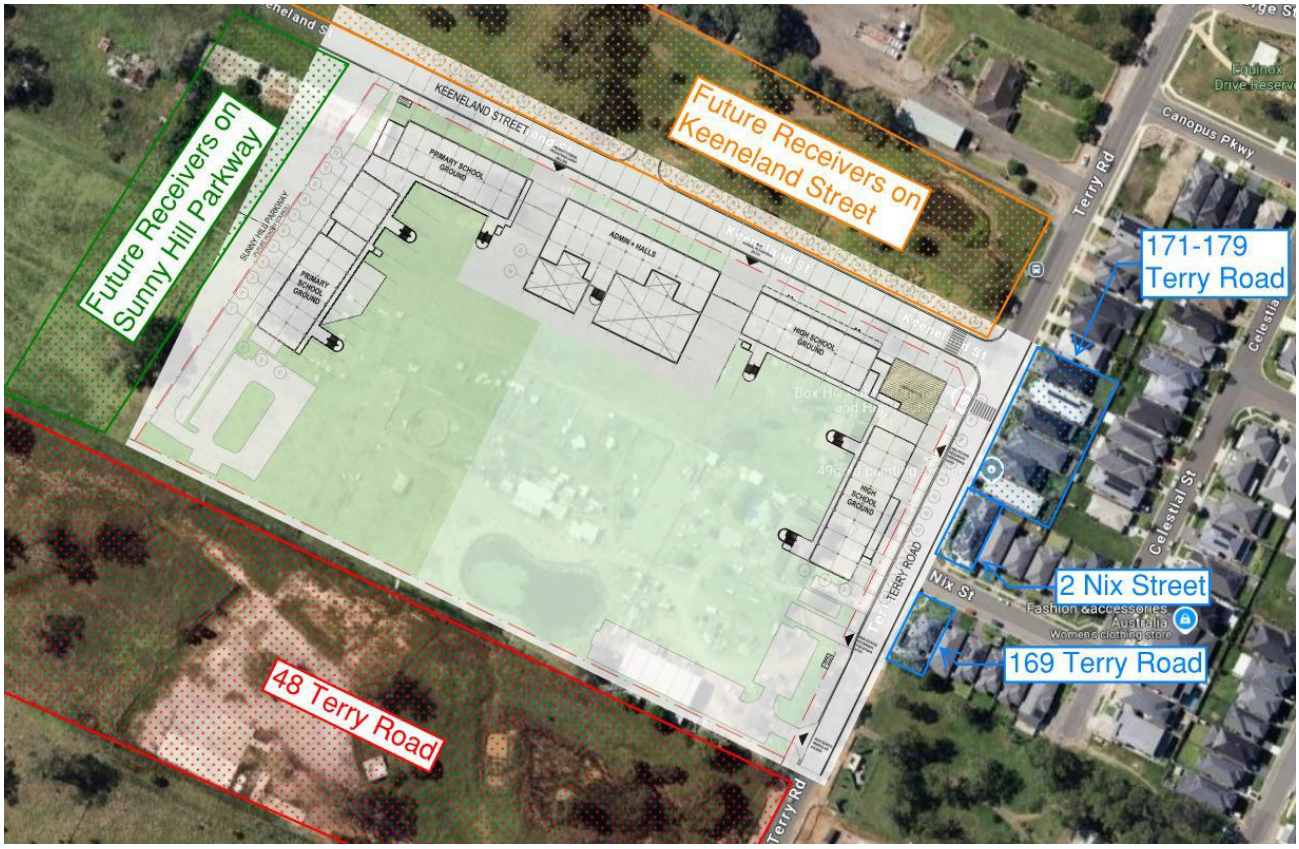


Figure 40 Location of nearby sensitive receivers

Source: Acoustic Consultant

6.3.2 Construction Noise

Construction Hours

All construction work is proposed to be undertaken during the standard construction hours set out within the Interim Construction Noise Guideline (ICNG):

- Monday to Friday 7:00am to 6:00pm.
- Saturday 8:00am to 1:00pm.
- No work on Sundays and Public Holidays

Construction Noise Impacts

The NVA predicts that construction noise associated with the proposed activity will not exceed 75 dB(A), with the maximum noise level reaching 70 dB(A) associated with the construction and fit out works phase to the Keeneland Street sensitive receivers. Under the ICNG, there is no requirement for construction noise to be managed as part of a construction noise and vibration management plan if it is below the 75 dB(A) level. **Table 20** provides a summary of the predicted construction noise $L_{EQ,15\ MIN}$ to the surrounding sensitive receivers. It is noted that the minimum construction equipment noise levels for the construction phases which informed the predicted construction noise level is summarised below:

- **Excavation and Demolition Phase:**
  - Tracked excavator 14t / 66kW with an L_{eq} sound pressure level at 10m (dBA) of 69.
  - Vibratory Roller 3t / 20kW with an L_{eq} sound pressure level at 10m (dBA) of 73.
  - Dumper truck 9T / 75kW with an L_{eq} sound pressure level at 10m (dBA) of 76.
- **Construction and Fit-out Works:**
  - Handheld circular saw 3 kW with an L_{eq} sound pressure level at 10m (dBA) of 79.
  - Handheld cordless nail gun with an L_{eq} sound pressure level at 10m (dBA) of 73.
  - Diesel generator with an L_{eq} sound pressure level at 10m (dBA) of 61.
- **Structural Works:**
  - Tracked excavator 14t / 66kW with an L_{eq} sound pressure level at 10m (dBA) of 69.
  - Dumper truck 9T/ 75kW with an L_{eq} sound pressure level at 10m (dBA) of 76.
  - Mini piling rig (rock bolt) 250mm auger with an L_{eq} sound pressure level at 10m (dBA) of 74.
  - Concrete pump and cement mixer truck (discharging) 8T / 350 bar with an L_{eq} sound pressure level at 10m (dBA) of 68.

As per the standard mitigation measures within **Appendix 1**, the mitigation of intrusive construction noise will be managed through the installation of construction hoarding around the perimeter of the site, with broader construction activities subject to a Construction Noise and Vibration Management Plan (CNVMP).

Table 20: Predicted construction noise $L_{EQ,15\ MIN}$ to the surrounding sensitive receivers

Receiver	Recommended hours	Period	Predicted Construction Noise Level	External Noise Management Level
Excavation and Demolition Phase				
169 – 179 Terry Road	Monday to Friday 7:00am to 6:00pm Saturday 8:00am to 1:00pm No work on Sundays or Public Holidays	Day	66 dB(A)	55 dB(A) (noise affected) 75dB(A) (highly noise affected)
Keeneland Street Receivers			68 dB(A)	
48 Terry Road			57 dB(A)	
Construction & Fitout Works Phase				

Receiver	Recommended hours	Period	Predicted Construction Noise Level	External Noise Management Level
169 – 179 Terry Road	Monday to Friday 7:00am to 6:00pm Saturday 8:00am to 1:00pm No work on Sundays or Public Holidays	Day	68 dB(A)	55 dB(A) (noise affected) 75dB(A) (highly noise affected)
Keeneland Street Receivers			70 dB(A)	
48 Terry Road			54 dB(A)	
Structural Phases				
169 – 179 Terry Road	Monday to Friday 7:00am to 6:00pm Saturday 8:00am to 1:00pm No work on Sundays or Public Holidays	Day	67 dB(A)	55 dB(A) (noise affected) 75dB(A) (highly noise affected)
Keeneland Street Receivers			68 dB(A)	
48 Terry Road			54 dB(A)	

Construction Vibration Impacts

Based on the scope of works and typical equipment required, the acoustic consultant anticipates that vibration during construction will be perceivable by humans. Vibration intensive plant including the small hydraulic hammer, jackhammer and vibratory roller, require specific minimum working distances to nearby receivers to address the risk of cosmetic damage and encourage human comfort. It is important to note that the minimum distances are indicative and likely to vary dependent upon the item of plant to be used and apply to typical buildings under typical geotechnical conditions.

The acoustic consultant predicts that the estimated vibration level associated with the proposed activity will reach a maximum of 4.5 mm/s. This estimate is consistent with the construction vibration criteria stipulated in the current RMS Construction Noise and Vibration Guideline (residential structures, 5 mm/s). Therefore, it was determined that the construction vibration impacts of the proposed activity are not likely to produce complaints on the neighbours and are below all the maximum recommended vibration values provided as criteria.

Mitigation measure CMM2 requires that a CNVMP be prepared by the engaged contractor to manage construction vibration impacts. The CNVMP will consider proposed plant, equipment and construction methodology, prior to the commencement of the project. Where vibration intensive works are required within the minimum working distances, vibration monitoring at the nearest potential affected building will be considered, with real-time alerts to be generated if measured vibration levels exceed criteria. If this occurs, there will be subsequent review of equipment selection and/or method of construction.

6.3.3 Operational Noise

The acoustic consultant has determined the potential operational noise impacts from various sources of the activity, including building services associated with the public school and high school, standard operations during the standard school hours, emissions from the high school outdoor covered workshop, garbage collection associated with both respective collection areas

and traffic impacts. It is noted that the operational noise impacts of the preschool are considered collectively with the public school.

Overall, the acoustic consultant has determined that the impact of the operational noise impacts is able to satisfy the established criteria and can be mitigated through the implementation of the mitigation measures set out in **Appendix 1**.

Noise Emissions

PA system and school bells

The acoustic consultant has predicted that noise emissions are anticipated from new PA systems and school bells expected to be used between 7:00am and 6:00pm. To reduce impacts, directional speakers for the respective public school and high school elements of the site are to face inwards and cover only necessary areas. This is reflected in mitigation measure NVMM1 in **Appendix 1**. Additionally, volume levels are envisaged to be directed to the minimum amount that ensures clarity and audibility within the designated coverage zones, as specified in EFSG.

Outdoor sports courts

The acoustic consultant confirmed that the noise levels from courts are anticipated to meet the established day and evening project noise trigger level (PNTL).

High school outdoor covered workshop

The workshop within the high school building will be enclosed and sealed. It is assumed that activities within the workshop area will consist of metal grinding, overflow welding and portable fume extractors.

Based on nominal lightweight façade construction, the acoustic consultant predicts that the noise level from the space to the nearest sensitive residential receivers along Terry Road will not exceed 37 dBA, which is readily compliant with the daytime PNTL of 50 dBA. The façade construction represents one method adopted to achieve the Rw40 construction and appropriate acoustic design of dust extraction equipment. The series of other design measures to be adopted are reflected in mitigation measure NVMM2.

Co-located school halls

The co-located school hall situated on the lower ground level will be shielded from sensitive receivers from Keeneland Street and Terry Road through internal rooms.

The acoustic consultant confirms that the hall is located approximately 105m from the Terry Road sensitive receivers, with activities able to meet the required PNTL through the following measures, which are reflected within mitigation measure NVMM3:

- **Operation:** only during day and evening time (no activities after 10:00 pm).
- **Minimum façade construction:** Rw 40 for non-glazed partitions and Rw 35 for glazed partitions. Minimum construction of Rw 35 - 38 for the roof.
- If trickle ventilation is to be used, acoustic trickle vents are required.
- Any mechanical system used to ventilate this Hall should be acoustically treated.

Building Services

Building services including outdoor HVAC condenser units, one (1) electrical substation and fire pump room will be integrated into the proposed activity and are required for the operation of the new public school, high school and preschool. As is typical for this stage of design development,

final plant selections have not been made and are indicative only, and therefore a detailed assessment has not been carried out.

Notwithstanding, a preliminary assessment using predictions of plant equipment, indicative locations and benchmarking with similar projects has been undertaken. The assessment demonstrates compliance of all building services and the substation with the target criteria based on the preliminary service selections and typical acoustic attenuation measures at all nearby sensitive receiver locations.

It is noted that the location of the fire pump room opposite sensitive receivers along Terry Road will be supplemented with appropriate design interventions such as the inclusion of an acoustic enclosure.

Further analysis and refinement of equipment selection and layouts will be necessary during subsequent design stages of the development to ensure continue compliance (refer to mitigation measure NVMM4, NVMM5 and NVMM6).

Waste removal

The acoustic consultant predicted that waste collection activities at both collection points will constitute a noise emission amount of 54 dBA, which is slightly higher than the PNTL of 50 dBA. Considering that waste removal is a typical activity for a school and within a residential area, with removal not expected to be common occurrence (only during specific periods), no major disturbances are expected from the activity.

Furthermore, it is noted that fact sheet C of the Noise policy for industry allows for minor exceedances for single event noise such as garbage collection. Considering that garbage collection will not take more than 1 hour per day, the expected level of 54 dBA aligns with the allowable exceedance of 5 dBA.

Mitigation measures to respond to the minor exceedance are provided in **Appendix 1**.

Traffic impacts

The acoustic consultant notes that the proposed activity will result in an increase in traffic numbers through two (2) car parking areas being provided, respective bus zones along Terry Road and DOPU spaces along Keeneland Street.

Noise emissions from the public school car park are estimated to be 49 dBA on the closest sensitive receivers on Sunny Hill Parkway, which aligns with the PNTL during the day. During the evening, this was calculated to be 48 dBA, which will meet the prescribed PNTL, provided that noise from the use does not last more than one (1) hour after an event.

Noise emissions from the high school car park are estimated to be 50 dBA on the closest sensitive receivers on Terry Road, which aligns with the PNTL during the day. During the evening, this was calculated to be 49 dBA, which will meet the prescribed PNTL, provided that noise from the use does not last more than one (1) hour after an event. This is reflected within mitigation measure NVMM8.

6.4 Aboriginal Heritage

An Aboriginal Cultural Heritage Assessment Report (ACHAR) has been prepared by the aboriginal heritage consultant and is included at **Appendix 4**.

A total of 35 artefacts were recovered from a test excavation program, within the western portion of the site. It was assessed within the ACHAR reporting that this was representative of a low density artefact scatter, which is common throughout the region (BHPS/BHHS BS1 (AHIMS #45-5-6001)). The site does not have any identified historical associations or values, nor any remaining vegetation which would have characterised the previous heavily vegetated slopes of the landscape.

Table 21 provides a summary of the assessed significance value of the identified stone artefacts within the western portion of the subject site.

Table 21: Significance of Aboriginal sites and objects identified

Site Type	Social / Cultural Value	Historical Value	Scientific / archaeological value	Aesthetic value	Overall significance
Low density artefact scatter	Low	Low	Low	Low	Low

The proposed activity will result in disturbance to the ground surface resulting from demolition works, cutting, levelling and fill works, installation of services and infrastructure, as well as landscaping works. Due to the shallow nature of the Aboriginal artefact scatter, there will be a complete loss of value (low) of the scatter during the proposed construction activities. Since the proposed works will result in the destruction of the AHIMS site, and AHIP will be applied for prior to the commencement of ground disturbing works.

The boundaries of the AHIMS site which will be subject to an AHIP is provided in **Figure *41***.

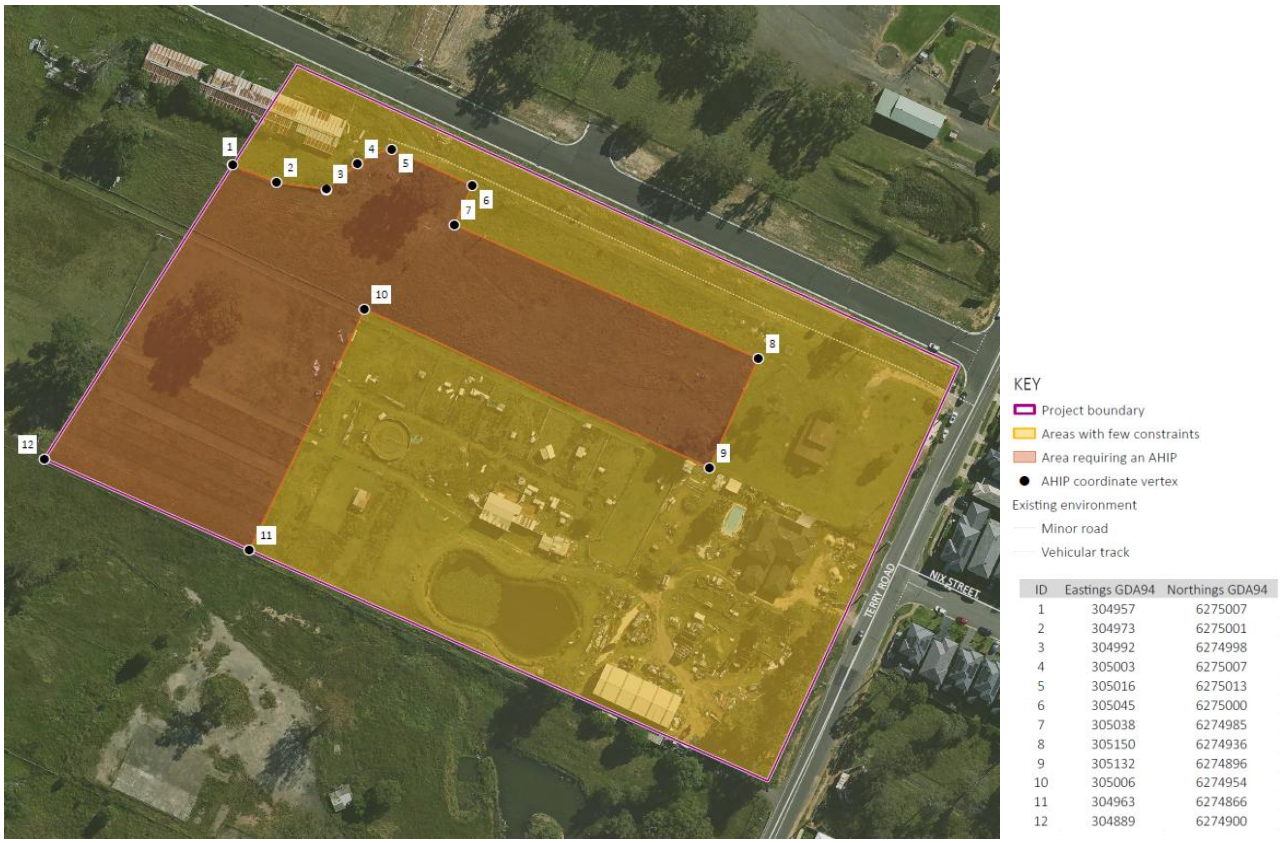


Figure 41 AHIP boundary

Source: *Aboriginal Heritage Consultant*

The Aboriginal Cultural Heritage consultant confirmed that the proposed activity will not have significant effects on the locality, community and environment, subject to the implementation of mitigation measure HMM4 and HMM5 in **Appendix 1**.

6.5 Biodiversity and Tree Removal

The site is not located on land identified for native vegetation protection, nor is it located within an existing riparian corridor. Currently, the existing native vegetation throughout the subject site occurs in small patches and does not contain any concentrated swathes of vegetation. Overall, existing native vegetation on the site does not equate to an amount greater than 0.5 ha.

The broader north-west growth area is currently classed as 'bio certified' by the order of the NSW Minister for the Environment under section 8.7 of the *Biodiversity and Conservation Act 2016* (BC Act). This includes the subject site, which is located on biodiversity certified land. The project ecologist has determined that the activity on biodiversity certificated land will not have any impacts on any threatened species, populations or ecological communities. Bio-certification negates the requirement to conduct impact assessments via five-part tests under Clause 7.3 of the BC Act and a consent authority is not required to take into consideration the likely impact of the development on biodiversity values.

An Arboricultural Impact Assessment was prepared and identified a total of 47 trees within the site, with 6 trees within adjacent properties (as shown in **Figure 42**). For the purposes of the assessment, the subject trees were identified based upon the definitions of a tree under both the *Australian Standard AS4970-2009, Protection of Trees on Development Sites* (AS 4970–2009), and the Hills Shire Council DCP 2012.

The AS 4970-2009 defines a tree as *"a long lived woody perennial plant greater than (or usually greater than) 3 m in height with one or relatively few main stems or trunks."* The Hills Shire Council DCP 2012 defines a tree as a *"perennial plant with a self-supporting woody stem that has a spread of more than 3 metres or a height of more than 6 metres or has a trunk diameter of more than 300mm measured at the base."*

Overall, out of the total 47 trees assessed on the subject site (not including the 5 exempt species) 45 trees were recommended for removal by the project arborist (refer to **Figure 42**). The high removal rate is associated with the proposed activity impacting 100% of the site area, with existing trees located on the site not compatible with the proposed built form arrangement and bulk earthworks procedure. Impacts to the removal of the vegetation has already been considered as part of the Biodiversity Certification of the site, therefore the project ecologist has concluded that the removal of the vegetation is not considered significant and does not require further consideration. A series of mitigation measures relating to tree removal and protection of retained trees are provided within **Appendix 1**.

Tree 33, recommended for retention is subject to mitigation measure TMM2 in **Appendix 1**. This is due to the tree being situated approximately 9m from the subject site boundary and is subject to a 12% tree protection zone encroachment.

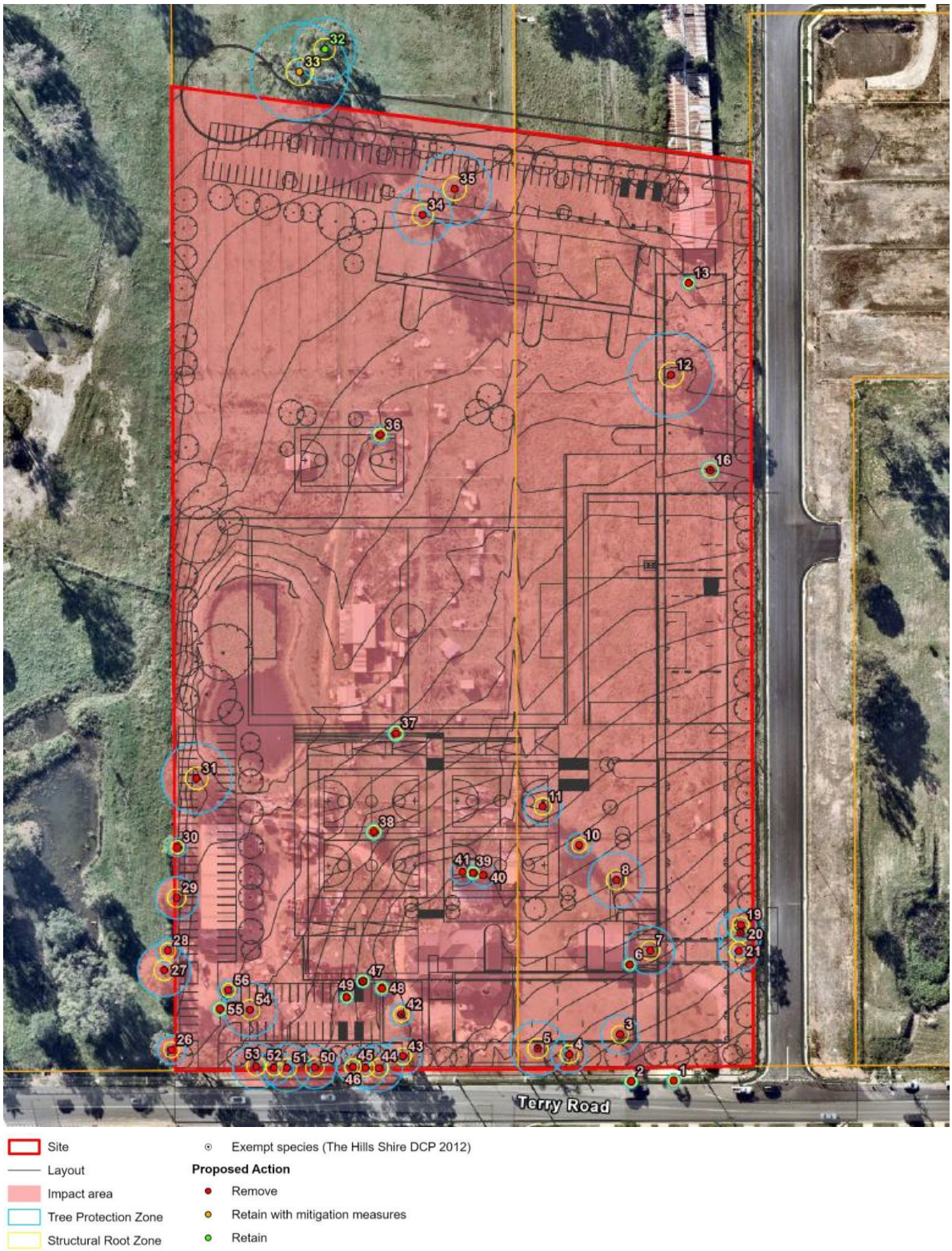


Figure 42 Proposed tree actions map

Source: *Project arborist*

6.6 Hydrology, Flooding and Water Quality

6.6.1 Stormwater Quantity

The stormwater system design has been prepared by a stormwater consultant, following consultation with Council, as set out in **Section 5**, and will be subject to further consultation with Council during the detailed design. The stormwater system has been designed on the basis that Sunny Hill Parkway will be built in the future.

A Civil Engineering Report has been prepared to confirm that the proposed stormwater discharge can be adequately accommodated on the site through the provision of two (2) OSD tanks, provided as follows:

- **OSD Tank 1** – an above-ground OSD tank provided in the south western car park, with a total volume of 250m^3.
- **OSD Tank 2** – an in-ground OSD chamber proposed centrally within the site, with a total volume of 2,200m^3.

All stormwater lines will be discharged to a temporary basin, to be located at the south western corner of the site, with discharge via a headwall to adjacent properties as per the existing overflow conditions. When Sunny Hill Parkway is built, the line would be broken and a new pit will be built along the future boundary and a connection to the existing Council stormwater network will be made.

The overland flow paths will not exceed safe depth and velocity for pedestrians and vehicles.

Through the formalisation of the stormwater system and implementation of mitigation measures (**Appendix 1**), the peak flow rate of stormwater run-off will remain consistent with the existing conditions. The Report therefore confirms that the extent and nature of potential impacts are low and will not have significant adverse effect on the locality, community and the environment and any potential impacts can be appropriately mitigated or managed.

6.6.2 Stormwater Quality

Water quality measures were also considered and detailed in the report, to mitigate and exceed stormwater borne pollutant targets. The following devises have been proposed to contribute to the final site pollutant reduction treatment train:

- OceanGuard Gross Pollutant Trap (GPT) pit inserts by Ocean Protect or approved equivalent, ‘
- 50x 690mm PSorb StormFilter Cartridges by Ocean Protect or approved equivalent, ‘
- Grassed swales located in landscaping extents
- Rainwater tank, pending detailed design input from the hydraulic engineer.

The Stormwater Management Plan has been designed to meet the requirements’ stipulated within Section 7.1 of the Box Hill Growth Centre DCP 2018 – Stormwater Quality Management. This is addressed within the standard mitigation measures in **Appendix 1**.

6.6.3 Flooding

An assessment of the flood impacts on the site has been undertaken by the flood consultant and is provided at **Appendix 3**. The site is located approximately 250m to the east of the Killarney Chain of Ponds riparian corridor.

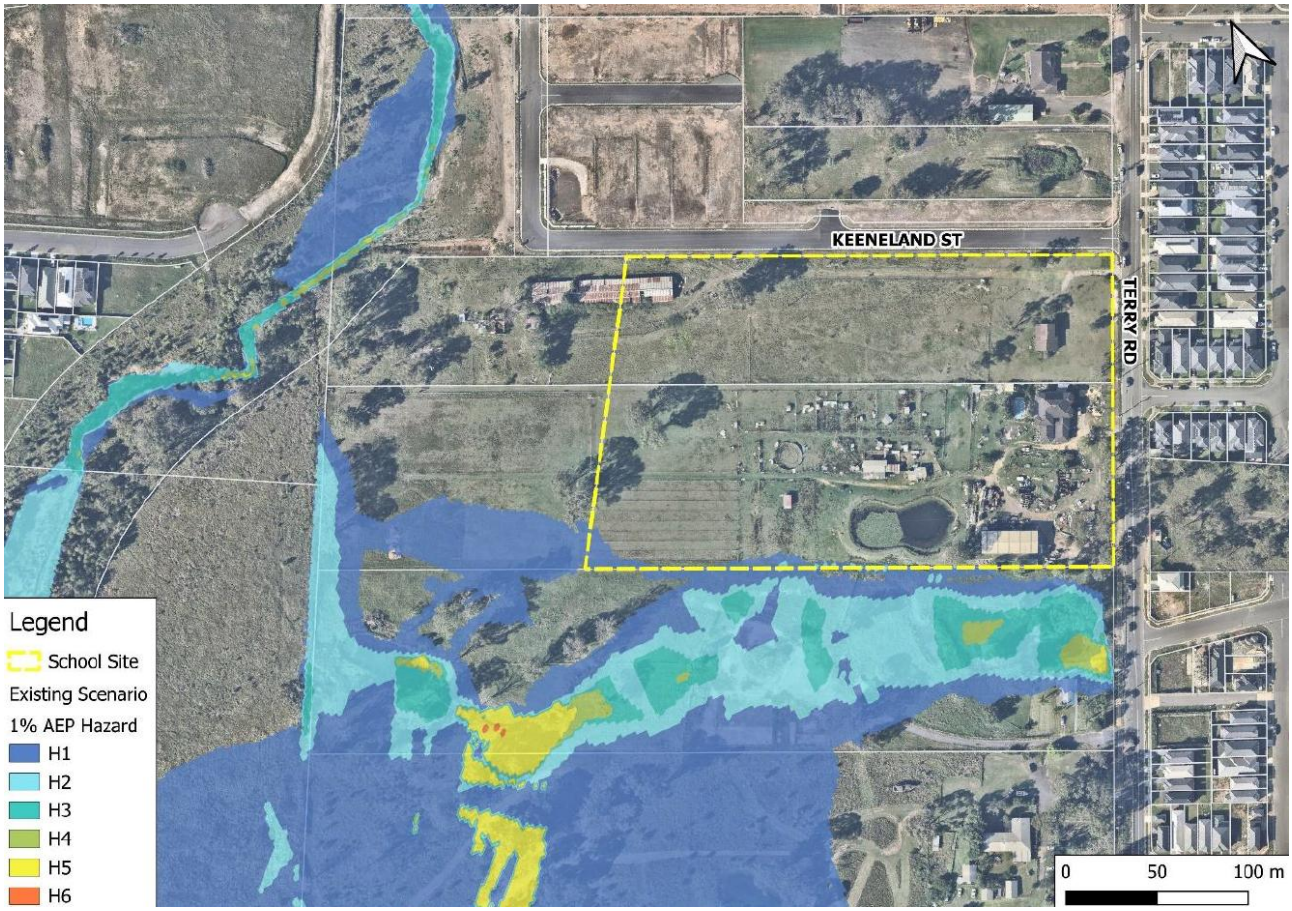
Flood Impact in 1% AEP Event

Following the proposed activity, the site will be subject to a minor incursion along the southern boundary during the 1% AEP event, equating to a flood hazard of H1 (refer to **Figure 43**).

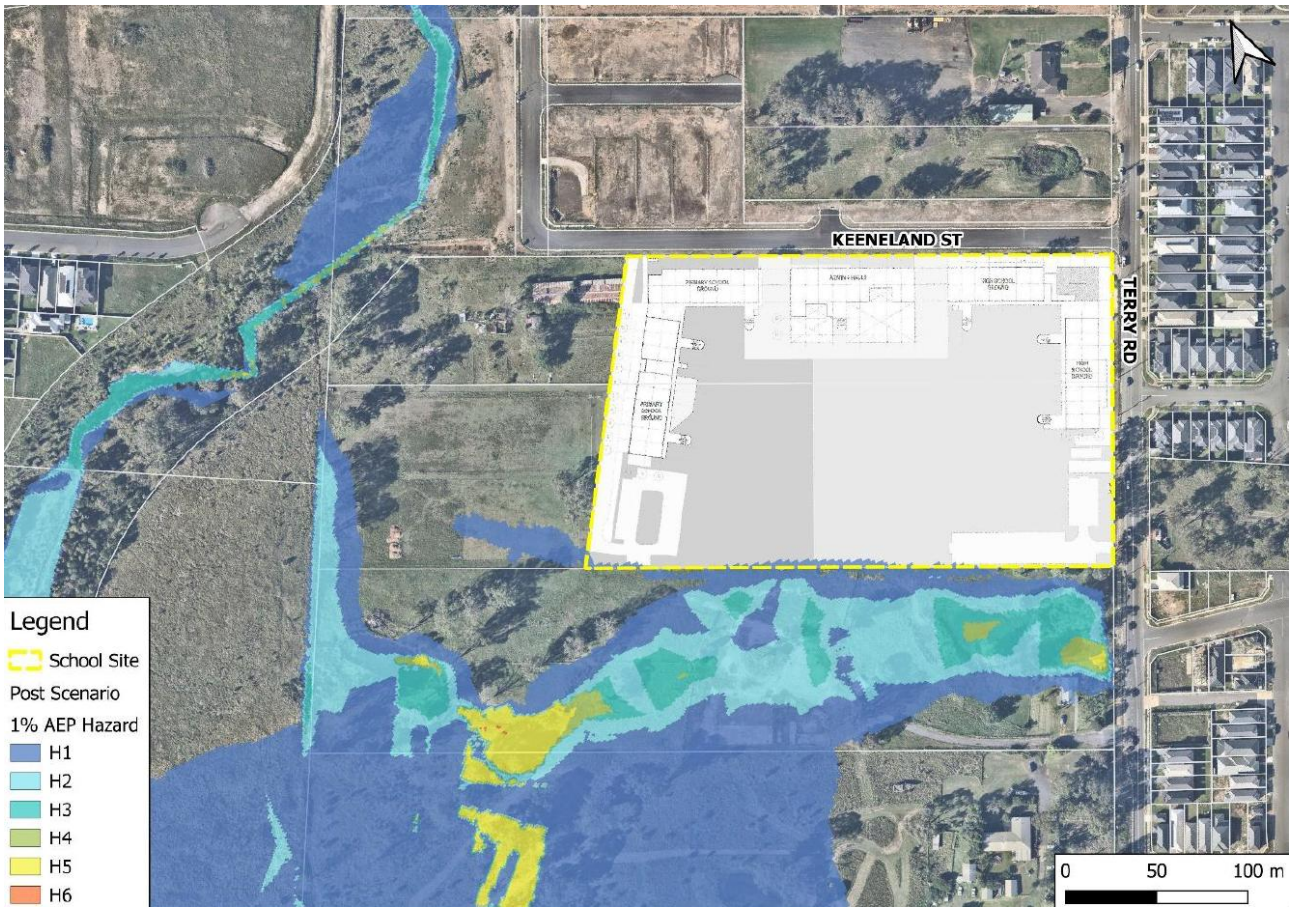
The following observations were made by the flood consultant in relation to the flood impact during the 1% AEP event, post development scenario:

- The 1% AEP flood extent is mostly outside of the school site boundary, aside from a small portion directly south of the sports field, with the flood level in this area reaching between approximately 36.5m AHD to 37.9m AHD, with peak depths of 0.25m.
- Flood hazard both onsite and south of the site are consistent with the existing 1% AEP scenario (as described in **Section 2.1.2**). Within the site, any floodwaters are H1 hazard. South of the site, hazard is H1-H3, though there is a small area of H5-H6 within the southwestern portion of No.48 Terry Road.

The appropriate flood mapping showing this impact is provided in **Figure 43**.



Peak flood hazard at the site in the 1% AEP event, pre-development of school



Peak flood hazard at the site in the 1% AEP event, post-development of school

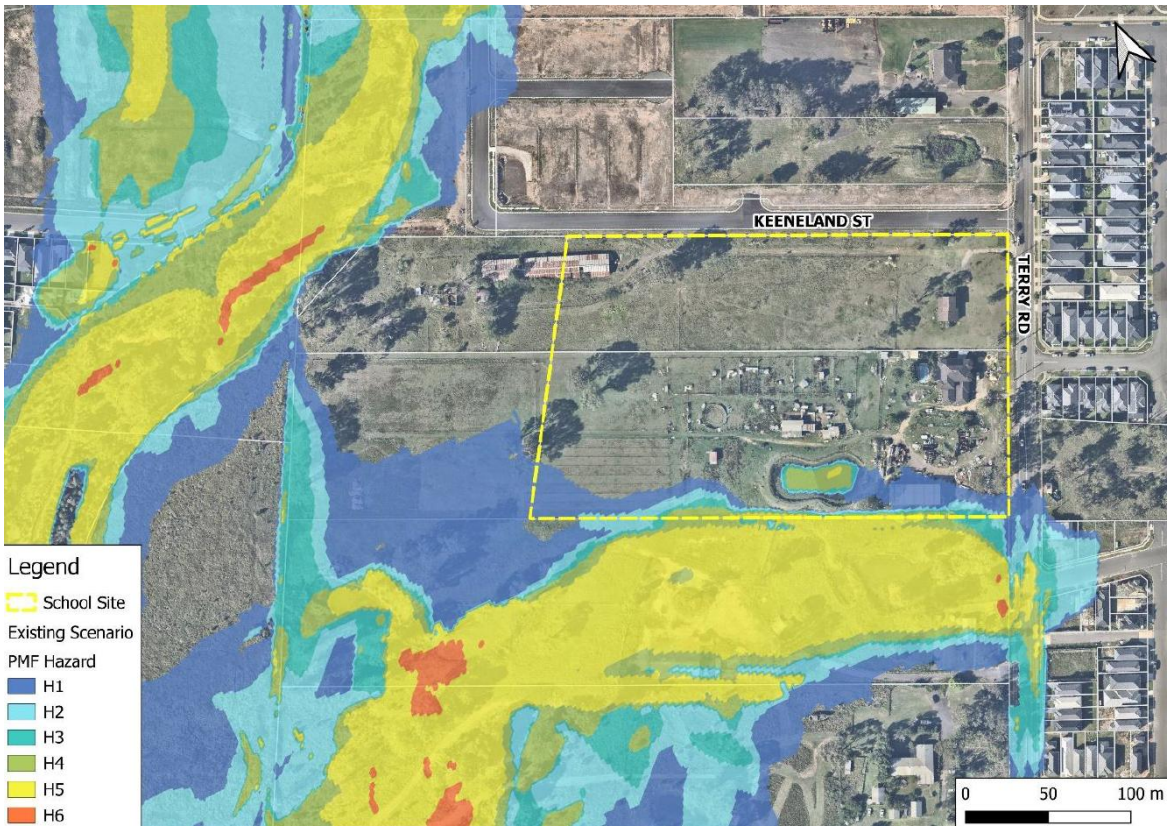
Figure 43 Peak flood hazard in the 1% AEP event, pre and post-development

Source: *Project flood consultant*

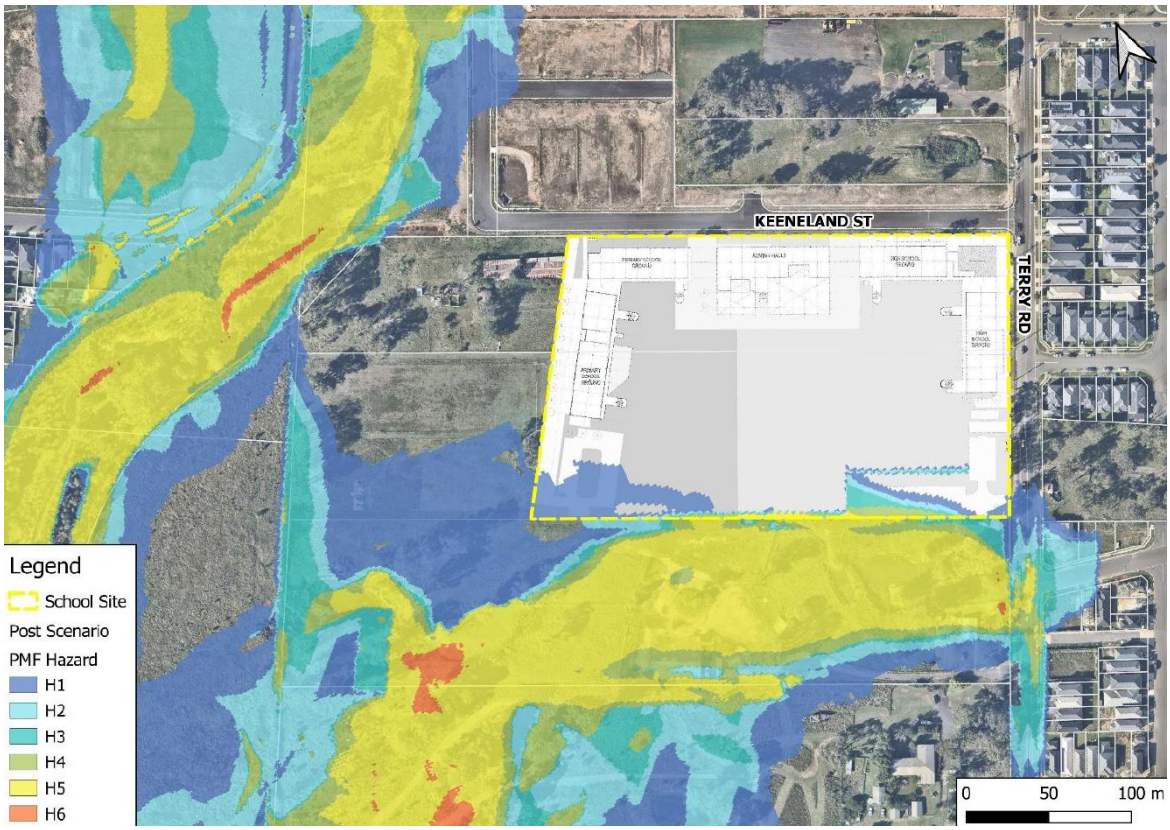
Flood Impact in PMF Event

In the post-development PMF event, all proposed buildings are located outside of the PMF extent. The south-western public school and preschool car park is impacted by some overland flooding with peak depths of 150-170mm, with the flood hazard remaining as H1 (refer to **Appendix 3**). The high school car park is impacted with a peak depth range of 0.1 – 0.9m at the southeastern corner, with the flood hazard ranging from H1 to H4. Despite a small portion of the entry impacted by surface water, this is categorised as H1 hazard ('generally safe for people, vehicles and buildings') and is considered trafficable. Similarly, flooding on Terry Road directly adjacent to the driveway entrance remains at H1 hazard.

The appropriate flood mapping showing this impact is provided in **Figure 44**.



Peak flood hazard at the site in the PMF event, pre-development of school



Peak flood hazard at the site in the PMF event, post-development of school

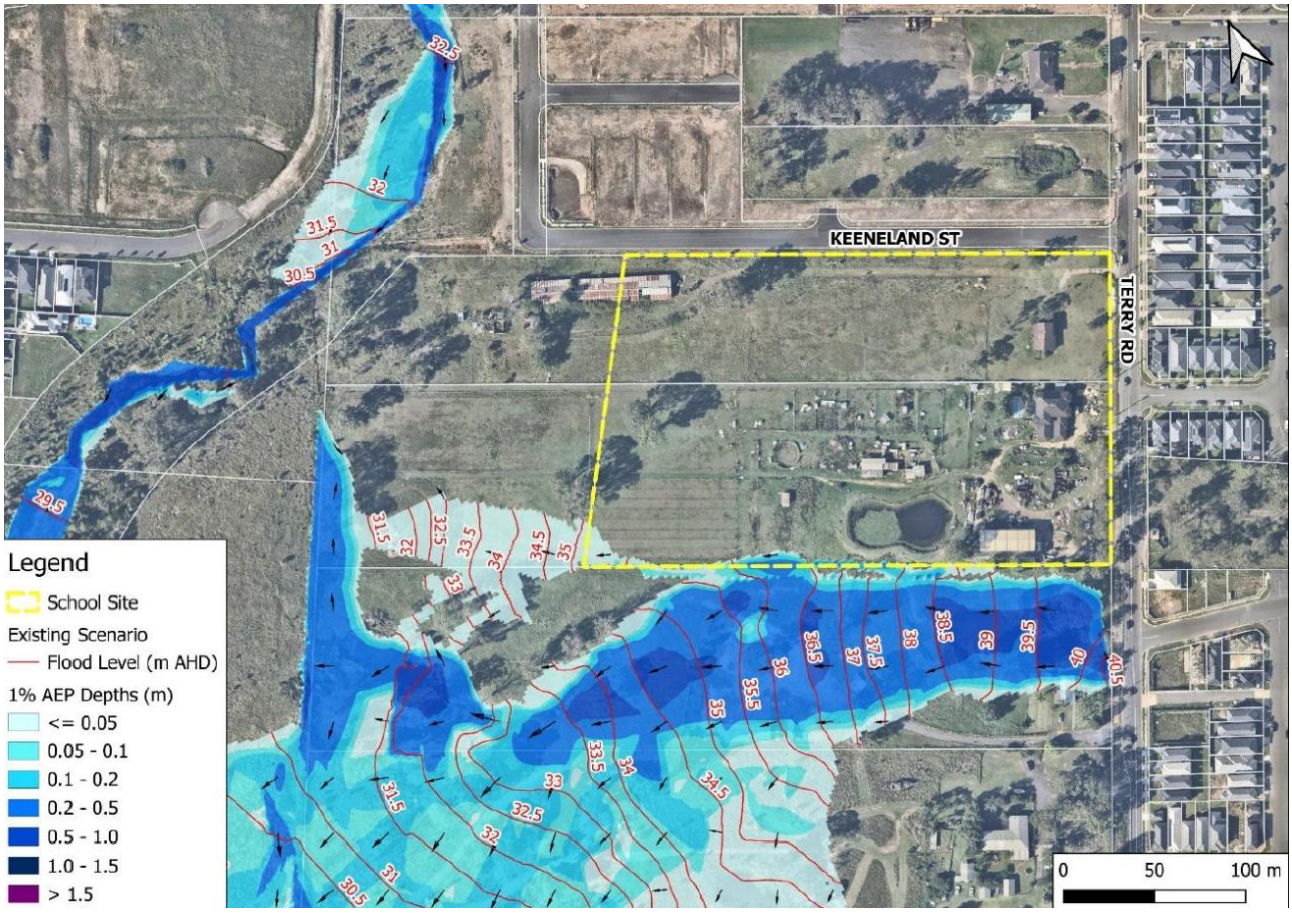
Figure 44 Peak flood hazard in the PMF event, pre and post-development

Source: *Project flood consultant*

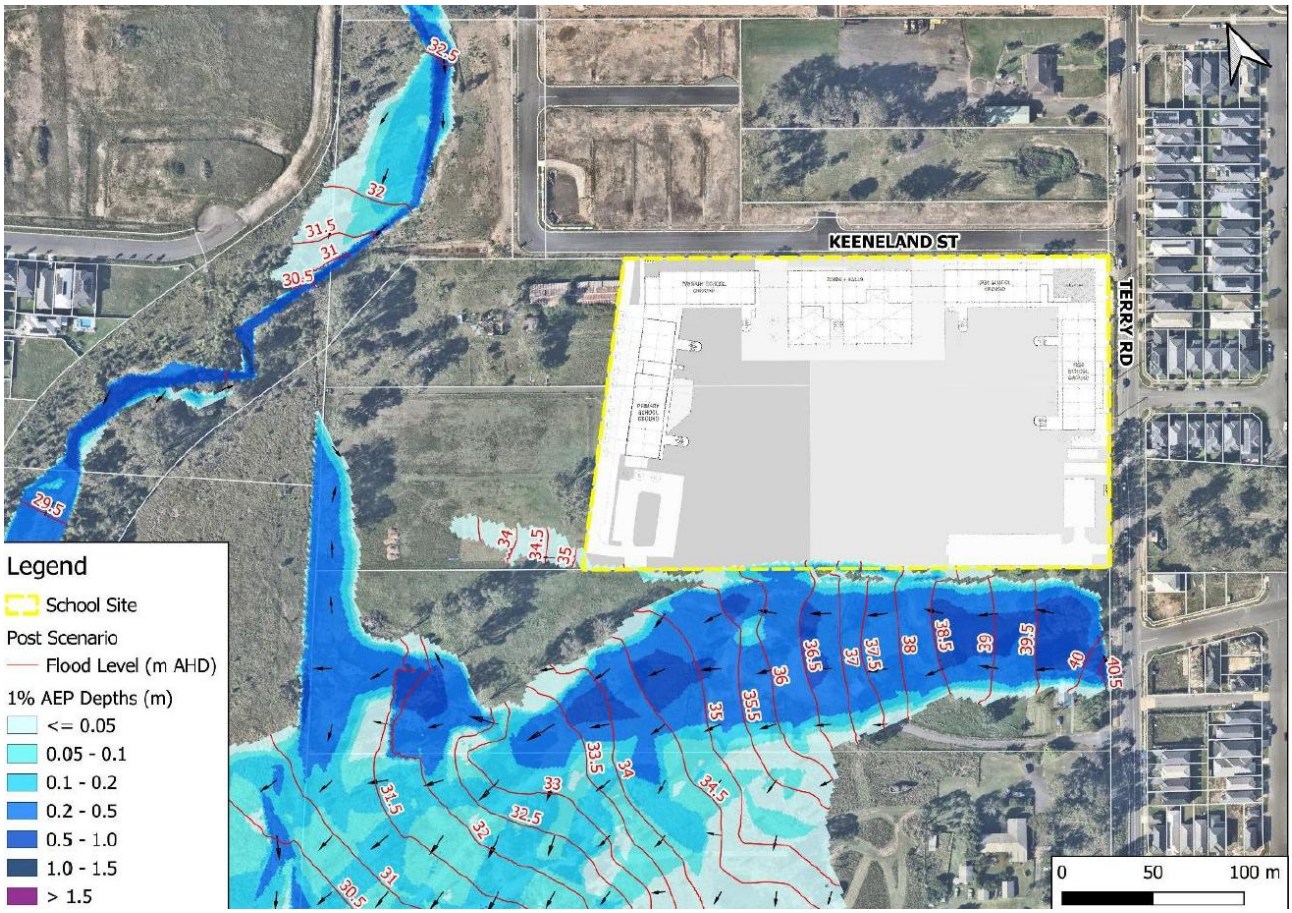
Impact of Activity to neighbouring properties

The flood consultant confirms that the addition of a bund to the site within the proposed activity has reduced runoff to the west of the site and at the future Sunny Hill Parkway (as shown in **Appendix 3**) in the 1% AEP event. Offsite, there was largely no change to the flood level, although there is a small portion of the south of the site boundary with a minor increase ranging between 11-30mm in the 1% AEP event. This localised increase is not considered significant as it does not affect adjacent properties, and it is located within the existing waterway corridor immediately downstream of the site. Further, the results show that the flood hazard for this area remained unchanged.

The appropriate flood mapping showing this impact is provided in **Figure 45**.



Peak flood depth at the site in the 1% AEP event, pre-development of school



Peak flood depth at the site in the 1% AEP event, post-development of school

Figure 45 Peak flood depths in the 1% AEP event, pre and post-development

Source: *Project flood consultant*

Flood Planning Levels

While the DCP does not strictly apply for the REF pathway, relevant DCP provisions in relation to flood planning levels have been reviewed and are acknowledged in this study to demonstrate consideration of Council's planning objectives. The site is considered to be a sensitive facility, which requires the proposed primary school and preschool must be protected to the PMF level. While the FFL of the buildings is yet to be finalised, the flood consultant confirmed that the FFL of the preschool building will be no lower than 36.5m AHD, which exceeds the maximum PMF peak of 35.67m AHD in the car park. All other buildings on the site will sit well above this level. The DCP similarly would require car parks to be set above the 5% AEP event, which is met at this site.

Climate Change Impacts

As noted in the Flood Impact and Risk Assessment, the impact of flooding in the 2050 (CC2050) 2090 (CC2090) climate change scenario has been completed. In both scenarios, the FFLs of all buildings, which at the lowest point to the south-west has been placed 0.83m above the PMF peak, will continue to provide immunity to the PMF event, with consideration to climate change.

Flood Emergency Response

A Flood Emergency Response Plan (FERP) has been prepared by the flood consultant (**Appendix 5**), and analyses access and egress for pedestrians and vehicles in the event of a flood event, during standard school hours and OOSH care, which includes pre-emptive closure as the preferred

strategy, with shelter-in-place recommended during a flash flooding event. The FERP has been developed in accordance with the new NSW Shelter in Place Guidelines, and acknowledges that during a severe storm event, evacuation from the site may be more hazardous. Based on **Figure 46** below, the flood consultant recommends that the evacuation route for the site should be coordinated via Old Pitt Town Road to the north, onto Annangrove Road to the south-east before joining the Old Northern Road. Implementation of the FERP is required in Mitigation Measure OPFMM1.

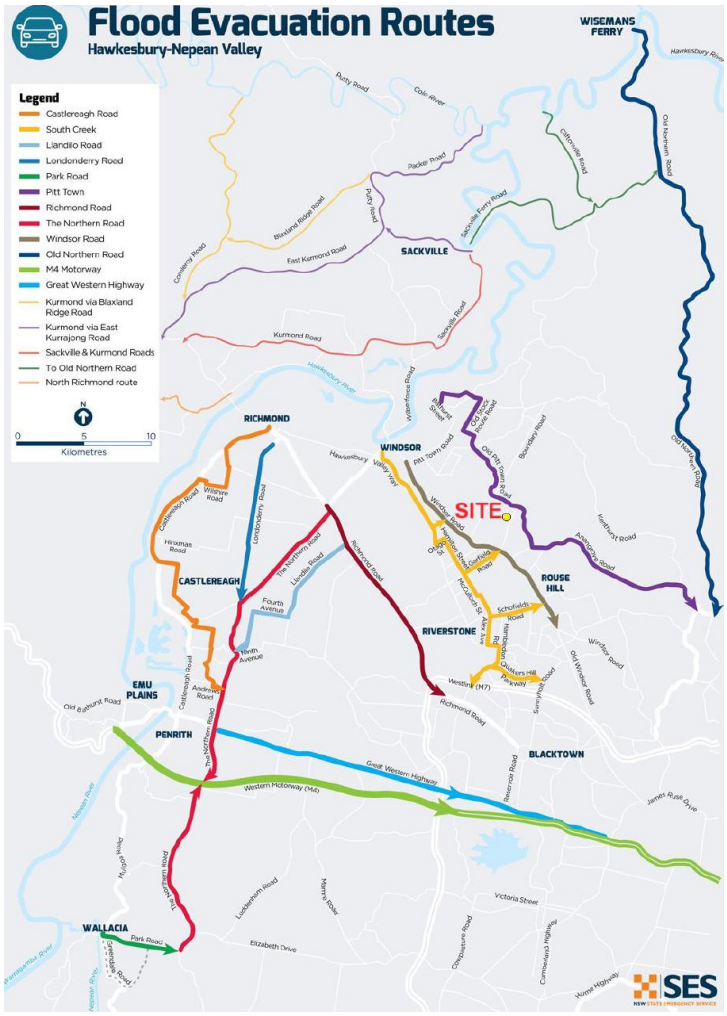


Figure 46 Flood evacuation routes for Hawkesbury-Nepean Valley

Source: *NSW SES 2024*

6.7 Dam dewatering

A Dam dewatering plan has been provided by the project ecologist to ensure that the proposed dam removal meets the applicable guidelines and will have an acceptable impact on the site. The existing water quality on the site was tested in May 2025 using a calibrated water quality meter, which determined that the existing water quality did not meet the adopted Australian and New Zealand Guidelines for Fresh and Marine Water Quality. This involved minor exceedances in nutrients, potentially associated with the presence of goats and other livestock on the property, as well as dogs regularly swimming within the dam. Therefore, the following de-watering method has been prescribed by the project ecologist:

1. The works are capable of being completed at any time of year, provided the temperature does not exceed 36 degrees Celsius in the final stages.
2. Water should be pumped and slowly irrigated across the grassland to the west of the dam, prior to the removal of any vegetation, utilising *AS/NZS 1547:2012 Onsite domestic wastewater management* as a guideline to calculate the flow rate.
3. It is recommended to establish a large irrigation area to reduce soil saturation and minimise concentrated application of nutrients into the soil, also utilising silt fences to filter sediments from inadvertent overland flow during pumping.
4. The bottom sludge material should be excavated and dried on-site, with turbid water and sediment required to be prevented from entering other waterbodies.

Additionally, a timeline of fauna relocation during the dam dewatering procedure was also prescribed from the project ecologist to mitigate water quality and ecological impacts. In summary, after dewatering has occurred, it is recommended that an escape ramp to be installed to allow trapped fauna to escape overnight, with sediment to be left for up to two nights to allow hidden fauna to emerge, unless the ecologist confirms that there is no fauna remaining (subject to site specific assessment). The project ecologist is recommended to be consulted throughout the entirety of the dam dewatering procedure.

Figure 47 provides a visual representation of dam dewatering plan prepared by the project ecologist in accordance with the adequate procedure. Implementation of the Dam Dewatering Plan is required by Mitigation Measure BMM4.

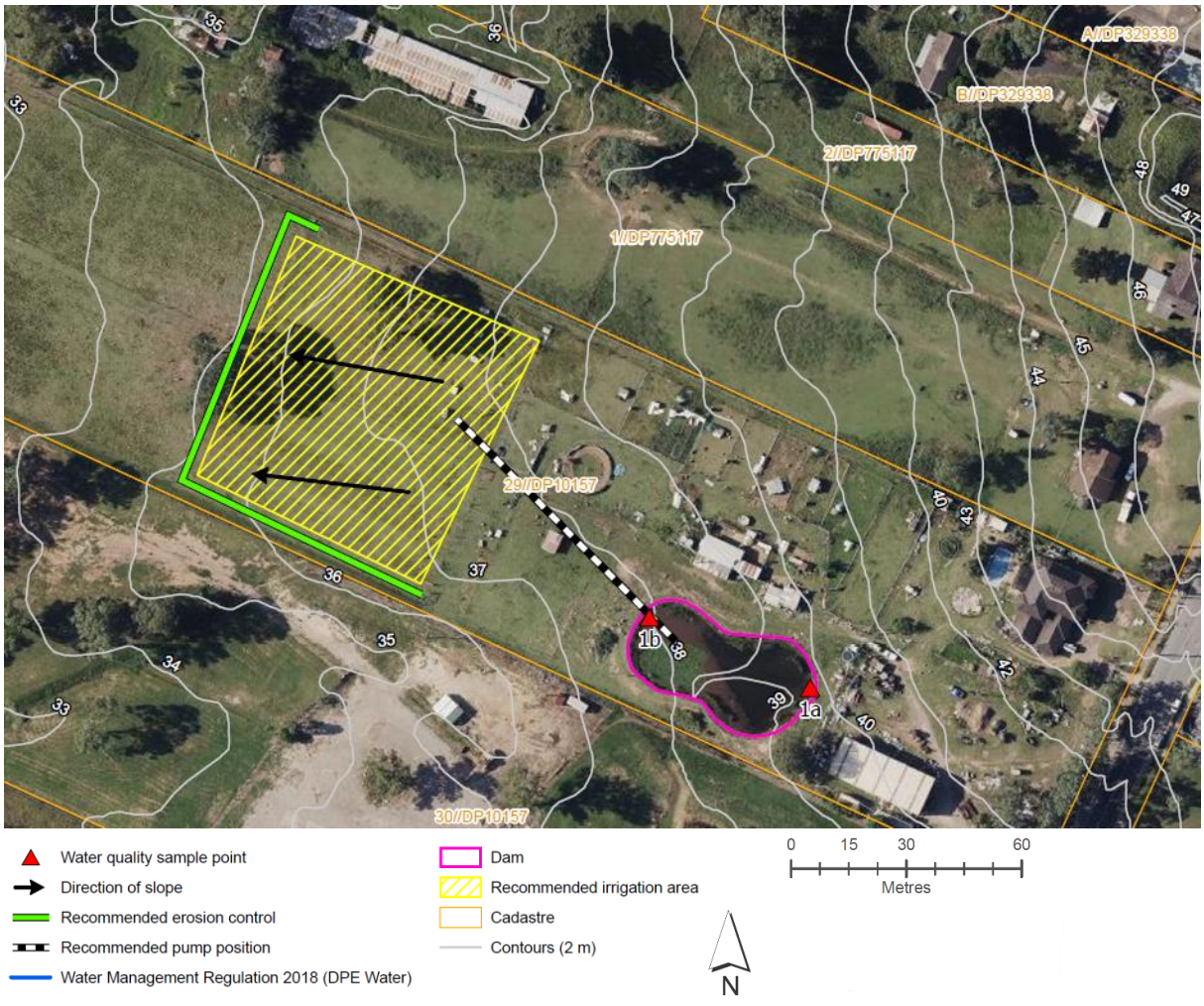


Figure 47 Dam dewatering plan

Source: *Project Ecologist*

6.8 Visual Amenity and Privacy

A visual impact analysis from five (5) separate viewpoints was completed to assess the bulk and scale of the proposed new Box Hill Public School and Box Hill High School:

- **Viewpoint 1:** View from the north of Terry Road.
- **Viewpoint 2:** View from the corner of Terry Road and Keeneland Street.
- **Viewpoint 3:** View from Terry Road, looking towards Keeneland Street.
- **Viewpoint 4:** View from west of Keeneland Street.
- **Viewpoint 5:** View from the south of Terry Road.

The view analysis is summarised in **Figure 48**.

It is accepted that the proposed activity results in an additional visual impact in comparison to the existing condition of the subject site. Ultimately, the impacts are deemed acceptable due to the implementation of several design approaches highlighted in the sections below. Additionally, there is a low number of prevailing receptors within the surrounding visual catchment, reducing the overall present impact.

The design approach incorporates the following design moves to minimise adverse visual, and amenity impacts and positively contribute to the surrounding neighbourhood's character:

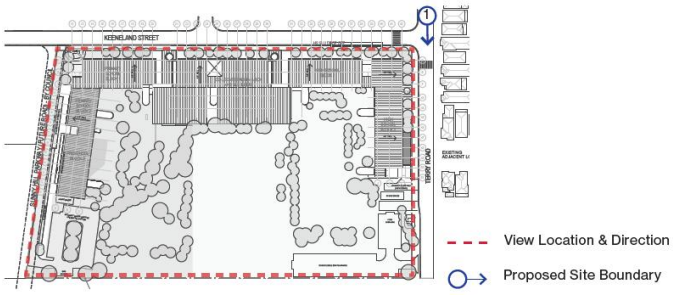
- The new Box Hill Public School and Box Hill High School building height is limited to four-storeys within the high school buildings along Terry Road and Keeneland Street, reducing to three-storeys throughout the co-located hall, public school and preschool buildings along Keeneland Street and Sunny Hill Parkway.
- The topography of the surrounding area will result in the proposed Box Hill Public School and Box Hill High School buildings maintaining views to the east past Cataract Road and from Fontana Road and Pennant Way. The establishment of these views is associated with steeper topographies and distances between built forms and are considered to remain sympathetic to the broader Box Hill Precinct.
- The roof design and materials palette are sympathetic to contextual elements whilst maintaining a contemporary character, with no visually prominent elements present in the design of the buildings which will result in major changes to the composition of the surrounding area.

The proposed activity includes large, landscaped setbacks to all property boundaries. This provides a visually appealing setting for the new Box Hill Public School and Box Hill High School buildings, whilst improving the fine grain environment throughout the surrounding streetscape of surrounding roads and screening to new at-grade car parking areas.

Additionally, the nature of the topography on the site ensures that the overall proposed form will not have sightlines into neighbouring houses.

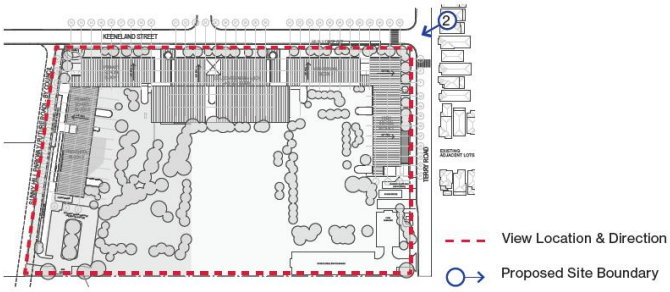
The site is not identified as, or located near, a heritage item or a heritage conservation area under Schedule 5 of The Hills LEP or the State Heritage Inventory. The site is located approximately 750m to the north of Box Hill House, which is identified as state heritage item 00613. Notwithstanding, the proposed activity will continue to not have any visual impact on any significant local or state heritage items.


Terry Road


KEENELAND STREET
View Location & Direction
Proposed Site Boundary

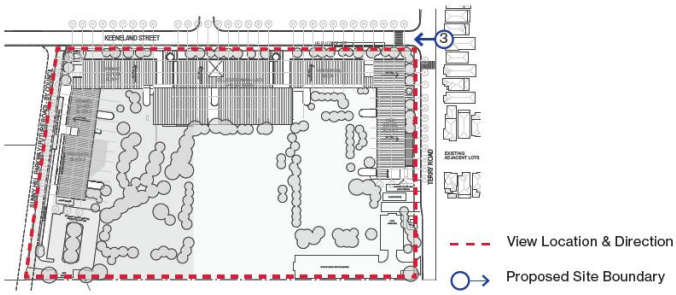
View 1


Terry Road


KEENELAND STREET
View Location & Direction
Proposed Site Boundary

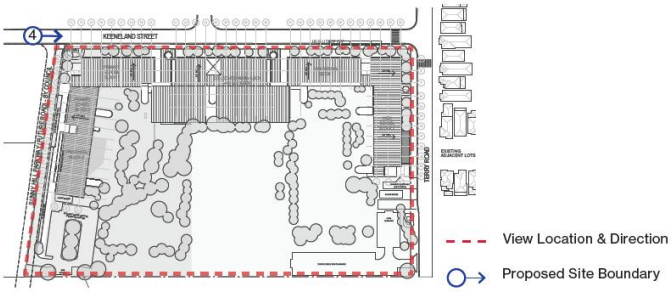
View 2


Keeneland Street

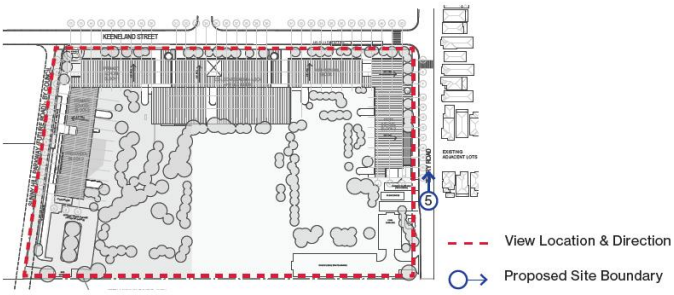

KEENELAND STREET
3
View Location & Direction
Proposed Site Boundary

View 3


Future
Residential
Keeneland Street


4
KEENELAND STREET
View Location & Direction
Proposed Site Boundary

View 4



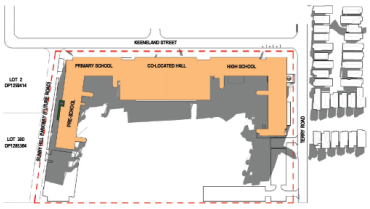
View 5

Figure 48 Summary of prescribed viewpoints

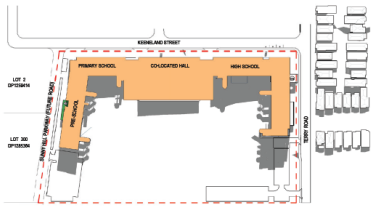
Source: *Project Architect*

6.9 Overshadowing

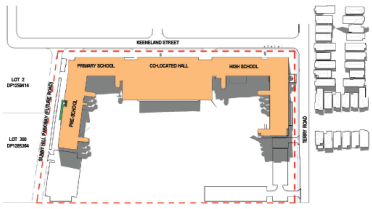
The proposed activity does not result in significant overshadowing to surrounding residential zones during most of the daylight hours on 21 June (winter solstice). At 3:00pm on 21 June, there is a slight overshadowing encroachment on low-density residential dwellings on the opposite side of Terry Road to the east. Ultimately, this only represents an encroachment during a limited period, with the dwellings receiving adequate sunlight for remaining morning and afternoon hours of the day. This overshadowing encroachment is shown in **Figure 49**.



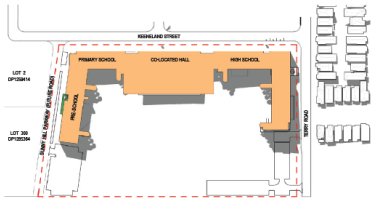
Winter 9am



Winter 10am

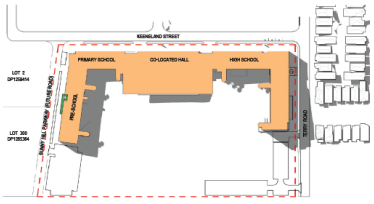


Winter 11am

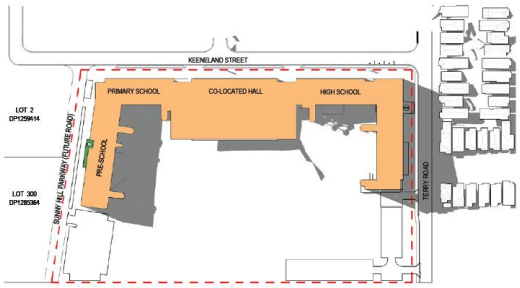


Winter 12pm

Winter 1pm



Winter 2pm



Winter 3pm

Figure 49 Overshadowing analysis between 9:00am to 3:00pm on 21 June

Source: *Project Architect*

6.10 Social Impact

The social impact evaluation assesses the proposed activity's potential impact on the community and social environment compared to the baseline scenario of the site's existing use and social context. The site is currently zoned SP2 – School Infrastructure within the Box Hill Precinct Structure Plan. The proposed activity seeks to redevelop the site for this purpose, providing essential school infrastructure within an area experiencing significant population growth. **Table 22** provides consideration of social impacts.

Table 22: Social Impact

Type of Impact	Describe the impacts on the community and how they might be experienced, either positively or negatively
Impacts on access – will there be an improvement to the quality of provision and a response to emerging and changing needs?	The proposed activity directly responds to a growing demand for accessible public educational establishments to cater for population growth associated with low-medium-density residential development within the Box Hill Precinct. The consolidated site will provide capacity of 1,000 public school students, 1,000 high school students and a 60-place preschool. This allocation of student numbers is considered sufficient to meet the community's future demand for all capabilities.
Impacts on privacy, overshadowing, peace and quiet, and visual amenity (views / vistas) - will there be significant change for neighbours and the local area during both construction and operation?	The proposed activity is likely to result in change for neighbours and the local area during both its construction and operation. Notably, the site is located within the centre of the Box Hill Precinct, which is undergoing a significant amount of change from a rural landscape to low-medium-high density residential and mixed-use area. Key impacts associated with the proposed activity within the emerging Box Hill Precinct include: • Traffic impacts will be most prominent during peak school drop-off and pick-up periods at the future DOPU areas. This will likely increase congestion, particularly along Keeneland Road, which his anticipated to host 31 DOPU spaces. • Acoustic impacts will be temporary throughout construction and will largely be minor during operation. The acoustic consultant confirms that the predicted acoustic impact largely aligns with the surrounding low-density residential environment. The proposed activity will also deliver the following positive impacts: • The school design and massing will complement the low-medium-density residential character of the surrounding existing and anticipated future built form. The new public school, high school

Type of Impact	Describe the impacts on the community and how they might be experienced, either positively or negatively
	and preschool consolidated on the site incorporates appropriate landscaped setbacks to all property boundaries, also provides ample space for future surrounding local road infrastructure upgrades and visual privacy for occupiers of adjoining land. • As shown in **Figure 49**, the proposed design will not cause adverse overshadowing impacts to neighbouring developments, with the vast proportion of additional overshadowing contained within adjacent road reserves, with overshadowing of residential properties on the opposite side of Terry Road only occurring for one hour on the winter solstice. • All buildings on the site have been placed to exceed the minimum AHD flood level during a PMF event, with the FERP included at **Appendix 5** providing an adequate safety strategy for the Box Hill Public School and Box Hill High School during flash flooding events.
Impacts on sense of place - will there be effects on community cohesion or how people feel connected to the place and its character?	The proposed activity provides a significant piece of consolidated social infrastructure that will provide accessible public education provision in an evolving locality with increased demand for educational infrastructure. The co-location of the public school, high school and preschool on the same site has the ability to support community cohesion through the opportunity for whole of school location in one location, helping maintain long-term social bonds to the area. The Box Hill population has high levels of cultural diversity, with 44.5% of the population in 2021 being born overseas and 46% of the population speaking a non-English language at home[1]. The proposed new Box Hill Public School and Box Hill High School will contribute to supporting cohesion within this diverse community through provision of adequate open spaces and infrastructure for young families to connect. Furthermore, future opportunities associated with the adjacent Sunny Hill Parkway Sports Complex could indirectly link the collective campus to recreational infrastructure as a meeting place for community members.
Impacts on the way people get around – will there be changes associated with traffic or parking in the area?	The intention of the proposal is to deliver education uses at an accessible location within an emerging low-medium and high density residential and mixed-use precinct, for use by the existing and evolving community within Box Hill and the broader secondary school catchment. Importantly, active and public transport connections to the collective campus are prioritised, this includes: • Public bus stops on Terry Road; • Provision two new public bus zones on the eastern and western sides of Terry Road; • Embellishment of new public footpaths around the perimeter of the campus; and • Co-location of the site with the future Sunny Hill Parkway Sports

[1] Australian Bureau of Statistics 2021, 'Census of Population and Housing 2021', compiled by Profile ID, https://profile.id.com.au/the-hills/language?WebID=140

Type of Impact	Describe the impacts on the community and how they might be experienced, either positively or negatively
	Complex, which would provide bridge connections across the western riparian corridor to low-density areas from Mount Carmel Drive westwards. The short and long term active and public transport opportunities listed above will provide access to the surrounding locality. Acknowledging the above, it is noted that the proposed activity will impact the existing traffic conditions within the area. In a worst-case scenario, an additional 1,052 vehicle trips would be generated by the proposal at the peak AM school drop-off and pick-up periods (pre Carmel Public School – 2028). The traffic consultant found that this demand can be accommodated throughout the surrounding road network.
Impacts on wellbeing - will there be benefits for students and the community associated with better school facilities, sporting facilities and grounds, and active transport options?	The proposed activity will promote significant benefits on wellbeing including: • The delivery of high-quality flexible learning and teaching environments in purpose-built spaces. • The provision of extensive outdoor play spaces, which have incorporated Designing with Country principles to improve social cohesion. • The provision of a significant amount of permeable outdoor play space. • The delivery of raised pedestrian crossings, pick-up and drop-off areas, bus zones and expanded pedestrian footpaths within the surrounding road network, alongside sufficient bicycle storage provision and end of trip facilities for staff, will encourage use of sustainable modes of transportation

The design approach has also considered the Crime Prevention Through Environmental Design (CPTED) principles, including surveillance, territorial reinforcement, access control and space management. There are various design measures which have been adopted in consideration of the aforementioned principles, including:

- Ensuring the public interface of the school is well designed to be visually appealing, offering a first impression of a high quality, well cared for space.
- Design of student facilities such as toilets and waste areas to incorporate clear short sightlines without compromising privacy. Stairwells and horizontal circulation on the upper levels have also featured open designs with batten screens, enhancing both surveillance and aesthetic appeal.
- Design of the co-located hall has been conducted to ensure clear short and long sightlines can be established between the public school and high school components of the campus, whilst ensuring appropriate space management measures are implemented which clearly delineate both sections of the site.
- Providing perimeter palisade fencing around the site which caters for access control whilst not compromising visual permeability.
- Clearly defined site entries that are visible for casual surveillance, supported by adequate building identification and wayfinding signage to assist in territorial reinforcement.
- External spaces throughout the surrounding street network will be supported with adequate lighting.

- It is considered that through the adoption of these design measures, the proposed Activity will make a positive contribution to The Hills Shire LGA's broader community safety objectives.

Overall, the project is assessed to have a positive social impact for the community, with the benefits associated with the delivery of a new public school, high school and preschool on a consolidated site is considered to have a high to very high positive social impact. Notwithstanding this, the proposed activity will continue to generate some negative social impacts primarily owing to the construction of the facility, though these will be temporary and can be successfully managed through implementation of the Mitigation Measures listed in **Appendix 1**.

6.11 Other issues

An assessment of the other impacts of the proposed activity have been undertaken by the relevant specialist consultants and are detailed below.

Issue	Consideration
Bushfire	A Bushfire Hazard Assessment has been prepared by the Bushfire consultant to assess the proposed activity against the *Planning for Bush Fire Protection (RFS 2019)* (PBP 2019). The site is not identified as bush fire prone land and is located approximately 13m from land identified as being partially bush fire prone (refer to **Figure 50**). The bushfire consultant confirms that the category 2 vegetation located to the west of the site is narrow and located within the riparian corridor. Furthermore, the remnant area of category 2 land is limited in width, which limits its total fuel load and therefore it is not expected to contribute meaningfully to bushfire behaviour or impact potential. Due to the existing vegetation factors addressed above, the Bushfire Landscape Threat (considers the likelihood of a bushfire, its potential severity and intensity) for the site is assessed as low risk.

Issue	Consideration
	 **Figure 50 Bush fire prone land map** Source: Bushfire consultant
Contamination and Hazardous Materials	Based on a review of the available contamination assessments and works undertaken at the site it is considered that the site is suitable for the proposed Box Hill Public School and Box Hill High School subject to implementation of the mitigation measures set out in **Appendix 1**.
Soils and Geology	**Earthworks** The proposed bulk earthworks will target balanced cut and fill. **Geotechnical Assessment** The Geotechnical Assessment prepared by the geotechnical consultant found that the interpreted subsurface condition was silty clay with shallow shale bedrock and no groundwater. Based on this, it was determined that bored piles are feasible to construct on the site under the recommendation that the piles should be socketed into competent bedrock level and extended below the bulk excavation level. **Salinity** A Salinity Investigation and Management Plan has been prepared by the geotechnical consultant. The site is not affected by any Acid Sulfate Soils, but it is located within an area of 'moderate salinity potential'. Soil samples confirmed that there is moderate to high presence of deep groundwater salinity. The identified results are not considered to hinder the proposed activity, subject to the implementation of the Salinity Investigation Management Plan which is required by Mitigation Measure SWMM10.
Operational Waste	An Operational Waste Management Plan (OWMP) has been prepared by a waste consultant and provides an assessment of potential waste impacts associated with the operation of the school. It has been prepared in line with The Hills DCP, as well as a range of waste management guidance at a local, state and federal level.
Construction Waste	A Construction Waste Management Plan (CWMP) has been prepared by the waste consultant. The impact of waste during construction on surrounding residents and other construction activities throughout the Box Hill Precinct are

Issue	Consideration
	temporary and will be undertaken in accordance with a detailed CWMP to be prepared as part of the Construction and Environmental Management Plan prior to commencement of works as required by Mitigation Measure CMM2. The construction of the new Box Hill Public School and Box Hill High School will not result in the generation of any hazardous wastage, nor will it generate any wastewater requiring off-site disposal. It is estimated that approximately 1,535m^3 of construction waste will be generated. Approximately 1,285m^3 of this amount is projected to be recycled, with the remainder associated with liquid (dust control/vehicle cleaning) and general waste proposed to be diverted to landfill. Bulk earthworks on the site indicate that excavation waste soil is expected to be generated. These will be managed through a combination of re-use on site, recycling and landfill.
Ecologically Sustainable Development	A Sustainable Development Plan Report has been prepared by the sustainability consultant. The report confirms that the proposed activity addresses the minimum requirements set out in the following legislation: • Clause 193 of Division 5 of the Environmental Planning and Assessment Regulation 2021 • SI *Sustainable Development Practice Note* • SI Education Facilities Standard and Guidelines (EFSG) • Government Architect NSW (GANSW) Design Guide for Schools and Environmental Design in Schools Manual • NSW Government Resource Efficiency Policy (GREP) 2019 • Guidelines for Division 5.1 Assessments (the Guidelines) • Consideration of environmental factors for health services facilities and schools Addendum, Oct 2024, by the Department of Planning, Housing and Infrastructure. Additionally, a standard mitigation measure SCMM1 has been prescribed within **Appendix 1** which requires the proposed activity to achieve a minimum 5-star rating in the Green Star Buildings v1 certification. This is subject to the future, more detailed design stages of the activity. The Net Zero Statement confirms that there is no gas connection to the subject site. The only gas related activity completed on the site will relate to the usage of gas bottles for the science labs. No fossil-fuel systems will be used to meet space heating and domestic hot water (DHW) demand. In addition, Box Hill Public School and Box Hill High School is currently designed with a 75kW and 99kW solar PV system respectively.
European Heritage	A due diligence heritage investigation has confirmed that there is little evidence to suggest that relics or items of built heritage significance are present on the subject site.
Accessibility	An Access Capability Statement has been prepared by the access consultant. The statement confirms the proposed activity has been assessed as being generally in accordance with and capable of complying with, the relevant requirements of the Building Code of Australia, Volume 1 2022 Part D1 and F4 and the Premises Standards. Compliance will be demonstrated prior to issue of design compliance statement. Refer to the mitigation measure GMM1 in **Appendix 1**.
BCA Compliance	A BCA Capability Statement has been prepared by the access consultant by the BCA consultant. The capability statement confirms that the proposed activity is capable of achieving compliance with the Building Code of Australia 2022 through usage of a combination of deemed-to-satisfy and performance solution.

6.12 Cumulative Impact

The site's surrounding context is transforming from former rural lands into a new urban neighbourhood in line with the Box Hill Precinct ILP. As referenced in **Section 2.1.5**, the ongoing and planned development that surrounds the site includes:

- **North:**
    - **Longchamp Street (DA/1170/2022/ZB)** – approved construction of a new pedestrian footpath on the northern side of Keeneland Street which is yet to be delivered but will be beneficial for use of students travelling to the site.
    - **54 Terry Road (DA/872/2024/ZA) –** approved on 7 June 2024 for subdivision to create 22 residential allotments and one (1) residue lot, including road works and dam dewatering.
    - **58 Terry Road (DA/47/2018/EC)** – approved the low-density subdivision of 37 residential allotments, two stormwater lots and embellishment of a new road and demolition of existing structures. The earthworks on the site have been completed and a subdivision certificate was issued by Council on 15 April 2024. Dwellings are now currently under construction.
- **South:** There are several approved high-density mixed-use and purely residential developments located approximately 450m – 500m to the south of the site along Terry Road, these include:
    - **29-31 Terry Road (DA/945/2016/JP) –** approved on 15 December 2016 as the 'Box Hill Town Centre', currently under-construction for several buildings with retail podiums, 668 apartments and two (2) levels of basement parking. It is noted that there have been several subsequent section 4.55 modification applications submitted to Council for design development changes related to the application.
    - **33-39 Terry Road (DA/130/2022/JPZ) –** approved on 17 March 2022 for small lot housing development and subdivision on the site, creating 198 residential lots and three (3) residue lots. The site is currently under-construction and is located adjacent to the Box Hill Town Centre site.
    - **34-36 Terry Road (DA/1623/2022/JPZ) –** approved on 21 May 2024 within Section 34 Conciliation Conference proceedings for a subdivision application to create two (2) new super lots and construction of a residential flat building development containing 637 dwellings. Construction has not formally commenced on the site at the time of writing.

A review of online sources suggests there are no other developments currently approved in the local area that would result in cumulative impacts that would need to be managed.

There is potential for the construction of development approved in the above applications to overlap with the proposed activity. Cumulative construction impact including noise, dust and construction traffic impacts will be addressed within the Construction Environmental Management Plan (CEMP) required to be prepared prior to commencement of works by Mitigation Measure CMM2. These cumulative construction impacts are not considered to be significant and are limited to the construction stage of the works, which are temporary in nature.

Regarding traffic impacts, traffic consultant has considered the future growth of the Box Hill Precinct within the traffic modelling. It is noted that the Box Hill Public School and Box Hill High

School has been designed to be consistent with the future surrounding development as envisaged within the Box Hill Growth Centres DCP 2018.

6.13 Consideration of Environmental Factors

Section 171(1) of the EP&A Regulation notes that when considering the likely impact of an activity on the environment, the determining authority must take into account the environmental factors specified in the guidelines that apply to the activity.

Section 171A of the EP&A Regulation sets out additional matters to take into account when considering the likely impact of an activity on the environment in a regulated catchment.

The assessment provided in the sections above has been prepared to provide a detailed consideration of the factors that must be taken into account for an assessment under Division 5.1 of the EP&A Act. These factors are summarised at **Table 23** and **Table 24** where mitigation measures have been proposed in response to the factor, these have been identified.

Table 23: Environmental Factors considered

Environmental Factor	Division Factors for school developments *Guidelines for Division 5.1 assessments Consideration of environmental factors for health services facilities and schools Addendum*	Response/Assessment	Mitigation Measure Reference
Section 171 Assessment			
(a) Any environmental impact on a community?	(a1) Impact during construction – such as noise, vibration, traffic, construction vehicle routes, access and parking, pollution/dust, water and stormwater flow, sediment and run-off, waste removal, servicing arrangements, bushfire, flooding, contamination, other construction occurring in the area. (a2) impact post-construction (including from any development, activity, public-address systems and sirens, signage, events, hours of operation, or out of hours use of facilities, helicopter facilities, emergency facilities) which may include: (i) water flow/water quality, downstream impacts (ii) flooding impact, flood evacuation routes, changes to flood risk and patterns (iii) bushfire impact, bushfire evacuation routes, changes to bushfire risk and patterns (iv) impact, during a flood or bushfire event, on existing infrastructure such as roads, etc (v) impact on emergency response to existing Communities (vi) waste and servicing arrangements (vii) traffic and parking impacts, pedestrian and road safety (including pedestrian and cyclist conflict and safety), operation of the surrounding road network, impact on road capacity, including peak hour, intersection performance and any cumulative impact from surrounding approved developments, impacts of potential queuing in drop-off/pick- up zones and bus bays during peak periods, emergency drop-offs, servicing and loading/unloading areas, large vehicles and height clearances, parking arrangements and rates. Consider in the context of availability, frequency, location and convenience of public transport and	The proposed activity involves the development of existing rural-residential parcels of land for a new public school, high school and preschool within the emerging low-medium density mixed use Box Hill Precinct. The community impacts that could arise from the proposed activity relate to traffic, noise and vibration, tree removal, water management, visual and social impacts. These impacts have been considered as part of this REF report, and where required mitigation measures have been included to minimise potential impacts where they are unable to be avoided. It is noted that impacts relating to construction noise and vibration and construction traffic will be temporary in nature. The proposed built form of the Box Hill Public School and Box Hill High School (reaching a maximum height of 4-storeys and supported by adequate landscape setbacks) will integrate with the existing and future low-medium density character of the Box Hill Precinct and while also responding to existing medium and low-density areas to the east. Notably, it will serve as a consolidated educational facility sited in proximity to future significant public recreational landholdings, with public domain improvements facilitating legible pedestrian connections to existing and proposed residential development areas.	Multiple – Refer to Appendix 1

Environmental Factor	Division Factors for school developments *Guidelines for Division 5.1 assessments Consideration of environmental factors for health services facilities and schools Addendum*	Response/Assessment	Mitigation Measure Reference
	consequences of parking overflowing into adjoining streets (viii) existing utility infrastructure and service provider assets (a3) impact on flight paths of nearby airport, airfield, or helicopter landing sites (a4) other environmental impacts (social, economic or cultural) on the community not mentioned above (a5) cumulative impacts from the development and other surrounding approved developments	The proposed activity has been designed in a manner to prioritise the use of active and public transport as much as possible, through its siting in proximity to two (2) existing bus stops which provide services through the precinct to Rouse Hill and Riverstone. The proposed activity also seeks to create two (2) additional bus zone areas along the eastern and western sides of Terry Road respectively and provide ample bicycle parking facilities. Traffic and pedestrian impacts have also been managed through the provision of two (2) raised crossings on Terry Road and Keeneland Street, as well as the embellishment of 30 DOPU spaces on Keeneland Street. The operational hours are typical for the public school, high school and preschool elements respectively and its operational impacts can be adequately managed. Overall, the proposed activity considered to have a high to very high positive social impact. On balance, the proposal would be of benefit to the community.	
(b) Any transformation of a locality?	(b1) impact on the existing and future character of the neighbourhood, streetscape and local area (b2) impact on the operation of existing and future surrounding uses, including industrial or agricultural land uses (b3) visual impact from key viewpoints and views to key viewpoints (b4) cumulative impacts from the development, and other approved developments, on the locality	The proposed activity results in visual change in comparison to the existing condition of the site. This impact is acceptable due to the implementation of an appropriate material palette, usage of large, landscaped setbacks and adoption of a site layout that aligns with the existing topography of the site. Refer to **Section 6.8**.	N/A

Environmental Factor	Division Factors for school developments *Guidelines for Division 5.1 assessments Consideration of environmental factors for health services facilities and schools Addendum*	Response/Assessment	Mitigation Measure Reference
(c) Any environmental impact on the ecosystems of the locality?	(c1) impact on the existing and future ecosystem (flora, fauna, habitats, biodiversity, ecological integrity, biological diversity, connectivity/fragmentation, air, water including hydrology, soil) (c2) long- and short-term impact of: (i) loss or harm to trees or other vegetation (ii) removed canopy cover (iii) landscape setting in respect of the site and streetscape (iv)impacts of the above on urban heat island effect and urban and internal comfort levels on and off-site (c3) impact from introducing new trees and vegetation species (c4) cumulative impacts on the ecosystem	The proposed activity will not result in any significant environmental impacts on the ecosystems of the locality. The site currently contains 47 trees which are proposed to be removed. The Arboriculturist has confirmed that the proposed activity would be incompatible if the existing trees on the site were retained. The site is Biodiversity Certified Land, and therefore removal of vegetation on the site has already been assessed and contemplated and will not result in any significant impact. The tree planting strategy associated with the proposed activity will improve the existing landscape setting and deliver an outcome which aligns with the placement of open play spaces. This will address the urban heat island effect on the site and cater for a presence of native flora compatibly with the proposed built form arrangement. A full assessment on the potential environmental impacts, including stormwater quality, ecology, flora and fauna is contained in **Section 6** and confirmed that the proposed activity will not impact any flora and fauna ecosystems throughout the broader locality.	Multiple – Refer to Appendix 1
(d) Any reduction of the aesthetic, recreational, scientific or other environmental quality or value of a locality?	(d1) impacts onto adjoining properties and public spaces (particularly in residential areas) such as lighting impacts and light spill, acoustic, visual privacy, noise and vibration (including from helicopters and ambulances), visual amenity, solar access, view loss and view sharing, vistas, overshadowing, local character, streetscape, weather factors such as wind impacts (i) the above should be considered from any proposed development or activity on the development site, public-address	The new public school, high school and preschool is to be constructed on existing rural residential allotments, which currently does not align with the emerging development within the Box Hill Precinct. Whilst the existing vegetation and area will be lost, redevelopment if the site will enhance the locality with new and modern educational facilities with enhanced landscape and open spaces which will improve the visual appearance of the locality, in	Multiple – Refer to Appendix 1

Environmental Factor	Division Factors for school developments *Guidelines for Division 5.1 assessments Consideration of environmental factors for health services facilities and schools Addendum*	Response/Assessment	Mitigation Measure Reference
	system, ambulance siren, flashing signage, event, hours of operation, or out of hours use of school facility, helicopter facility, emergency facility, research centre where hazardous material is being used or stored and any potential incident, etc. (d2) impacts on connectivity, permeability and accessibility of public spaces and areas surrounding the development, this includes impacts on arterial and other thoroughfares and green corridors and wayfinding (d3) impacts on other aesthetic, recreational, scientific or other environmental quality or value of the locality not mentioned above or in (a) and the cumulative impacts	alignment with the surrounding development context as part of the Box Hill Precinct. The activity has been designed to ensure impacts onto adjoining properties are either avoided or managed to be acceptable. The proposed activity will not substantially affect solar access to any nearby sensitive receivers. The proposed activity does not obstruct any private views to iconic or significant views. There will be additional noise from students at key times during the day, however the impact of this is reasonable with the building itself acting as a barrier to residential properties to the east and north. The western boundary has been treated accordingly to account for the future Sunny Hill Parkway local road, with future access arrangements to the opposite Sunny Hill Parkway Sports Complex not impacted.	
(e) Any effect on locality, place or building having aesthetic, anthropological, archaeological, architectural, cultural, historical, scientific or social significance or other special value for present or future generations?	(e1) impacts on heritage items (local, state and commonwealth), conservation areas and Aboriginal heritage (including intangible cultural significance), draft and interim items. Both at / or near the site (e2) impacts on Aboriginal cultural heritage values on the land and connection to Country (e3) direct or indirect impacts on the heritage significance of environmental heritage, impacts to archaeological resources (e4) impacts on aesthetic, anthropological, architectural, cultural, historical, community values and identity, scenic values, scientific or social significant items, or items of other special value for present or future generations	The works will result in the destruction of AHIMS site #45-5-6001, which was determined to have low significance in the broader locality. Owing to the low significance of the site, and the proposed mitigation measures, including obtaining an AHIP and adopting an unexpected finds protocol, the impacts of the works can be appropriately managed. Refer to the findings within the ACHAR, provided in **Appendix 4** and **Section 6.4**.	HMM2 HMM4 HMM5
(f) Any impact on the	(f1) impacts on listed protected fauna at and in the vicinity of the	Section 8.4(4) of the BC Act describes the effect of	N/A

Environmental Factor	Division Factors for school developments ***Guidelines for Division 5.1 assessments Consideration of environmental factors for health services facilities and schools Addendum***	Response/Assessment	Mitigation Measure Reference
habitat of protected animals, within the meaning of the *Biodiversity Conservation Act 2016*?	site, and their habitat.	biodiversity certification in relation to development under Part 5 of the EP&A Act, stating: '*An activity to which Part 5 of the EP&A Act which is carried out or proposed to be carried out on biodiversity certified land is taken, for the purposes of Part 5 of that Act, to be an activity that is* *not likely to significantly affect any threatened species or ecological community under this Act,* *or its habitat, in relation to that land*'. The area proposed for activity is entirely biodiversity certified, therefore no further assessment of impacts to biodiversity values is required under the BC Act.	
(g) Any endangering of any species of animal, plant or other form of life, whether living on land, in water or in the air?	(g1) potential endangering of any species or vegetation (g2) protected and threatened flora, terrestrial, fauna species, populations, ecological communities and their habitats	Plant community type (PCT) 3320 related to the Cumberland Shale Plains Woodland in low condition and PCT 3962 relating to the Coastal Floodplain Phragmites Reedland is present on the site. As stated above, the subject site is identified as Biodiversity Certified land, therefore, the removal of these PCTs can be conducted accordingly. Additionally, the site is not located within a riparian corridor or native vegetation area as identified within the Box Hill Growth Centres DCP 2018. In this regard, the proposal is unlikely to endanger any species of any animal, plant or other form of like, whether living on land, in water or in the air. **Section 6.7** also provides a series of measures from the Dam Dewatering Plan relating to the protection of aquatic fauna.	BMM1 BMM2 BMM3 BMM4
(h) Any long-term effects on the	(h1) Long-term effects on: (i) flood and bushfire behaviour, flooding and the flood plain,	The proposed activity will not impact the existing flood behaviour of the immediately surrounding area along the southern boundary, as per the findings	Multiple – Refer to

Environmental Factor	Division Factors for school developments *Guidelines for Division 5.1 assessments Consideration of environmental factors for health services facilities and schools Addendum*	Response/Assessment	Mitigation Measure Reference
environment?	bushfire prone land (ii) natural environment, flora and fauna species and their habitats (iii) agricultural productivity (iv) industrial land supply (v) housing supply (vi) climate change (vii) cumulative impacts (h2) meet industry recognised building sustainability and environmental performance standards, integrate environmental design, minimise greenhouse gas emissions, minimise energy and water consumption (recycled water) and material resources, renewable energy generation and storage, fossil fuel-free, sustainable travel choices, manage, reuse, recycle and safely dispose of waste (h3) long term ecological, social and economic Effects	within the Flood Impact Assessment (refer to **Section 6.6.3**). Overall, the proposed activity should have a long-term positive effect on the local environment by offering the local community a consolidated educational facility which addresses each stage of education to serve the local population into the future. Any negative impacts associated with the proposed activity, primarily during construction, will be temporary and managed through the imposition of mitigation measures (e.g. traffic, noise, air quality). These matters are discussed in further detail in Section 6. Cumulative impacts associated with traffic throughout local road network have been discussed in Section 6.8.	Appendix 1
(i) Any degradation of the quality of the environment?	No specific factors – to be assessed by the determining authority if relevant	As stated above, the subject site is located on biodiversity certified land. Erosion control measures will be implemented on site to minimise soil erosion.	Multiple – Refer to Appendix 1
(j) Any risk to the safety of the environment?	(j1) whether the development will have adverse environmental impacts (flood or stormwater runoff, storm surge, bushfire, ongoing maintenance of landscaping within the Asset Protection Zone, contamination leak, wind speeds, extreme heat, urban heat, climate change adaptation) on the surrounding area, particularly in sensitive environmental, cultural areas or residential neighbourhoods. (j2) impacts on soil resources and related infrastructure and riparian lands on and near the site, soil erosion, salinity and acid	The Flood Impact and Risk Assessment confirms that no buildings in the proposed activity will be affected during a PMF event. Appropriate mitigation measures have been provided in **Appendix 1** to address flood behaviour related implications. Similarly, a Bushfire Risk Assessment confirms the site is not located on bushfire prone land, and can comply with *Planning for Bushfire Protection (2019)*. Likewise, mitigation measures will be implemented	OPFMM1 BSMM1 BSMM2

Environmental Factor	Division Factors for school developments *Guidelines for Division 5.1 assessments Consideration of environmental factors for health services facilities and schools Addendum*	Response/Assessment	Mitigation Measure Reference
	sulfate soils, surface water resources (quality and quantity), hydrology, dependent ecosystems, drainage lines, downstream assets and watercourses, groundwater resources.	to minimise any potential impact or risk from contamination.	
(k) Any reduction in the range of beneficial uses of the environment?	No specific factors – to be assessed by the determining authority if relevant	There will be no reduction of beneficial uses of the environment. Instead, the proposal will enhance the site by providing a much-needed educational facility that provides a public school, high school and preschool on a consolidated landholding.	N/A
(l) Any pollution of the environment?	(l1) any pollution during construction and post construction e.g. air (including odours and greenhouse gases); water (including runoff patterns, flooding/tidal regimes, water quality health); soil (including contamination, erosion, instability risks); noise and vibration (including consideration of sensitive receptors); light pollution; waste, including hazardous waste (l2) impact of contamination spill, movement or disturbance during and post construction, and into the long term (l3) impact of a potential rainfall or flood event during construction (e.g. storage of fuel for construction vehicles, stock piles of soil, etc) (l4) dangerous goods and hazardous materials associated with the development (i.e. labs)	Minor air, noise, and water quality impacts may be generated during construction. Mitigation measures are proposed to manage pollution to the environment.	Multiple – Refer to Appendix 1
(m) Any environmental problems associated with the disposal of waste?	(m1) environmental problems of waste during and after construction (left over construction materials, and personnel waste), transport and disposal of waste, ongoing use and eventual decommission of the development (m2) cumulative impacts from waste	No environmental problems are anticipated with the disposal of waste from the proposed works. As per **Section 6.11**, there have been appropriate operational and construction waste procedures embedded which appropriately classify and either reuse, recycle, process or dispose of waste. Waste will be transported to a facility that is licensed to process or dispose of that waste classification to avoid adverse environmental impacts. Appropriate measures will be undertaken to manage and dispose of waste in accordance with legislative	CMM2 CMM6 CMM10

Environmental Factor	Division Factors for school developments *Guidelines for Division 5.1 assessments Consideration of environmental factors for health services facilities and schools Addendum*	Response/Assessment	Mitigation Measure Reference
		requirements and WH&S documents.	
(n) Any increased demands on resources (natural or otherwise) that are, or are likely to become, in short supply?	No specific factors – to be assessed by the determining authority if relevant	Materials salvaged will be sorted and identified for recycling. Impacts associated with the consumption of natural resources through the use of machinery would be minimal.	N/A
(o) Any cumulative environmental effects with other existing or likely future activities?	(o1) The cumulative effects of noise and impacts to the road network from surrounding existing and approved developments	The cumulative traffic impacts associated with the proposed activity have been addressed in further detail within **Section 6.12**.	Multiple – Refer to Appendix 1
(p) Any impact on coastal processes and coastal hazards, including those under projected climate change conditions?	(p1) coastal processes and hazards (impacts arising from the proposed activity on coastal processes and hazards and impacts on the proposed activity from coastal processes and hazards), climate scenarios	The site is not in the Coastal Zone as identified in the Coastal Management Act 2016 (CM Act), owing to the site's inland location.	Multiple – Refer to Appendix 1
(q) Applicable local strategic planning statement, regional strategic plan or district strategic plan made under Division 3.1 of the Act?	(q1) relevant issues, objectives, policies and actions identified in local, district and regional plans and compliance of the proposal, and policies that identify community priorities that may be impacted (q2) relevant legislation, environmental planning instruments (including drafts, policies and guidelines). (q3) requirements of any approvals applying to the site, including concept approval or recommendation from any Gateway determination	The subject site is zoned for SP2 Infrastructure under the existing planning framework. The proposed activity aligns with broader strategic planning visions to provide whole-of-life educational infrastructure in proximity to residential growth. Refer to **Section 4.5**.	N/A
(r) Any other relevant	(r1) health or safety risk to children, visitors, patients or staff of	As identified in the sections above, there are no	Multiple –

Environmental Factor	Division Factors for school developments *Guidelines for Division 5.1 assessments Consideration of environmental factors for health services facilities and schools Addendum*	Response/Assessment	Mitigation Measure Reference
environmental factors?	the development (r2) developments compatibility with neighbouring land uses, including proximity to: (i) restricted premises, injecting rooms, drug clinics, premises licensed for alcohol or gambling, sex services premises (for schools) (ii) hazardous land uses, waste transfer depots or landfill sites, service stations, air pollutant generating uses, noise or odour generating uses, extractive industries, industrial uses (iii) intensive agriculture, agricultural spraying activities and sources (iv) adjacent to or on land in a pipeline corridor (v) sites which, due to prevailing land use zoning, may in the future accommodate the above uses. (r3) noise/air pollution, vibration and safety impacts from the below on the proposed development: (i) roads with higher traffic volumes, higher operating speeds and more heavy vehicles, freight traffic or used to transport dangerous goods or hazardous materials (ii) rail lines	other environmental factors that will result in any unacceptable impact to the environment.	Refer to Appendix 1

Table 24: Biodiversity and Conservation SEPP Factors considered

Environmental Factor	Response/Assessment
Section 171A Assessment	
Biodiversity and Conservation SEPP 6.6(1)-(2): *(1) In deciding whether to grant development consent to development on land in*	As highlighted in **Section 6.6** above, the proposed activity will not have an adverse impact on the water quality and quantity on the site. Adequate underground OSD tank infrastructure will be provided to the site which will

Environmental Factor	Response/Assessment
a regulated catchment, the consent authority must consider the following— *(a) whether the development will have a neutral or beneficial effect on the quality of water entering a waterway,* *(b) whether the development will have an adverse impact on water flow in a natural waterbody,* *(c) whether the development will increase the amount of stormwater run-off from a site,* *(d) whether the development will incorporate on-site stormwater retention, infiltration or reuse,* *(e) the impact of the development on the level and quality of the water table,* *(f) the cumulative environmental impact of the development on the regulated catchment,* *(g) whether the development makes adequate provision to protect the quality and quantity of ground water.* *(2) Development consent must not be granted to development on land in a regulated catchment unless the consent authority is satisfied the development ensures—* *(a) the effect on the quality of water entering a natural waterbody will be as close as possible to neutral or beneficial, and* *(b) the impact on water flow in a natural waterbody will be minimised.*	ensure that the total OSD discharge and bypass flow does not exceed the maximum permissible site discharge. The site is not mapped as being in an area of groundwater vulnerability, the proposed activity will not impact the quality and quantity of ground water, extensive excavation impacting the groundwater table not proposed as part of the development. The proposed activity will have a neutral impact on the quality of water entering the surrounding stormwater network. Ultimately, the proposed on-site stormwater infrastructure in the form of two (2) underground OSD tanks and litter screens in all pits will be sufficient in mitigating the impact of water flow into the surrounding local stormwater network and adjacent riparian corridors.
Biodiversity and Conservation SEPP 6.7(1)-(2): *(1) In deciding whether to grant development consent to development on land in a regulated catchment, the consent authority must consider the following—* *(a) whether the development will have a direct, indirect or cumulative adverse impact on terrestrial, aquatic or migratory animals or vegetation,* *(b) whether the development involves the clearing of riparian vegetation and, if so, whether the development will require—* *(i) a controlled activity approval under the Water Management Act 2000, or* *(ii) a permit under the Fisheries Management Act 1994,* *(c) whether the development will minimise or avoid—* *(i) the erosion of land abutting a natural waterbody, or*	As highlighted in **Section 6.12**, the proposed activity will have no significant impacts on terrestrial, aquatic or migratory animals or vegetation. While the site does contain two PCTs and existing vegetation, it is identified as biodiversity certified land, therefore the removal of the vegetation is permissible. The relocation of aquatic ecology in the existing dam on the site will also be appropriately mitigated through mitigation measure BMM4 in **Appendix 1**. The site is not located in proximity to any significant natural waterbodies and therefore erosion or sedimentation impacts to this natural waterbody is unlikely.

Environmental Factor	Response/Assessment
(ii) the sedimentation of a natural waterbody, *(d) whether the development will have an adverse impact on wetlands that are not in the coastal wetlands and littoral rainforests area,* *(e) whether the development includes adequate safeguards and rehabilitation measures to protect aquatic ecology,* *(f) if the development site adjoins a natural waterbody—whether additional measures are required to ensure a neutral or beneficial effect on the water quality of the waterbody.* ***Example—*** *Additional measures may include the incorporation of a vegetated buffer between the waterbody and the site.* *(2) Development consent must not be granted to development on land in a regulated catchment unless the consent authority is satisfied of the following—* *(a) the direct, indirect or cumulative adverse impact on terrestrial, aquatic or migratory animals or vegetation will be kept to the minimum necessary for the carrying out of the development,* *(b) the development will not have a direct, indirect or cumulative adverse impact on aquatic reserves,* *(c) if a controlled activity approval under the Water Management Act 2000 or a permit under the Fisheries Management Act 1994 is required in relation to the clearing of riparian vegetation—the approval or permit has been obtained,* *(d) the erosion of land abutting a natural waterbody or the sedimentation of a natural waterbody will be minimised,* *(e) the adverse impact on wetlands that are not in the coastal wetlands and littoral rainforests area will be minimised.*	
Biodiversity and Conservation SEPP 6.8(1)-(2): *(1) In deciding whether to grant development consent to development on land in a regulated catchment, the consent authority must consider the likely impact of the development on periodic flooding that benefits wetlands and other riverine ecosystems.* *(2) Development consent must not be granted to development on flood liable land in a regulated catchment unless the consent authority is satisfied the development will not—*	As discussed in the Flood Impact and Risk Assessment (**Appendix 3**) and **section 6.6.3** above, the proposed activity will not significantly impact the existing flood behaviour of the land. The release of pollutants during a flood event is proposed to be mitigated through the implementation of litter screens in all pits and an end of line treatment device, as well as the usage of a piped in-ground stormwater system. It is noted that the presence of pollutant material on the site will be unlikely, given its operation as a public school, high school and preschool not involving any sensitive activities.

Environmental Factor	Response/Assessment
(a) if there is a flood, result in a release of pollutants that may have an adverse impact on the water quality of a natural waterbody, or *(b) have an adverse impact on the natural recession of floodwaters into wetlands and other riverine ecosystems.*	The flooding patterns observed and measured to take place throughout the surrounding area of the site do not benefit existing wetlands or other riverine ecosystems. Furthermore, the proposed activity will not impact the natural recession of floodwater into the Hawkesbury River, with the implementation of a piped in-ground stormwater system and overland flow paths intended to direct water to the site's boundary and connect with the broader local stormwater network.
Biodiversity and Conservation SEPP 6.9(1)-(2): *(1) In deciding whether to grant development consent to development on land in a regulated catchment, the consent authority must consider—* *(a) the likely impact of the development on recreational land uses in the regulated catchment, and* *(b) whether the development will maintain or improve public access to and around foreshores without adverse impact on natural waterbodies, watercourses, wetlands or riparian vegetation.* *(2) Development consent must not be granted to development on land in a regulated catchment unless the consent authority is satisfied of the following—* *(a) the development will maintain or improve public access to and from natural waterbodies for recreational purposes, including fishing, swimming and boating, without adverse impact on natural waterbodies, watercourses, wetlands or riparian vegetation,* *(b) new or existing points of public access between natural waterbodies and the site of the development will be stable and safe,* *(c) if land forming part of the foreshore of a natural waterbody will be made available for public access as a result of the development but is not in public ownership—public access to and use of the land will be safeguarded.*	The proposed activity will not have any impact on recreational land uses within the catchment, nor does it have any influence on public access to foreshore areas along a natural waterbody. The site is not located directly adjacent to a natural waterbody. Therefore, the proposed activity will not have any influence of points of public access to natural waterbodies.

7. Justification and Conclusion

The proposed construction and operation of the Box Hill Public School and Box Hill High School at 50 and 52 Terry Road, Box Hill is subject to assessment under Division 5.1 of the EP&A Act. The REF has examined and taken into account to the fullest extent possible all matters affecting, or likely to affect, the environment by reason of the proposed activity.

As outlined in this REF, the proposed activity can be justified on the following grounds:

- It responds to an existing need within the community;
- It generally complies with, or is consistent with all relevant legislation, plans and policies;
- It has minimal environmental impacts;
- Adequate mitigation measures have been proposed to address these impacts; and
- It provides a new public school, high school and preschool on a consolidated landholding, providing improved community cohesion.

The activity is not likely to significantly affect threatened species, populations, ecological communities or their habitats, and therefore it is not necessary for a Species Impact Statement and/or a BDAR to be prepared. The environmental impacts of the proposal are not likely to be significant. Therefore, it is not necessary for an EIS to be prepared and approval to be sought for the proposal from the Minister for Planning and Public Spaces under Division 5.2 of the EP&A Act. On this basis, it is recommended that the department determine the proposed activity in accordance with Division 5.1 of the EP&A Act subject to the implementation of mitigation measures identified within this report.