

Review of Environmental Factors

Establishment and Construction of a New High School for Jordan Springs

Document version: 6

Date: 3 April 2025

Acknowledgement of Country

The NSW Department of Education acknowledges the traditional custodians of the Darug land on which the New High School at Jordan Springs 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 DFP Planning Pty Ltd on behalf of the NSW Department of Education (department) and assesses the potential environmental impacts which could arise from the construction and operation of the New High School for Jordan Springs at the corner of Armoury Road and Infantry Street, Jordan Springs.

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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23A	Preliminary Indigenous Heritage Assessment and Impact Report
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25	Arboricultural Impact Assessment
26	Bushfire Hazard Assessment
26A	Asset Protection Zone letter
27	Flood Impact and Risk Assessment
28	Flood Emergency Response Plan
29A	Detailed Site Investigation
29B	Ground Water Assessment

Abbreviations

Abbreviation	Description
ADI	Australian Defence Industries
AHD	Australian Height Datum
AHIP	Aboriginal Heritage Impact Permit
AHIMS	Aboriginal Heritage Information Management System
ANL	Acceptable Noise Level
APZ	Asset Protection Zone
ASSMP	Acid Sulfate Soil Management Plan
BC Act 2016	<i>Biodiversity Conservation Act 2016</i>
BC Regulation	Biodiversity Conservation Regulation 2017
BAL	Bushfire Attack Level
BAM	Biodiversity Assessment Method
BCA	Building Code of Australia
BDAR	Biodiversity Development Assessment Report
BHA	Bushfire Hazard Assessment
CA	Certifying Authority
CBD	Central Business District
CEMP	Construction Environmental Management Plan
CFA	Continuous Flight Auger
CM Act	<i>Coastal Management Act 2016</i>
Council	Penrith City Council
CPTED	Crime Prevention Through Environmental Design
CTMP	Construction Traffic Management Plan
CWC	Connecting with Country
The department	NSW Department of Education
DA	Development Application
DCCEEW	Department of Climate Change, Energy, the Environment and Water
DCP	Development Control Plan
Design Guide	<i>Design Guide for Schools</i> published by the Government Architect in May 2018
DoE	NSW Department of Education
DPC	Department of Premier and Cabinet
DPE	(The former) Department of Planning and Environment
DPHI	Department of Planning, Housing and Infrastructure
DSI	Detailed Site Investigation
EFSG	Educational Facilities Standards and Guidelines
EIS	Environmental Impact Statement

Abbreviation	Description
EMP	Environmental Management Plan
EPA	Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2021</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
EPI	Environmental Planning Instrument
ESD	Ecologically Sustainable Development
FERP	Flood Emergency Response Plan
FFL	Finished Floor Level
FM Act	<i>Fisheries Management Act 1994</i>
GANSW	Government Architect New South Wales
GBCA	Green Building Council of Australia
GLS	General Learning Space
GPT	Gross Pollutant Trap
Ha	Hectares
HN	Hawkesbury Nepean River
HRV	Heavy Rigid Vehicle
IPA	Inner Protection Area
KL	kilolitre
kVa	kilo-volt amps
LED	light-emitting diode
LEP	Local Environmental Plan
LGA	Local Government Area
LOS	Level of Service
LSPS	Local Strategic Planning Statement
MNES	Matters of National Environmental Significance
NBN	National Broadband Network
NCC	National Construction Code
NNTR	National Native Title Register
NNTT	National Native Title Tribunal
NorBE	Neutral or Beneficial Effect on Water Quality Assessment Guideline (2022)
NPW Act	<i>National Parks and Wildlife Act 1974</i>
NPW Regulation	National Parks and Wildlife Regulation 2009
NPWS	National Parks and Wildlife Service (part of EES)
NSW RFS	NSW Rural Fire Service
NT Act (Cth)	<i>Commonwealth Native Title Act 1993</i>

Abbreviation	Description
NVIA	Noise and Vibration Impact Assessment
OEH	(Former) Office of Environment and Heritage
OSD	On-Site Stormwater Detention
PA	Public Address
PBP	Planning for Bushfire Protection 2019
PCB	polychlorinated biphenyls
PCEMP	Preliminary Construction Environmental Management Plan
PCT	Plant Community Type
PIHAIR	Preliminary Indigenous Heritage Assessment and Impact Report
Planning Systems SEPP	<i>State Environmental Planning Policy (Planning Systems) 2021</i>
PMF	Probable Maximum Flood
PPE	Personal Protective Equipment
PWPC SEPP	<i>State Environmental Planning Policy (Precincts – Western Parkland City) 2021</i>
POEO Act	<i>Protection of the Environment Operations Act 1997</i>
Proponent	NSW Department of Education
RBL	Rating Background Level
REF	Review of Environmental Factors
RF Act	<i>Rural Fires Act 1997</i>
Resilience and Hazards SEPP	<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>
Roads Act	<i>Roads Act 1993</i>
SCPP DoE	<i>Stakeholder and community participation plan</i> , published by the NSW Department of Education October 2024
SCPP DPHI	<i>Stakeholder and community participation for new health services facilities and schools</i> published by the Department of Planning, Housing and Infrastructure October 2024
SDRP	School Design Review Panel
SEPP	State Environmental Planning Policy
SES	New South Wales State Emergency Service
SLS	Support Learning Space
STP	School Transport Plan
TfNSW	Transport for New South Wales
TGS	Traffic Guidance Scheme
TIA	Traffic Impact Assessment
TI SEPP	<i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>
TPZ	Tree Protection Zone
TWG	Transport Working Group
TWLT	Target Warning Lead Time

Abbreviation	Description
UDP	Urban Development Program
WC	water closet
WM Act	<i>Water Management Act 2000</i>
WMP	Waste Management Plan

Executive Summary

The Proposal

The proposal relates to the establishment and construction of a New High School for Jordan Springs with a capacity for 1,000 students.

The proposed New High School for Jordan Springs is located in the suburb of Jordan Springs at the corner of Armoury Road and Infantry Street (Lot 2 and Lot 3 in DP 1248480).

The site is within a growth area and surrounding road infrastructure and permanent stormwater detention infrastructure is yet to be completed. The activity includes two scenarios to respond to this infrastructure being complete or incomplete.

The site is affected by bushfire. The buildings have been sited outside of the nominated APZ.

The site is flood prone. The buildings have been designed above the PMF level and are sited in the lower risk parts of the site.

The proposal includes an interim on-site infrastructure solution which will be utilised if required.



Figure 1: Perspective Drawing

Planning Pathway

The proposal involves the development of a new government school by the NSW 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 *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

Consultation was 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).

This revised REF addresses comments received through the exhibition period.

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

Environmental Impacts

The key environmental impacts identified in the preparation of the REF are as follows:

- **Traffic** – Jordan Springs New High School will be predominantly accessed by private vehicle. All staff car parking demand is met on-site. Kiss and drop requirements have been assessed and a minimum of 16 spaces are proposed. The activity will not result in failure of the surrounding traffic intersections. Measures to increase active travel and public transport usage will be promoted.
- **Infrastructure Sequencing** – The site within a growth area and surrounding road and stormwater infrastructure is yet to be completed. This REF provides a comprehensive assessment of these scenarios and demonstrates the activity can occur with interim and completed infrastructure arrangements.
- **Flood** – The site is within the South Creek catchment. The site will be partially inundated during a 1:1000, 1:2000 and 1:5000-year flood event and inundated in a PMF event. The finished floor levels of the Building's A-D are higher than the PMF Level. The REF is supported by a Flood Impact Assessment and a Flood Emergency Response Plan.
- **Bush Fire** – The site is mapped bush fire prone land. The activity includes the establishment of an Asset Protection Zone (APZ). The buildings are sited outside the APZ. A bush fire safety authority will be required from the NSW RFS prior to the activity occurring.

Other impacts have been considered as detailed in this REF.

Justification and Conclusion

Based on the environmental assessment undertaken as part of this REF, it has been determined that the proposal will not likely 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 Environmental Impact Statement (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 activity will not have any effect on Matters of National Environmental Significance (MNES) and approval of the activity under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (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 REF.

1. Introduction

The department proposes to assess the environmental impacts associated with the establishment and construction of a **New High School for Jordan Springs** (the activity) located at the corner of Armoury Road and Infantry Street, Jordan Springs (the site).

Pursuant to Section 3.37A of TI SEPP, the proposed works are classified as development which may be carried out without consent.

For the purposes of these works, the department is the proponent and the determining authority under Division 5.1 of the EP&A Act.

This REF has been prepared by DFP Planning Pty Ltd on behalf of the department. 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.

Pre-exhibition, this REF considered two scenarios for construction and operation being, if external infrastructure works are completed (Scenario 1) or not completed (Scenario 2) by others. Post-exhibition, the activity has been amended to remove scenarios.

The REF has been simplified to occur over two (2) stages to provide flexibility based on the delivery of the external works to be completed by others. As the timing of the external works by others is not known, the amended stage boundaries provides flexibility to the activity in Stage 2, whilst also providing Stage 1 construction upfront. Whilst construction of Stage 1 and Stage 2, may be undertaken at differing times, Stage 1 is not to be operational until Stage 2 is also operational, due the school hall being required for operation of the school. Refer **Figure 8** and **Figure 9** for operational images for the site with temporary works and permanent works.

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), the EP&A Act, the *Environmental Planning and Assessment Regulation 2021* (the Regulation), and the EPBC Act.

This REF assesses whether the proposed activity is likely to have a significant impact on the environment and therefore the necessity for an 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.

This REF assesses the potential for the proposal to significantly impact 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.

2. The Site

2.1 Site locality

The site is located within the City of Penrith Local Government Area (LGA) and within the suburb of Jordan Springs. The site is located on the corner of Armoury Road and Infantry Street in Jordan Springs. The location of the proposed school site spans across two (2) allotments, being part Lot 2 and Lot 3 in DP 1248480 shown in red (the site) on **(Figure 2)**.

The land is mostly cleared with the exception of some recently constructed roads and street tree planting.

The site is located within the St Mary's Release Area which forms part of the Central Precinct. The proposed high school is located towards the north-eastern side of the Central Precinct.

Figure 3 is an aerial photograph of the proposed school site (red) within the context of the overall site boundary (blue).

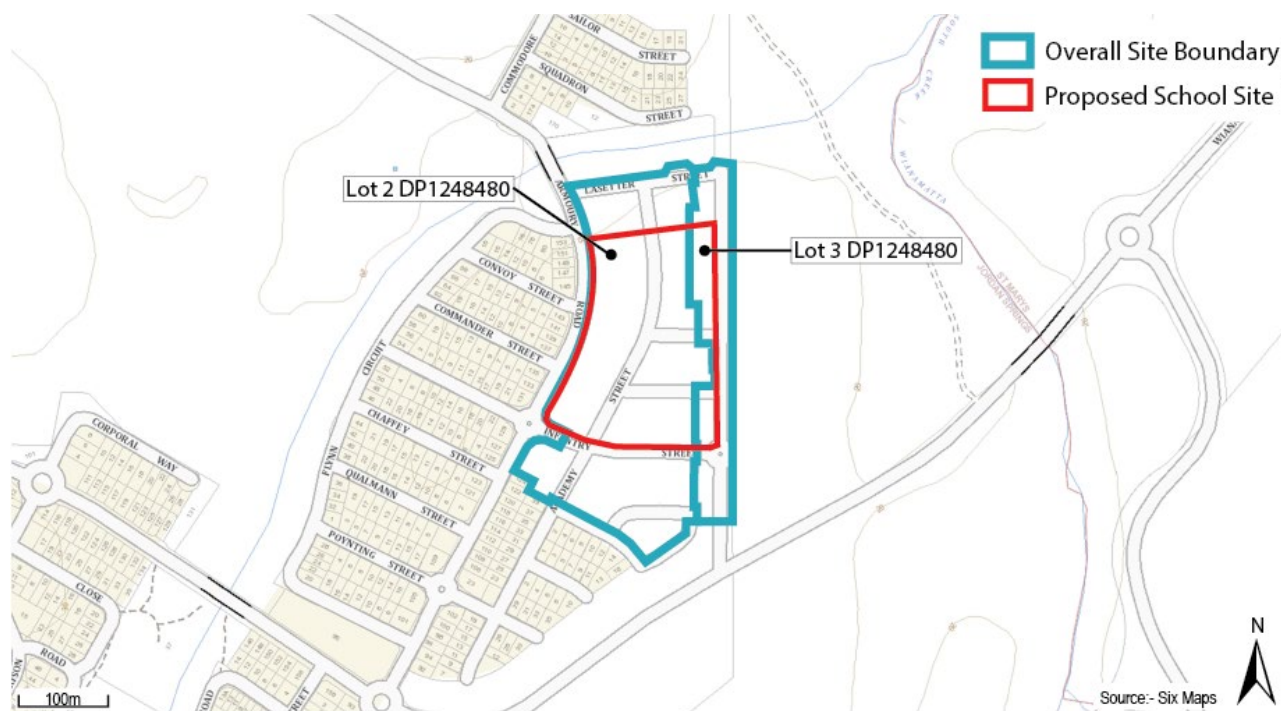


Figure 2: Locality Plan



Figure 3: Aerial Photograph

2.2 Site Surrounds

The following subsections describe the activity's site's country, regional, local and immediate settings.

2.2.1 Country Setting

The activity site is on Darug Land. Having regard to the Preliminary Indigenous Heritage and Impact Assessment prepared by Kayandel, the boundary of the Darug Land is from the Hawkesbury River; inland to Mount Victoria, Campbelltown, Liverpool, Camden, and Penrith; at Windsor.

2.2.2 Regional Setting

The site is located in the western part of the Greater Metropolitan Sydney Area in the Penrith City LGA.

Figure 4 below shows the key infrastructure located within the regional setting of the proposed school site, including the location of important road infrastructure, public transport (current and future) and the distance between Jordan Springs Public School to the west and the proposed school site.



Figure 4: Regional Setting Aerial Photograph

2.2.3 Local Setting

The local setting is characterised by recent residential subdivisions and the surrounding remnant vegetation and waterways (refer **Figure 2** and **Figure 3**).

2.2.4 Immediate Setting

North - To the north of the site is a tributary of South Creek. Having regard to the Central Precinct's Framework Plan, land to the north of the site is planned to be a riparian corridor & drainage reserve

East - To the east of the site is an area of regional open space, with the land remaining densely vegetated. It is noted that much of the established vegetation in the St Mary's Release Area is Cumberland Plain Woodlands.

South - To the south of the site is residential land that has recently been developed, forming part of Stage 3 of the Central Precinct. The Wianamatta Parkway is located further to the south, which will connect with the East-West Connector Road once construction is finished.

West - To the west of the site is Armoury Road. On the western side of Armoury Road are predominantly low-density residential development that have recently been constructed (Stage 4 of the Central Precinct). Approximately 200m to the west of the site is a 70m wide easement, known as the Eraring-Kemps transmission line easement.

2.2.5 Site Constraints and Opportunities

Consideration of site constraints has been undertaken through a review of the Section 10.7 (2 & 5) Planning Certificates dated 24 November 2023, mapping under relevant Environmental Planning Instruments (EPIs), and a review of specialist consultant reports and other desktop assessments.

Key site constraints include:

- Bushfire
- Flood
- Riverine Scenic Area
- Dependence on external infrastructure being provided by others

Consideration has also been given to opportunities identified in design development, including:

- Connection to future Regional Open Space
- Interaction with existing and future built form

3. Background of Activity Site

3.1 Jordan Springs

Table 1 provides a chronological history of Jordan Springs.

Table 1: Chronological History of Jordan Springs

Timeline	Description
Prior to 1791	Aboriginal occupation of the Sydney basin up to 17,800 years before present.
1805	The first land grants were made to Jordan Springs.
1941	700 acres of land were taken by the Commonwealth Government to create the Australian Defence Industries (ADI) site in St Mary's.
1955	An additional 500 acres of land were purchased by the Commonwealth Government for the ADI site.
1993	The ADI site was included in the NSW Government's Urban Development Program (UDP) for additional housing.
2004	The Commonwealth Government sold the ADI site to Lend Lease Construction.
2011	The suburb of Jordan Springs is created.

3.2 St Mary's Urban Release Area

As set out in the chronological history (**Table 1**), the site was formerly the site of the Australian Defence Industries (ADI) which was established in 1941.

In 1993, the former ADI site, then located in St Mary's, was included in the NSW Government's Urban Development Program (UDP). The UDP was a department run program identifying locations for future urban development, taking into consideration factors such as future housing growth, areas of current housing pressures and the spread of development activity. Investigations were then undertaken to identify if the site was suitable for future development, whilst having consideration of the environmental values of the site.

These investigations culminated in the gazettal of the *Sydney Regional Environmental Plan No. 30 – St Mary's*, which came into effect in 2001. The legislation now forms part of Chapter 6 of *State Environmental Planning Policy (Precincts – Western Parkland City) 2021* (PWPC SEPP) and contains guiding development controls, zoning, and performance objectives for future development.

Jordan Springs New High School is proposed within the St Mary's Release Area (**Figure 5**, refer to the 'St Mary's Development Site' shaded pink).



Figure 5: Location of St Mary's Release Area: Central Precinct Plan

The St Mary's Release Area is split into six (6) precincts (**Figure 6**), known as the:

- Western Precinct;
- Central Precinct;
- North Dunheved Precinct;
- South Dunheved Precinct;
- Ropes Creek Precinct; and
- Eastern Precinct.

Jordan Springs New High School is proposed to be located within the Central Precinct. The Central Precinct was declared a release area by the Minister for Planning on 29 September 2006. A precinct plan and development control strategy, as required by PWPC SEPP, was subsequently adopted by Penrith City Council (Council) on 23 March 2009.



Figure 6: St Mary's Release Area

The majority of the Central Precinct is zoned 'Urban', including the school site, with the remaining portion of the precinct zoned 'Employment'. The Framework Plan for the Central Precinct (**Figure 7**) forms part of the precinct plan and Development Control Strategy. The Framework Plan illustrates the structure of the precinct and provides a plan for the future development of the area.

The 'water quality basin' that is currently located on site is identified in the Framework Plan, as well as an Employment Collector Road along the eastern side boundary. This road (to be known as Park Edge Road) has not yet been established. The OSD basin is proposed to be located off-site on the southern side of Infantry Street in Scenario 1, with a temporary on-site OSD basin proposed to the north east of the site for Scenario 2, until the off-site basin is constructed and operational.

There is no indicative location identified on the Framework Plan for the construction and operation of a school within the Central Precinct. Notwithstanding and as set out in **Section 4.1** of this report, the use of a school is permissible with development consent in the Urban zone, pursuant to PWPC SEPP.

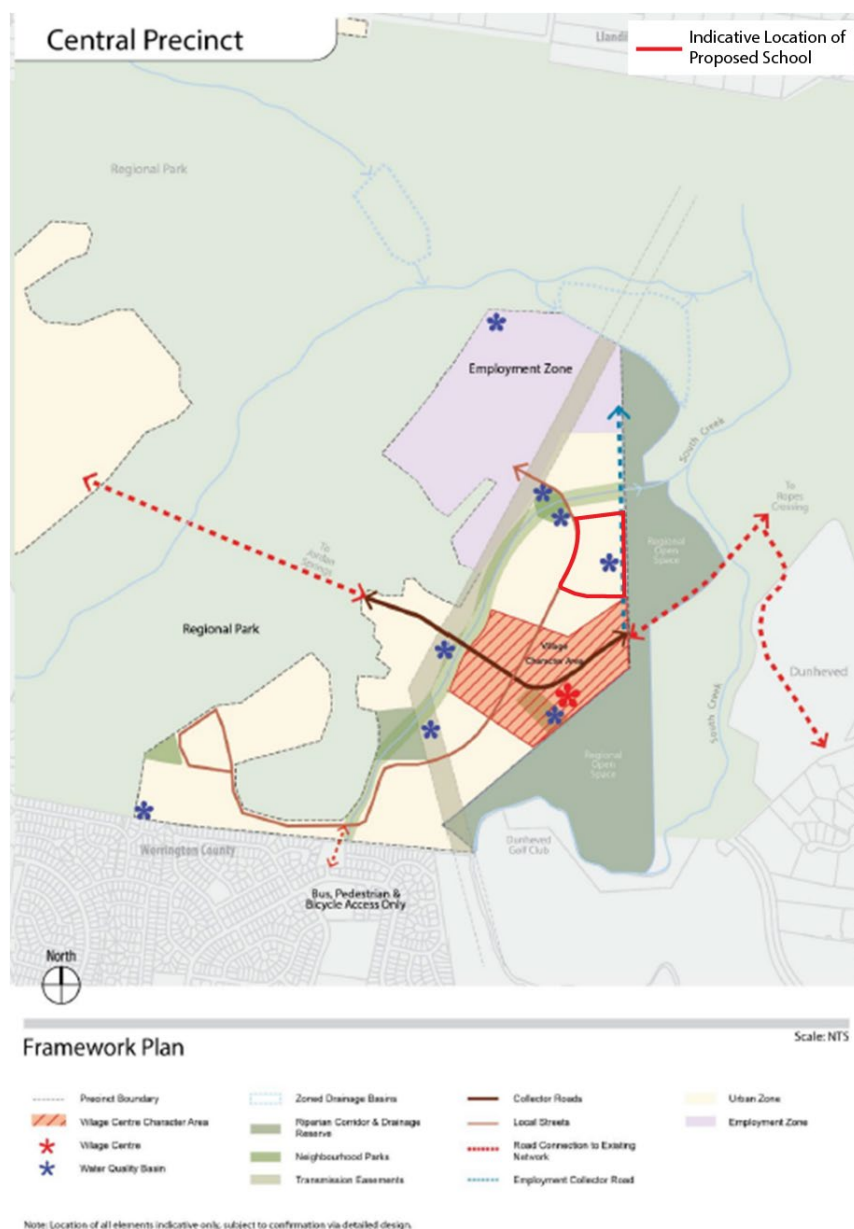


Figure 7: Central Precinct Framework Plan

4. Proposed Activity

The proposed activity for the construction and operation of Jordan Springs High School with a capacity of 1,000 students and 80 staff to meet forecast enrolment demand associated with population growth in Jordan Springs and Ropes Crossing. The school will provide permanent General Learning Spaces (GLS), Support Learning Spaces (SLS), staff facilities and a library across three (3), three storey buildings, a single storey hall, half playing field, three (3) outdoor sport courts, 72 operational at grade parking spaces (including two (2) accessible spaces), 100 bicycle spaces and landscaping.

For the purposes of TI SEPP, the proposed activity is defined as ‘development permitted without consent’. For the purposes of Part 5 of the EP&A Act, the proposal is defined as ‘works’ or an ‘activity’. Any reference to ‘development’, ‘works’ or an ‘activity’ is considered to have the same meaning for the purposes of this assessment.

Note: Post exhibition, the ‘scenarios’ have been removed, and the activity will move forward with a ‘Stage 1’ and ‘Stage 2’. Stage 2 allows for an interim infrastructure solution if external infrastructure works are not completed by others.

Section 4 of this Revised REF has been amended to remove reference to ‘scenarios’ and to include an accurate description on the activity and stages for approval. The removal of ‘scenarios’ and change to ‘stages’ do not affect the overall outcomes of the assessment of environmental impacts for the activity as submitted with the original REF.

4.1 Summary of the Activity

Table 2 provides a summary of the proposed activity.

Table 2: Summary of the Activity (Scenario 1)

Activity Element	Description
Site Area	4.05 hectares
Activity Name	Establishment and Construction of a New High School for Jordan Springs
Activity Summary	• Construction and operation of three (3) x three storey buildings, containing 51 GLS (including 3 (STS) and specialist learning areas, administration and staff facilities, amenities, library and associated facilities such as communication room and plant. Each three-storey building is accessible with a lift. • Construction and operation of one school hall with an indoor court/ stage, canteen and associated amenities • Construction and operation of a 72 space (inclusive of 2 accessible) carpark and waste area accessed via Park Edge Road • Four (4) supported learning kiss and drop spaces on Infantry Street • 16 kiss and drop spaces on Park Edge Road. • Landscaping.
Use	Educational establishment
Student and Staff Numbers	1,000 students, 80 staff
Car Parking and Bicycle Spaces	72 parking spaces inclusive of two accessible spaces, accessed from Park Edge Road

Activity Element	Description
	100 bicycle parking spaces
Height	Three storeys or 13.32m (maximum)
Tree removal	68 trees within the site and two (2) trees within the surrounding road reserve are proposed for removal.
Play Space	11,931.75m ²
Canopy Cover	15% (maximum allowed for under Planning for Bush Fire Protection 2019)
Off Site Works (DoE)	Removal of two (2) trees on Armoury Road; Demolition of part kerb and gutter on Armoury Road for vehicle cross over; Vehicle cross over to connect carpark to Park Edge Road; and Bus bay on Armoury Road.

Figure 8 provides an excerpt of the proposed activity at the completion of Stage 2 as outlined in Table 2.



Figure 8: Site Plan – Stage 1 and Stage 2 with Permanent Works

4.2 Summary of Staging

The activity may require staging. Detail of the staging is provided in the Staging Report (**Appendix 4**).

The activity described in **Section 4.1** above is on the basis of external infrastructure being delivered by a third party including:

- Construction of Park Edge Road;
- Widening of Infantry Street;
- Kiss and drop facilities on Park Edge Road and Infantry Street, and
- Provision of an OSD basin off-site.

Should the above external infrastructure not be delivered, the department will need to provide temporary infrastructure arrangements described in **Table 3** below.

Table 3: Interim Infrastructure Arrangements (Stage 2 Temporary Works)

Activity Element	Description
Car Parking and Bicycle Spaces	Temporary Car Park - 72 parking spaces inclusive of 2 accessible spaces, accessed from Armoury Road.
OSD Basin	10,000m ³ temporary OSD basin to north-east of site.
Off Site Works DoE	Demolition of part kerb and gutter on Armoury Road for 2 x vehicle cross overs.
Kiss and Drop spaces	17 kiss and drop spaces on Armoury Road
Bus zone	Expand existing bus zone on Armoury Road

Figure 9 provides an excerpt of the interim infrastructure arrangements allowed for in Stage 2 as outlined in **Table 3**.



Figure 9: Stage 2 Temporary Works

These interim infrastructure arrangements will need to be decommissioned once external infrastructure works are completed by others as detailed in **Table 4**.

Table 4: Decommission of temporary Infrastructure and Finalisation of Stage 2 Works

Activity Element	Description
Summary of Activity	Vehicle cross over to future Park Edge Road Permanent carpark to become operational Decommission/ dewater temporary OSD basin Demolish temporary carpark on Armoury Road Rectify vehicle crossover on Armoury Road Rectify kiss and drop and Armoury Road Instate bus zone on Armoury Road Landscaping works
Car Parking and Bicycle Spaces	Demolish temporary carpark on Armoury Road 72 parking spaces inclusive of 2 accessible spaces, south-east corner of site - Operational
OSD Basin	Decommission/ dewater temporary OSD basin
Off-site rectification/ decommissioning works DoE	Rectify vehicle cross over and kiss and drop spaces on Armoury Road.
Off Site bus access	Instate bus zone on Armoury Road once temporary kiss and drop spaces are rectified.
Off-site construction works DoE	Construct a vehicle cross over on Park Edge Road.
Landscaping	Turf area of temporary OSD basin and temporary carpark once demolished/ decommissioned.

4.3 Demolition and Tree Removal

The proposed activity includes the demolition within the site boundary of roads (constructed as part of a previous subdivision but not yet dedicated as a public road), termination and removal of services and two substations and decommissioning/ dewatering of the existing on-site basin. The proposed activity requires the removal of 68 trees within the site. **Figure 10** provides an excerpt of the demolition and tree removal plan. Demolition and tree removal will be undertaken within the stage boundaries and the time of construction for each stage.

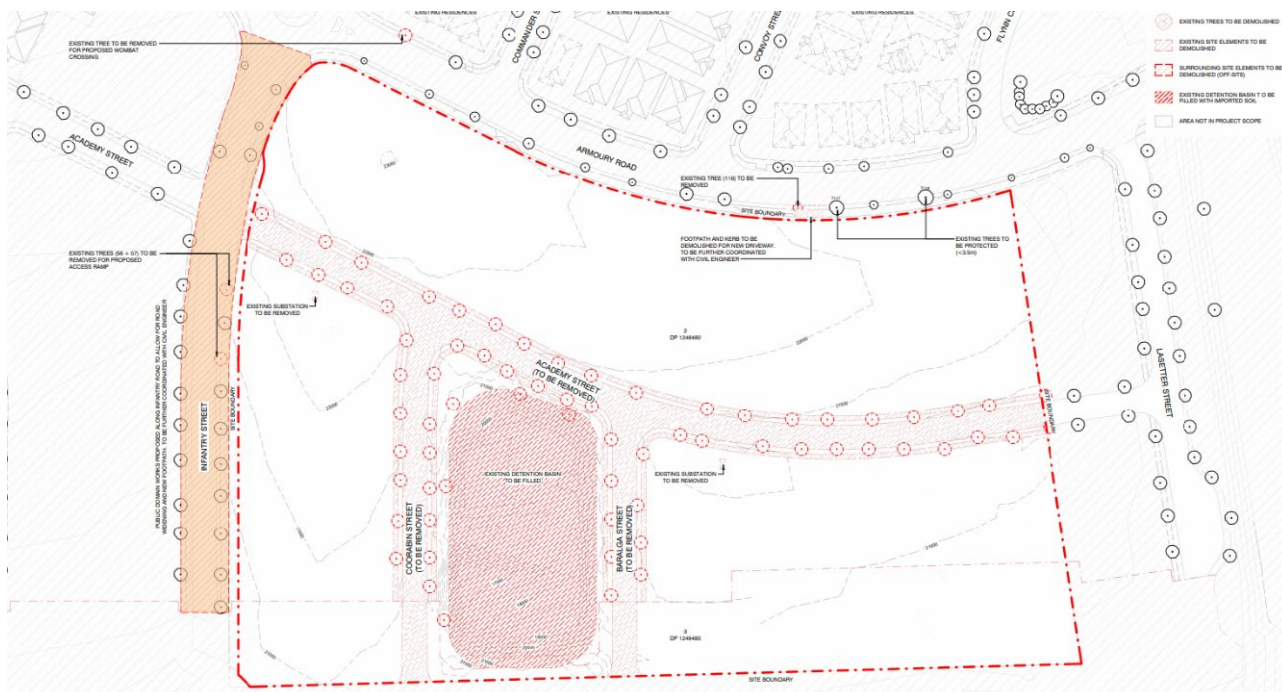


Figure 10: Demolition and Tree Removal Plan

4.4 Earthworks and Remediation

No remediation is required. The proposed earthworks are detailed in **Figure 11**. Stage 2 temporary works will require additional earthworks for the establishment and then decommissioning of the Armory Road Temporary Carpark and temporary OSD (outlined in dotted orange line in **Figure 11**).

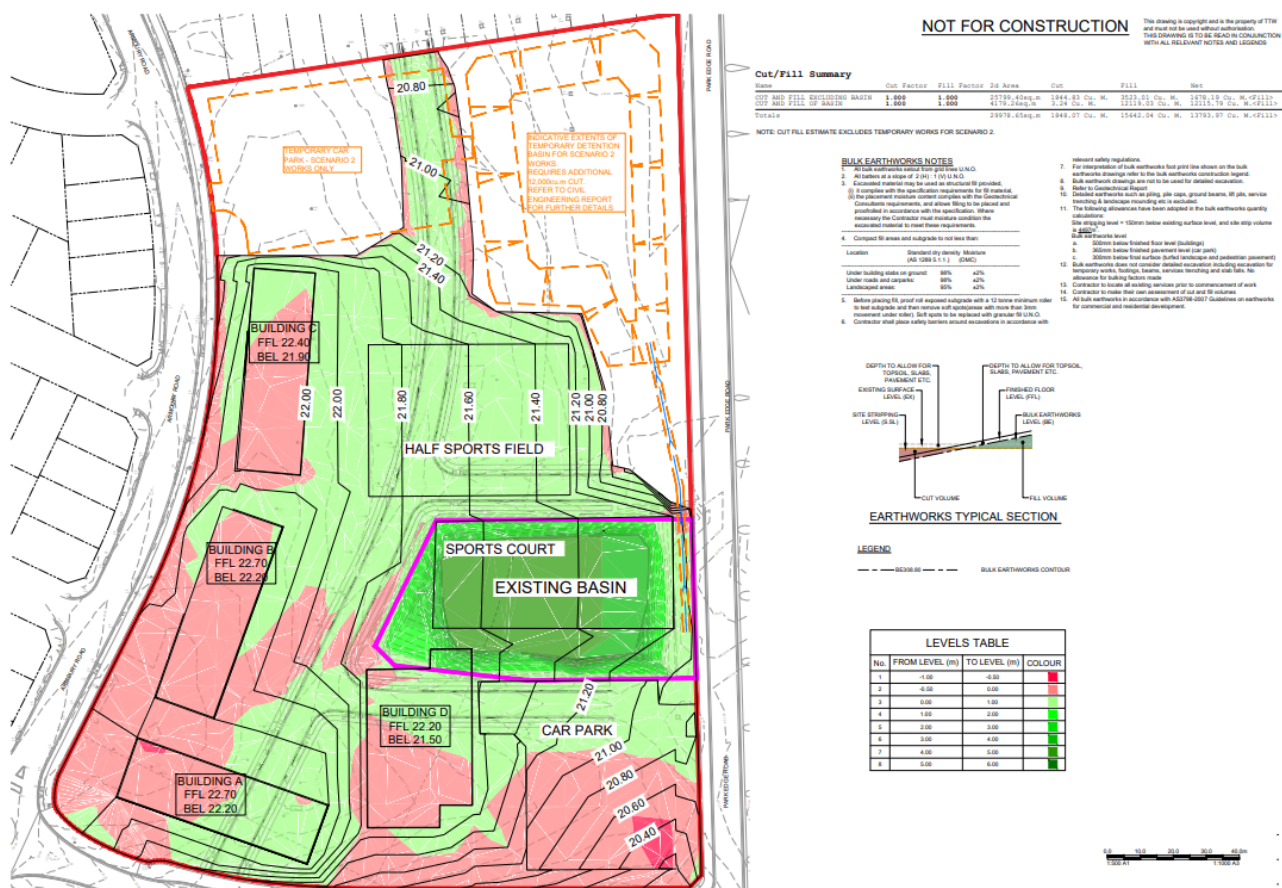


Figure 11: Proposed Earthworks Plan

4.5 Site Layout / Setbacks

The school buildings are primarily located on the western edge of the site fronting Armoury Road (Building A, B and C). The school hall (Building D) is located adjacent to the southern edge of the site fronting Infantry Street. The buildings have a minimum front setback of 10.410m for Building A, 11.273m for Building B, 11.196m for Building C and 20.955m for the school hall.

The permanent car park is located in the south-eastern corner of the site fronting Infantry Street and Park Edge Road. The car park has as setback of 7.855m to Infantry Street and 6.612m to Park Edge Road.

Open space is located generally east of the site which will interface with the future Regional Open Space Area on the eastern side of Park Edge Road. The siting of the buildings and car park allow for landscaped setback zones to Armoury Road, Infantry Street and Park Edge Road.

The temporary car park is situated in the north-western corner of the site and the temporary OSD basin in the north-eastern corner minimising conflict with the delivery of the permanent facilities.

Figure 12 provides a 3D render drawing detailing the site layout in the context of surrounding land uses and development.



Figure 12: 3D Render – Site Layout

4.6 Built Form

The proposed built form of the school buildings ranges in height from one to three storeys. **Figures 13-20** provides an excerpt of the Ground Floor, Level 1, Level 2, Roof Plans and Elevations. Architectural Plans prepared by DJRD are provided as **Appendix 5**.



Figure 13: Overall Ground Floor Plan

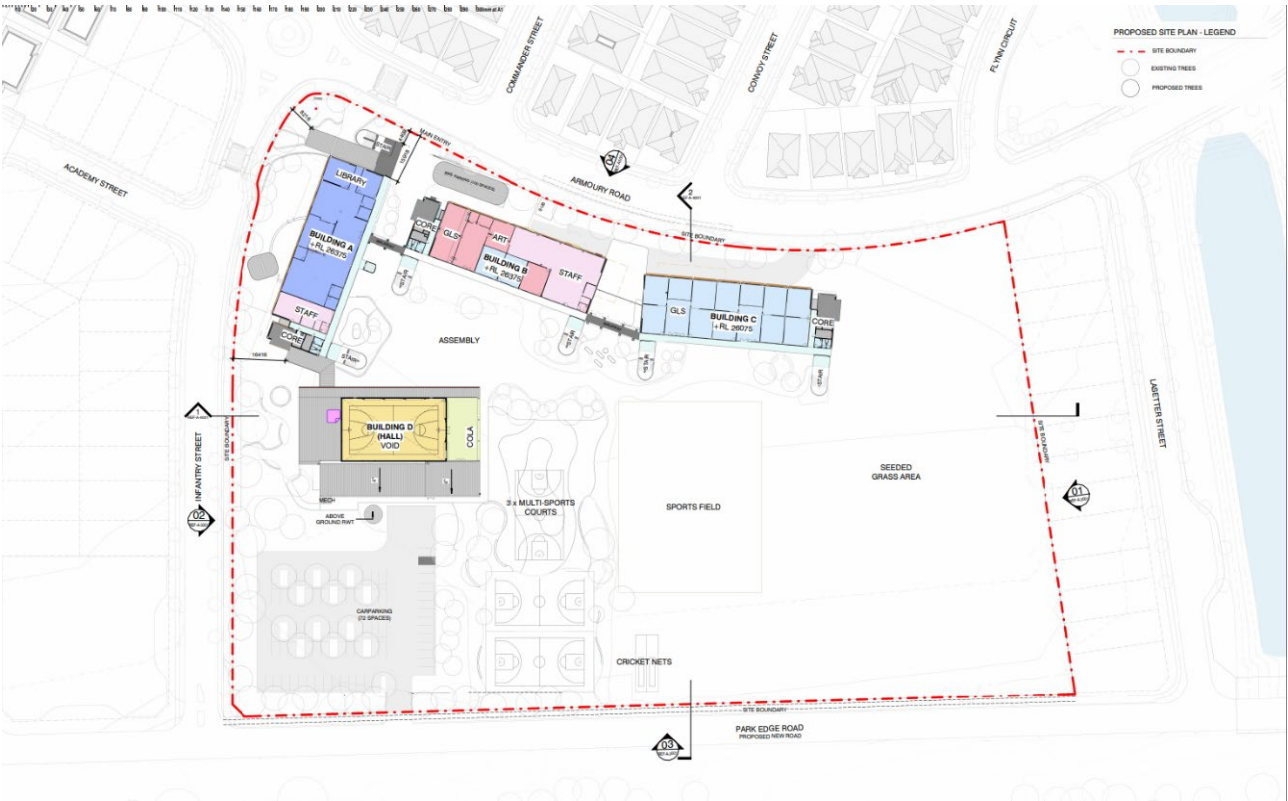


Figure 14: Overall Level 1 Plan

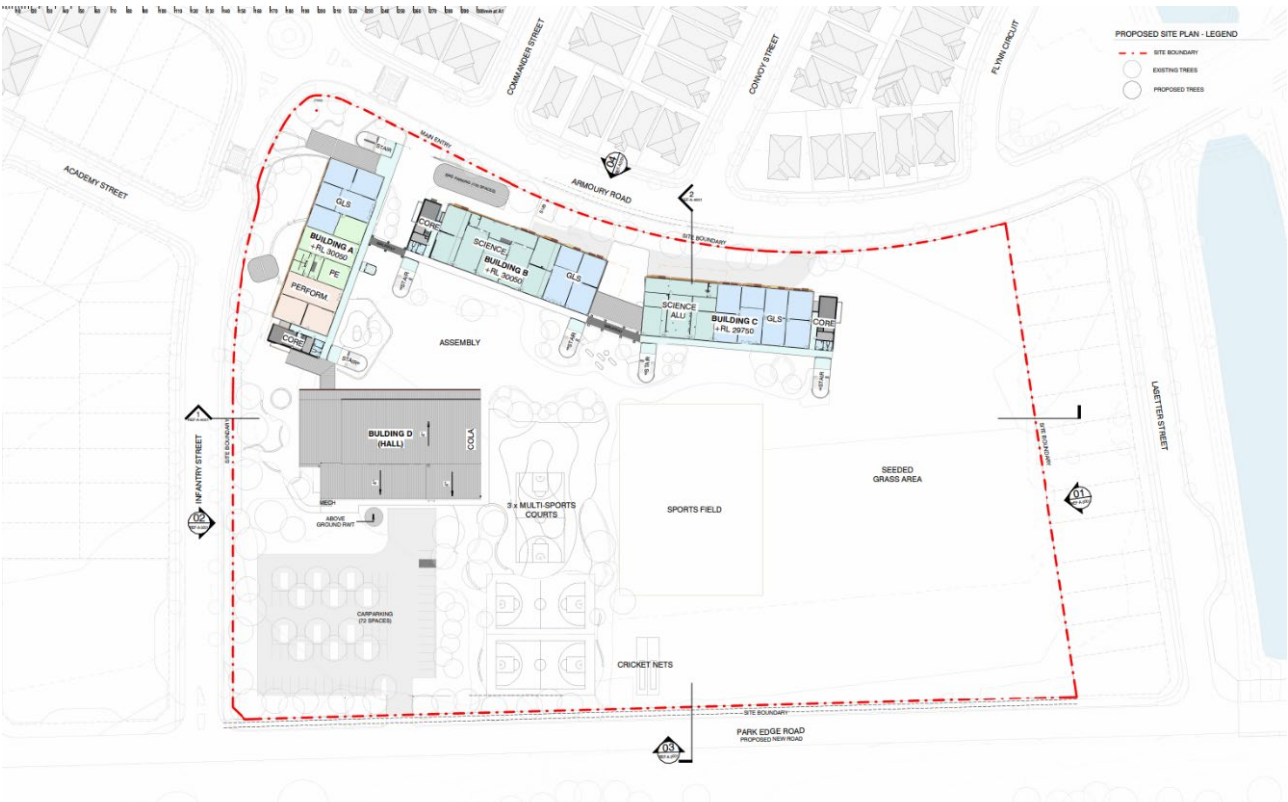


Figure 15: Overall Level 2 Plan

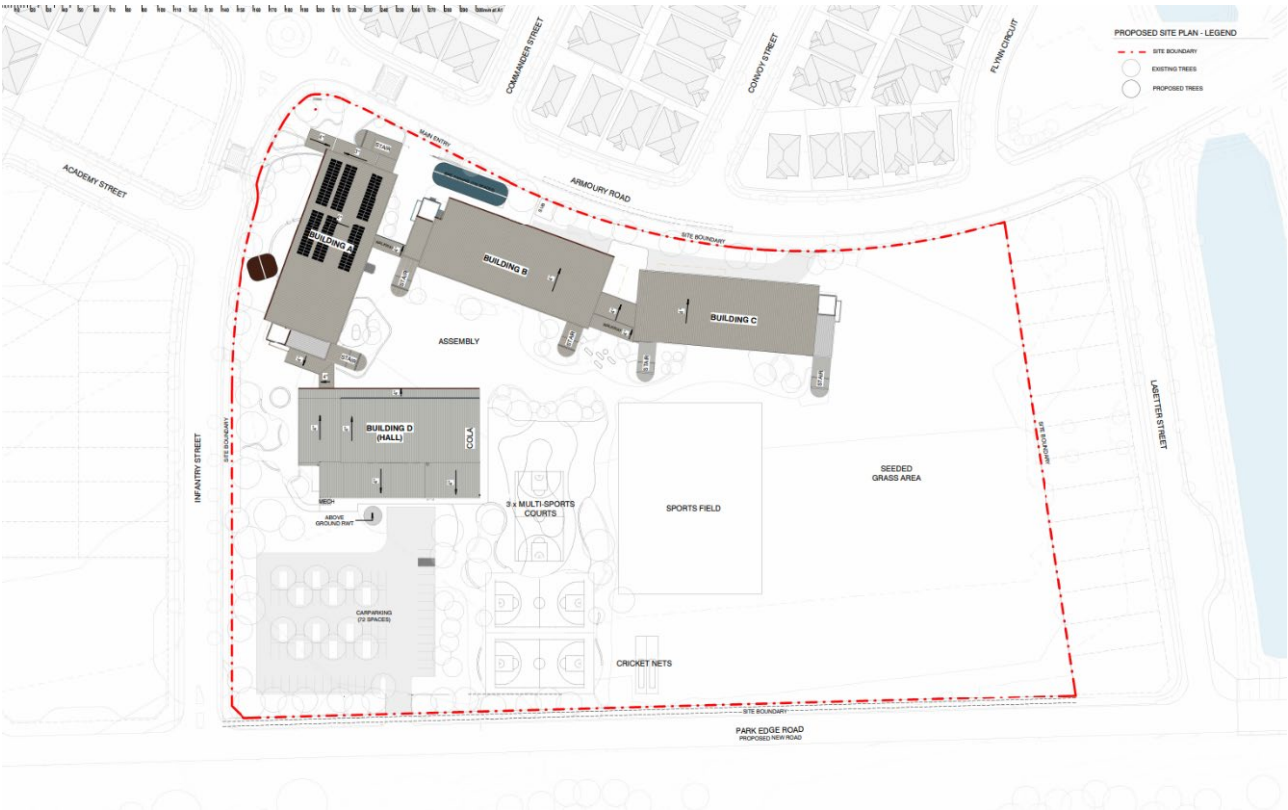


Figure 16: Overall Roof Plan



Figure 17: Western Elevation – Armoury Road



Figure 18: Southern Elevation – Infantry Street



Figure 19: Eastern Elevation – Park Edge Road

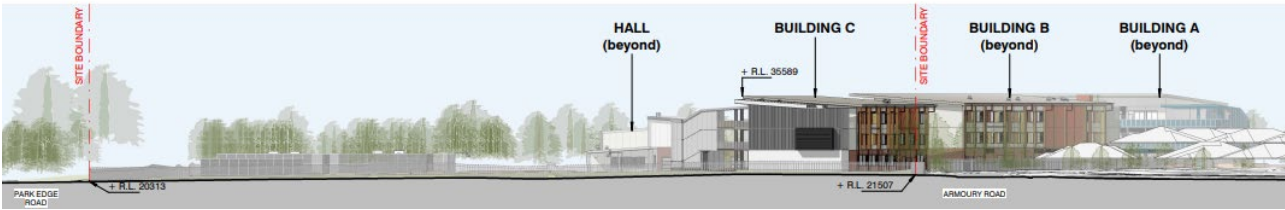


Figure 20: Northern Elevation

4.7 External Materials and Colours

The external materials predominantly comprise a masonry base (ground level), compressed fibre cement cladding at upper levels (Level 1 and 2), glazing and other articulating materials including metal cladding, perforated metal balustrades and sunshades.

The external colours include a red masonry base, pre-coloured compressed fibre cement cladding in light grey/blue/orange and other building elements in blues/yellows/greens /reds. The external material selection and colour palette is shown **Figure 21** below.

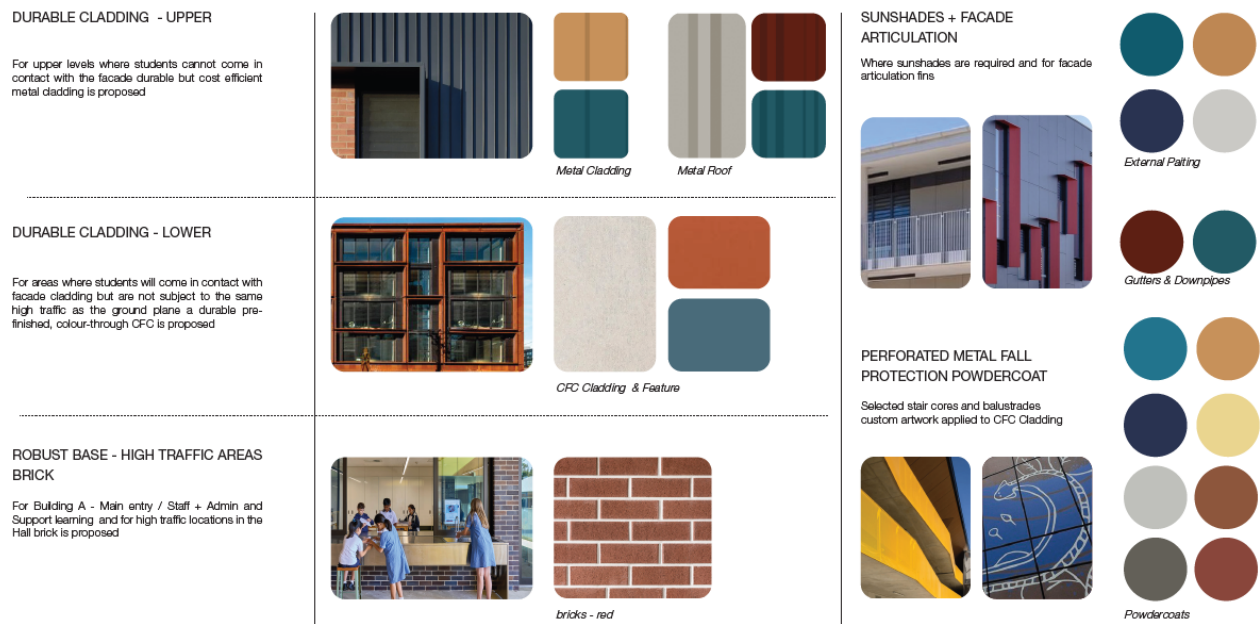


Figure 21: External Colours and Finishes

4.8 Summary of Facilities

Table 5 provides an overview of the facilities provided within the proposed buildings.

Table 5: Overview of Facilities

Item	Building A	Building B	Building C	Hall	Total
GLS	10	4	22		36

Item	Building A	Building B	Building C	Hall	Total
Food Tech GLS		2			2
Wood/ Metal GLS		2	2		4
Visual Arts GLS		2			2
Science GLS		5	2		7
Visual Arts workshop		1			1
Kiln Room		1			1
Green/ Media room		1			1
Outdoor covered workshop		1			1
Wood/ Metal workshop		2	1		3
Science Lab		2	1		3
Chemical store		1	1		2
Preparation and Apparatus store		1	1		2
Laser and 3D print room			1		1
Seminar room			1		1
Flexible space		1			1
Learning commons	Y	Y	Y		
Multi-purpose rooms	1	1	6		8
Performing Arts Room	1				1
Fitness Lab	1				1
Male and Female change rooms	Y			Y	
Library and associated amenities	Y				
Staff lounge and associated amenities	Y	Y			
Semi Commercial Kitchen		Y			
Indoor Bistro		Y			
Food Prep area and laundry		Y			
Dust Extraction		Y	Y		
Amenities	Y	Y	Y		
Adult change facility	Y				
SLSO Office	Y				
Main switchboard room		Y			
Communications room	Y	Y	Y		
Administration and staff rooms/ facilities	Y				
External Stairs, walkways and circulation spaces	Y	Y	Y		
Lift	Y	Y	Y		
Store rooms	Y	Y	Y	Y	

Item	Building A	Building B	Building C	Hall	Total
Plant Area	Y	Y	Y		
Profiled Metal Roof	Y	Y	Y	Y	
Solar Panels	Y				
High ceiling/ roof				Y	
Variety of materials, finishes and colours	Y	Y	Y	Y	
Canteen				Y	
First Aid room				Y	
Hall/ indoor sports court				Y	
Accessible WC and shower				Y	
Staff accessible WC	Y	Y		Y	
Cleaners room				Y	
Outdoor covered area				Y	

4.9 Landscaping

The proposed landscaping is detailed on landscaping plans prepared by Site Image (**Appendix 7**). **Figure 22** provides an excerpt of the landscape site plan.



Figure 22: Landscaping plan

A planting schedule is included in the landscape plans and incorporates native local species. A total of 98 trees are proposed.

Canopy coverage is provided to 15% of the site. Due to compliance with asset protection zone requirements under PBP 2019, a 30% canopy cover is not achievable on this site.

The planting and landscaping (hard and soft) reflect natural earthy tones and water representing the cultural history of the site and surrounding areas.

The large turfed area to the north of the site, will not be implemented during Stage 2 with temporary works as a temporary car park and OSD basin will be located in this area. The large turfed area will be implemented upon decommissioning of the temporary car park and OSD basin.

4.10 Parking

Stage 2 with permanent works

A 72 space carpark (inclusive of 2 accessible spaces) is proposed to be constructed to the south east corner of the site fronting Park Edge Road and Infantry Street. One hundred (100) undercover bicycle parking spaces are proposed within the setback to Armoury Road.

A waste storage area capable of accommodating 12 x 1,200L bins will be located to the north-west of the carpark. Private waste collection (3 x weekly) is proposed out of peak commuter and school hours.



Figure 23: Park Edge Road Carpark

Stage 2 with temporary works

Under Stage 2 with temporary works, the Park Edge Road Carpark (**Figure 23**) would be constructed but be non-operational (i.e. fenced off from the school site, Infantry Street and the adjoining grassland).

Under Stage 2 with temporary works, an additional temporary 72 space carpark (inclusive of 2 accessible spaces), known as the Armoury Road Temporary Carpark, is proposed to be

constructed to the north-west corner of the site (**Figure 24**). Four (4) supported learning kiss and drop spaces are located in the south of the temporary carpark.

A waste storage area capable of accommodating 12 x 1,200L bins is proposed in the north-west of the temporary carpark. Private waste collection (3 x weekly) is proposed out of peak commuter and school hours.

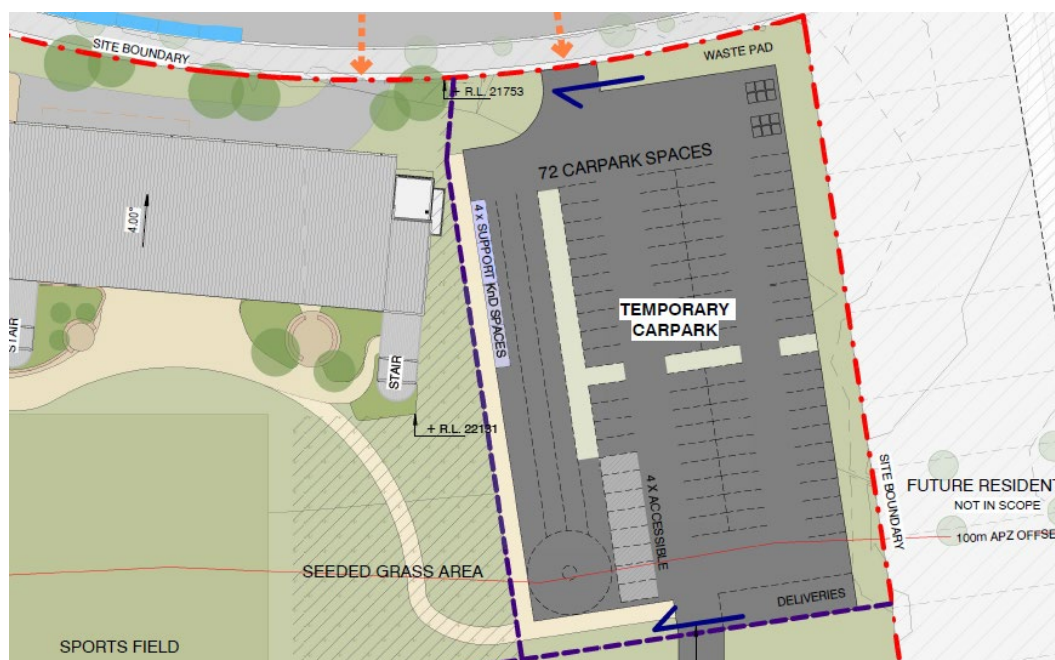


Figure 24: Armoury Road Temporary Carpark

The vehicular cross over to Park Edge Road will be constructed once the external works by others are operational, at which point the Park Edge Road car park will become operational.

Upon operation of the Park Edge Road Carpark, the Armoury Road Temporary Carpark will be decommissioned/ demolished.

4.11 Pick-Up and Drop-Off

Stage 2 with permanent works

Sixteen (16) kiss and drop spaces are proposed along Park Edge Road and four supported learning kiss and drop spaces are proposed along Infantry Street (**Figure 25**). A bus zone is proposed to be located along the Armoury Road frontage. (**Figure 26**).

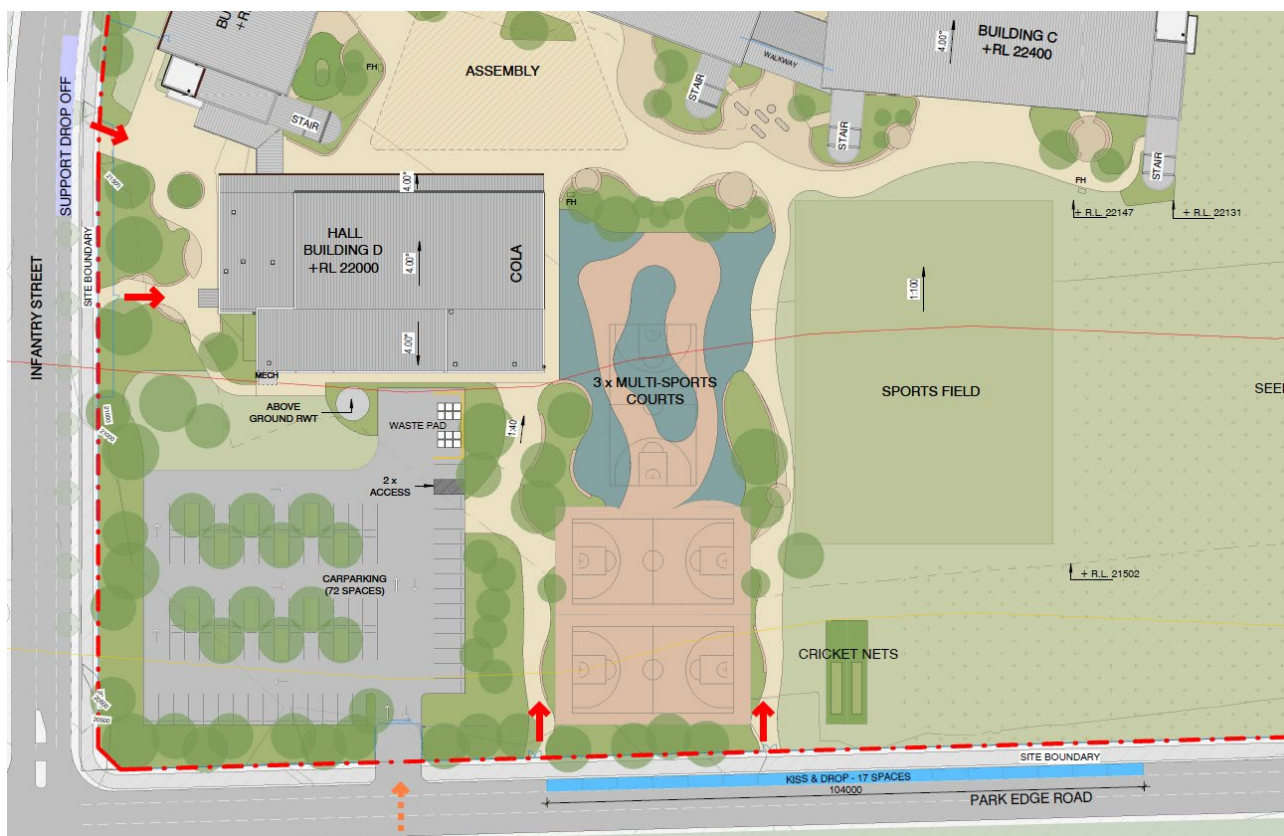


Figure 25: Kiss and Drop spaces – Infantry Street and Park Edge Road

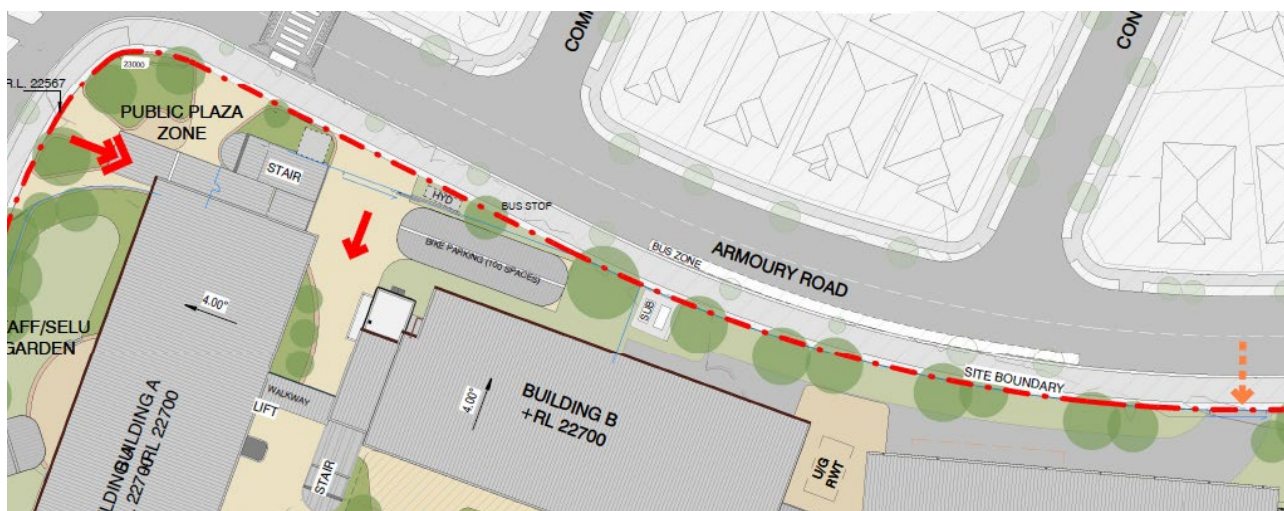


Figure 26: Bus Zone – Armoury Road

Stage 2 with temporary works

Seventeen (17) temporary Kiss and drop spaces are proposed along Armoury Road and four supported learning kiss and drop spaces will be provided within the Armoury Road Temporary Carpark.

Existing bus services along Armoury Road (south of the site) will be utilised during Stage 2 with temporary works.

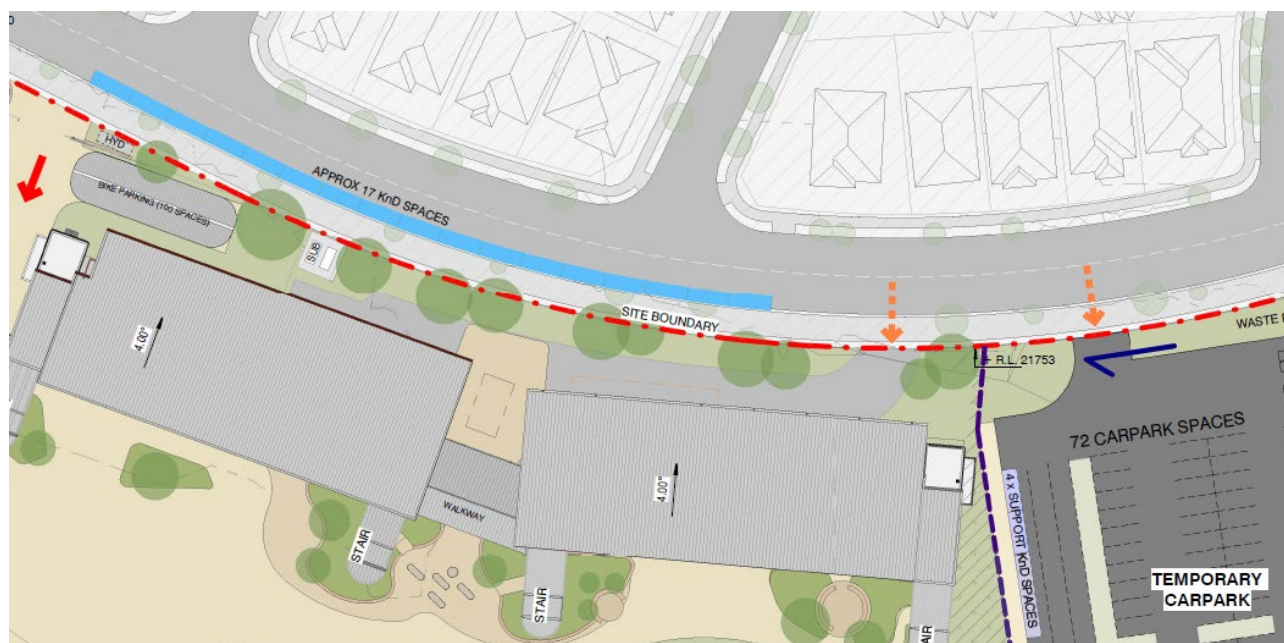


Figure 27: Temporary Kiss and Drop Spaces – Armoury Road and within Armoury Road Temporary Carpark

Upon completion of external works by others, kiss and drop, supported learning kiss and drop and bus bays will be provided as per Stage 2 with permanent works (as per **Figure 25** and **Figure 26**) and temporary measures will be decommissioned.

4.12 Pedestrian Access

Stage 1

A wombat crossing is proposed on Armoury Road, to the north of Armoury Road/ Infantry Street intersection. The wombat crossing will be operational for general pedestrian use. The school facilities will not be operational in Stage 1.

Stage 2 with permanent works

The main student entry is located on Armoury Road, adjacent to the Entry Plaza. Secondary student entries are located on Infantry Street (supported learning) and Park Edge Road.

Visitor entry is located on Infantry Street, adjacent to the Entry Plaza.

Stage 2 with temporary works

The main student entry is located on Armoury Road, adjacent to the Entry Plaza.

Pedestrian access points to Infantry Street and Park Edge Road will be constructed within the site but be non-operational (i.e. connected to the footpath network within the road reserve) until completion of Infantry Street and Park Edge Road upgrades.

4.13 Waste Management

Demolition and Construction

Demolition and construction waste management is to be undertaken in accordance with the Demolition/Construction Waste Management Plan (**Appendix 18**).

Operational Waste Management

Operational waste management is proposed as detailed in the Operational Waste Management Plan (**Appendix 19**).

A waste storage area for 12 x 1,100L bins will be provided within the Park Edge Road Carpark (Stage 2 with permanent works) or the Armoury Road Temporary Carpark (Stage 2 with temporary works).

The waste storage area will be screened to reduce the visual impact of the waste storage areas on current residents.

Private waste collection is proposed 3 x weekly and waste trucks are to enter and exit the site in a forward direction. Waste collection is proposed to be undertaken outside of peak hours and school travel periods.

Waste storage areas will be regularly maintained and cleaned to avoid odour and unsightliness.

Bins will be located throughout the school and the cleaner will transport the waste to the waste storage area and sort into the bins provided accordingly

4.14 Utilities and Services

Services within the site are proposed to be decommissioned. Where required, service mains within the site will require augmentation to re-align the services outside of the site boundary and new service conduits provided (Refer **Appendix 11** and **Appendix 12**).

The key utility and service requirements relevant to the proposed activity are as follows:

- **Sewer and Water:** Subject to Section 73 application, water connection is proposed from the water main on Armoury Road and sewer services is proposed to connect to the existing network on Infantry Street.
- **Gas:** No gas connection is proposed for the activity.
- **Electricity:** A 1000kVA substation will be required to satisfy the electricity needs of the activity.
- **Telecommunication:** A communications room is proposed on the ground floor of Building B. Telecommunication services will be established to the communications room and then further distributed throughout the activity. NBN is not available to the activity site, therefore a fibre network is proposed to deliver telephonic services.

4.15 Stormwater

Stormwater strategy for the activity has been designed in accordance with the relevant Australian standards, Australian Rainfall and Runoff 2019, Councils DCP, Council's Stormwater Drainage Guidelines for Building Developments and EFSG requirements.

The proposed activity will include provision of water quality treatment measures as part of a water-sensitive urban design (i.e. rainwater tanks, GPTs).

Roof water will be collected through gutters and downpipes and conveyed into two (2) x 10KL rainwater tanks for re-use on site.

Surface water will be collected by a series of surface inlet pits and in-ground pipes and conveyed to the surrounding stormwater drainage provisions. Stormwater connection points to Council's existing and future system are to be further reviewed and confirmed in the detailed design stage.

The existing OSD basin will continue to be operational to service Stage 1 until such time as Stage 2 works are undertaken as detailed below.

The Central Precinct Stormwater Detention Strategy for Jordan Springs includes the existing 10,000m³ OSD basin on the site being relocated to the south of Infantry Street. It is proposed in Stage 2 with permanent works that a new OSD Basin will be constructed by a third party on the southern side of Infantry Street. In Stage 2 with temporary works, it is proposed a temporary 10,000m³ OSD basin will be constructed to the north-east of the site, until such time as the new off-site OSD basin has been constructed by a third party. In Stage 2, with either temporary works and permanent works, the existing OSD basin will be decommissioned.

4.16 ESD Measures

The proposed activity incorporates sustainability measures (see **Appendix 15**) including but not limited to:

- Increased plant capacity to accommodate higher ambient temperatures;
- Landscaping providing trees/ native species with low irrigation demands, covered walkways;
- Roof materials with high solar reflectivity;
- 99kw Photovoltaic on-site renewable energy generation (solar panels); and
- Rainwater harvesting from roofs.

4.17 Detailed Staging Description - Revised

Post-exhibition, the activity has been amended to remove scenarios (as described in **Section 4.18** below) and to include stages.

The stages have been defined to allow Stage 1 construction to proceed irrespective of the status of the external works by others. Stage 2 includes interim infrastructure if the external works have not been completed by others. Stage 1 will not be operational until Stage 2 is also constructed and operational.

For clarity, Stage 2 with permanent works has the same developed outcome as the previously known 'Scenario 1'; and Stage 2 with temporary works has the same developed outcome as the

previously known 'Scenario 2'. In this regard the assessments undertaken by consultants do not change, they apply to stages rather than scenarios.

The project scope of works includes two stages, to allow for staged construction and operation of the school. Stage 1 can be constructed irrespective of the status of the external works by others being completed. Stage 2 has two options, to allow for temporary works if required should the external works by others not be operational at the time of commencement of construction for Stage 2.

Stage 1

1. Construction of the New Jordan Springs High School, including:
 - Earthworks
 - Three (3) multi-storey classroom buildings
 - One (1) sport's field
 - Pedestrian entry from Armoury Road
 - 100 bicycle parking spaces across the site
 - Landscaping

Note – Stage 1 is not to be operational until Stage 2 either with temporary or permanent works are operational.
2. Construction and operation of Wombat crossing on Armoury Road

Stage 2 with temporary works (external works by others not completed)

1. Construction and operation of temporary on-site OSD Basin
2. Decommissioning of existing OSD Basin
3. Construction and Operation of the New Jordan Springs High School, including:
 - Earthworks
 - One (1) school hall
 - Three (3) outdoor sport's courts
 - Park Edge Road carpark - 72 at grade car parking spaces, including two (2) accessible parking spaces and waste services, located on the southeast corner of the site, accessed off future Park Edge Road (non-operational)
 - Temporary carpark - 72 at grade car parking spaces, including two (2) accessible parking spaces and waste services, located on the northwest corner of the site, accessed off Armoury Road
 - Temporary Kiss and drop facilities on Armoury Road
 - Associated landscaping
4. Operation of the Three (3) multi-storey classroom buildings, sports field, bicycle parking spaces and pedestrian entry on Armoury Road in Stage 1.

Rectification of temporary works (once external works by others are completed)

1. Decommissioning of temporary OSD basin once off site basin is constructed and operational.
2. Connection of the southeast carpark to Park Edge Road;
3. Works to be completed once the Park Edge Road carpark is operational
 - Rectification works along Armoury Road to remove temporary kiss and drop facilities and cross over for temporary carpark

- Demolition of temporary carpark, waste area and supported kiss and drop spaces, once permanent car park is operational
- Bus zone on Armoury Road

Stage 2 with permanent works (external works by others completed and operational)

1. Decommissioning of existing on-site OSD basin
2. Construction and Operation of the New Jordan Springs High School, including:
 - Earthworks
 - One (1) school hall
 - Three (3) outdoor sport's courts
 - Associated landscaping
3. Park Edge Road carpark:
 - 72 at grade car parking spaces, including two (2) accessible parking spaces, and waste services, located on the southeast corner of the site.
4. Connection of the southeast carpark to Park Edge Road.
5. Operation of the Three (3) multi-storey classroom buildings, sports field, bicycle parking spaces and pedestrian entry on Armoury Road in Stage 1.

4.18 Detailed Scenario Description – as exhibited

The following provides a detailed description of alternate scenarios considered in the preparation of this REF. The following description of the activity was provided to all specialist consultants who have prepared supporting documents to this REF.

The project scope of works includes two (2) Scenarios, to allow construction and operation of the school, with (Scenario 1 – preferred option) or without (Scenario 2 – Interim Solution) the public domain works and permanent off-site basin being constructed by others under a separate planning pathway.

Scenario 1 – Preferred Option - Road network completed and permanent OSD basin constructed

Note – Scenario 1 is not to proceed if external works undertaken by others are not completed.

- **External works undertaken by others to facilitate Scenario 1**
 - Construction of Park Edge Road;
 - Any adjustments to Infantry Street;
 - Kiss and drop zone along Park Edge Road;
 - Support kiss and drop zone located along Infantry Street; and
 - Construction and operation of permanent OSD Basin off site.
- **Scenario 1**
 - Construction and Operation of the New High School for Jordan Springs, including:
 - Decommissioning of existing on-site OSD basin;
 - Demolition of roads and associated services within the site boundary;
 - Tree removal within the site boundary;

- Earthworks;
- Three (3) multi-storey classroom buildings;
- One (1) school hall;
- Three (3) outdoor sport's courts;
- One (1) sport's field;
- 72 at grade car parking spaces, including two (2) accessible parking spaces, and waste services, accessed via Park Edge Road;
- 100 bicycle parking spaces across the site; and
- Landscaping.

Scenario 2 - Interim Solution – Road network not completed, permanent OSD basin not constructed

• Scenario 2 - Stage 1

- Construction and operation of a temporary on-site OSD Basin;
- Construction and operation of the New High School for Jordan Springs, including:
 - Demolition of roads and associated services within the site boundary;
 - Tree removal within the site boundary
 - Earthworks;
 - Three (3) multi-storey classroom buildings;
 - One (1) sport's field;
 - Temporary carpark - 72 at grade car parking spaces, including two (2) accessible parking spaces and waste services, located on the northwest corner of the site, accessed off Armoury Road;
 - 100 bicycle parking spaces across;
 - Temporary Kiss and drop facilities on Armoury Road; and
 - Associated landscaping.

• Scenario 2 - Stage 2

Note - Scenario 2 - Stage 2 is not to be undertaken until the temporary on-site OSD basin under stage 1 works are completed and operational.

- Decommissioning of existing on-site OSD basin, prior to the following works being undertaken:
 - 72 at grade car parking spaces, including two (2) accessible parking spaces, and waste services, located on the southeast corner of the site. This car park cannot be constructed until the decommissioning of the existing OSD basin is completed and will be non-operational with no road connection until completion of Scenario 2 – Stage 3;
 - One (1) school hall;
 - Three (3) outdoor sport's courts; and
 - Associated landscaping.

• External works undertaken by others to facilitate Scenario 2 - Stage 3

- Construction of Park Edge Road;
- Any adjustments to Infantry Street;
- Kiss and drop zone along Park Edge Road;
- Support kiss and drop zone located along Infantry Street; and
- Construction and operation of OSD Basin off site.

• Scenario 2 - Stage 3

Note – Scenario 2 - Stage 3 is not to proceed until the external works undertaken by others have been completed.

- Connection of the southeast carpark to Park Edge Road;
- Rectification works along Armoury Road to remove temporary kiss and drop facilities and cross over for temporary carpark;
- Demolition of temporary carpark, once permanent car park is operational; and
- Decommissioning of temporary OSD basin.

4.19 Amended Construction Timeline

Table 6 and **Table 7** provide indicative construction timing for Scenario 1 and Scenario 2.

Table 6: Indicative Construction Timeline – Stage 1 and Stage 2 with temporary works

Timing	Activity Element
Late 2025	Stage 1 construction completed. Not operational
Mid 2026	Stage 2 with temporary works construction completed.
Day 1 Term 1 2027	School operational with temporary works (Both Stage 1 and Stage 2)

Table 7: Indicative Construction Timing – Stage 1 and Stage 2 with permanent works

Timing	Activity Element
Late 2025	Stage 1 construction completed. Not operational.
Unknown	External works completed by others.
External Works + 6 months	Stage 1 and Stage 2 with permanent works construction completed
Unknown	School operational with permanent works (Both Stage 1 and Stage 2)

4.20 Construction Management

The construction works will be managed by a single appointed contractor, who, upon appointment, will prepare a detailed activity construction program.

Notwithstanding, a Preliminary Construction Management Plan (CMP) has been prepared by TSA Riley (**Appendix 17**), which sets out measures and management strategies relating to site mobilisation, construction vehicle access, safety management, site maintenance, environmental management and stakeholder consultation and communication.

It is anticipated that the site will be secured by temporary fencing and Class A or B hoardings. All access points to allow construction vehicle access will need to remain locked at all times, with the exception of the main entry gate, which will remain open during normal construction working hours.

Normal construction hours will be 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

The contractor will be required to ensure that all construction workers have a valid White Card and other required licenses and qualifications. Personal protection equipment (PPE) is to be worn at all times by construction workers while on site. In the event of injuries, medical equipment must be kept on site and in an easily accessible location.

The appointment contractor will prepare a Site Safety Plan in accordance with the NSW Work Health and Safety Act and an accredited AS 4801 occupational health and safety system. An Evacuation Plan will be established on site and kept in a clearly visible location. In the event of an emergency or an evacuation, the contractor must notify the department and advise the status of any further emergency procedures that are required.

The contractor will be responsible for maintaining the site, including (but not limited to) the handling of rubbish, minimisation of dust emissions and daily inspections of emergency and pedestrian paths of travel.

4.21 School Operational Details

Stage 1 and Stage 2 are to operational at the same time. Stage 1 is not to be operational without Stage 2.

The New High School for Jordan Springs on commencement will accommodate 1,000 students and 80 staff.

Staff arrival and departure is expected between the hours of 8am and 9am and 3pm-4pm.

School operating hours for students will be 9am-3pm Monday to Friday, with students arriving from approximately 8.30am and departing by 3.30pm.

No after hours use of the school facility by the community or school is proposed as part of this REF. Any out of hours use will be subject to the relevant provisions of the TI SEPP.

5. Proposal Need and Alternatives

5.1 Activity Need

The New High School for Jordan Springs is an election commitment, addressing the growth demand for secondary education in the Jordan Springs and Ropes Crossing locality.

The activity is needed as the locale of Jordan Springs is a growing residential area, which has had a significant increase of school aged residents requiring access to education.

Whilst the site was not identified in any strategic plan for an educational establishment, education is a vital service required for any area undergoing a residential transformation as is demonstrated by the uptake of enrolments for Jordan Springs Primary School.

5.2 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 8**.

Table 8: Assessment of Options and Alternatives

Option	Discussion	Preferred Option
Option 1: The Proposed Activity	The proposed activity will provide essential educational services to a developing and growing locality. A school within Jordan Springs would decrease traffic generation resulting from students/ parents travelling further afield to attend High School, and alleviate the current necessity for surrounding High Schools to exceed enrolment capacity, requiring additional infrastructure to meet the growing demand.	Option 1 is preferred as the locality is undergoing transformation to a residential area, with a growing number of school aged residents and access to education is imperative current and future generations. The site is also located within the Central Precinct, which provides good access for student from the, western, eastern and central precincts. The site is located proximate to the employment zone and retail/ commercial zone. Option 1 is also preferred as it will alleviate surrounding schools requiring temporary infrastructure to cater for students outside of their catchment area.
Option 2: Alternate site	Alternate sites were considered, however, were not pursued due to either their location or environmental constraints.	Option 2 is not preferred as the sites were either not located within the central precinct or would result in unacceptable harm to the environment.
Option 3: Do Nothing	To do nothing, would result in a lack of infrastructure to support a developing area. Residents in the surrounding locality would need to enrol kids into high schools further afield. This would result additional traffic generation to the school catchment areas and overcrowding of the existing school networks and likely requirements for	Option 3 would fail to meet the election commitment. Option 3 is not preferred as it would result in surrounding schools expanding with continuous temporary infrastructure to cater for a new transforming locality.

Option	Discussion	Preferred Option
	temporary infrastructure to accommodate additional students.	To do nothing would indicate that education facilities in newly formed suburbs are not essential services for the community.

6. Environmental Risk Assessment

6.1 Assessment Method

The methodology applied to the environmental risk assessment for the proposed activity is as follows:

- Initial risk assessment of environmental constraints based upon:
 - Review of relevant planning controls and legislation;
 - Review of consultant plans and reports; and
 - Examination of aerial photographs, site photos and site inspection.
- Identifying potential environmental risks/impacts associated with the proposed modification;
- Evaluating identified risks/impacts to determine the potential for occurrence and degree of severity; and
- Identifying and determining suitable environmental management procedures and control measures appropriate for the proposed works as modified.

Section 171 of the EP&A Regulation sets out which factors must be taken into account when assessing the impact of an activity on the environment. The proposed activity has been evaluated in the context of these provisions in **Section 10** of this a REF, while applicable environmental management procedures and control measures are summarised in the Mitigation Measures (**Appendix 1**).

6.2 Site Constraints

Table 9 identifies constraints applicable to the site. Where an environmental issue is identified, impact assessment is provided in **Section 9** and mitigation is provided in **Appendix 1**.

Table 9: Site Constraints

Constraint	Factor	Yes	No	Action
Contamination	Is the site affected by contamination as identified in Section 10.7 Certificate or 'List of NSW contaminated sites notified to the EPA' and/or potentially affected by contamination?		X	No Action
	Does the activity involve demolition of buildings or part of a building that may contain Asbestos?		X	No Action
	Does the activity require the disturbance of any other hazardous material (e.g. lead paint, lead dust, PCBs, ozone depleting substances)?		X	No Action
Flooding	Is the site affected by flooding? (i.e. is the land below the 1 in 100-year flood planning level)		X	Below PMF, refer to Section 9.5 of this REF.
Coastal Hazards	Is the site identified within the coastal zone in the <i>Coastal Management Act 2016</i> OR has the site been identified by Council as affected, or potentially affected, by existing and future coastal hazards? This includes coastal storm erosion and recession of land due to sea level rise.		X	No Action

Constraint	Factor	Yes	No	Action
Bushfire Hazard	Is the land nominated as Bushfire Prone Land on the Section 10.7 Certificate or is the site within 100m of unmanaged bushland?	X		Refer to Section 9.6 of this REF.
Threatened Species	Does the activity involve the clearing of vegetation that would affect any threatened species? If YES, answer the following two questions:		X	No Action
	Has the Section 10.7 Certificate and/or consultation with Council and/or review of the OEH critical habitat register identified a known critical habitat or threatened species, populations or endangered ecological communities and their habitat on or in close proximity to the site?	N/A	N/A	No Action
	Is the Activity Site adjacent to an area of bushland (including a National Park, State Forest, Council Reserve or area of unmanaged bushland) OR a natural watercourse (including a creek, river, estuary, lake or wetland)?	N/A	N/A	No Action
Native Vegetation	Does the activity involve the clearing of native vegetation?	X		70 trees proposed for removal are Water Gums which are native to Eastern Australia. Landscaping over the site includes the planting of 98 trees resulting in net increase of 28 trees.
No Aboriginal Cultural Significance	Has the Section 10.7 certificate and/or consultation undertaken with Council identified that the site has, or is likely to have, significance to Aboriginal people, AND / OR will the proposed activity impact on an Aboriginal place or known Aboriginal Objects?		X	No Action
	Is the site in an area very highly disturbed /modified (i.e. does it contain large areas of sealed surface, fill or previously excavated areas?)	X		Clearing of the site has already been undertaken and was subject to DA14/1228 approved by Council.
	If NO, does the activity involve more than 1ha of ground disturbance?	N/A	N/A	No Action
	Is the activity site within 200m of a high-water mark of coastal waters of NSW?	N/A	N/A	No Action
	Is the activity site within 200m of a wetland, coastal lake or waterway?	N/A	N/A	No Action
	Is the activity site located on a sand sheet or within a dune area located on a ridge top?	N/A	N/A	No Action
	Is the activity site within 20m of a cave, rock shelter, or a cave mouth?	N/A	N/A	No Action
Acid Sulphate Soils	Is the site less than 6m AHD?		X	No Action
	Does the site contain acid sulphate soils of Class 1-4?		X	No Action
	If YES, does the activity involve the excavation of more than 1 tonne of soil?	N/A	N/A	No Action

Constraint	Factor	Yes	No	Action
Mine Subsidence	Is the land located in a Mine Subsidence District?		X	No Action
Land Slip	Does the Section 10.7 Certificate and/or consultation with the relevant council identify the site as being affected by land slip?		X	No Action
Heritage	Does the site contain an item of local or state heritage significance or is the site located in the vicinity of a local or state heritage item?		X	No Action
Other	Is the activity site subject of any other known environmental constraint following review of the Section 10.7 Certificate and consultation with the relevant local council?		X	No Action

7. Statutory and Strategic Framework

This Section describes the statutory framework under which the proposed activity has been assessed.

7.1 General Planning Context

Table 10: General Planning Context

SEPP Name:	PWPC SEPP TI SEPP
SEPP Zoning:	UR: Urban – PWPC SEPP
Permissibility:	Section 3.37A(1) of TI SEPP – the UR: Urban Zone is a prescribed and there is no existing or approved school on the land.
Is the site “environmentally sensitive land” under any environmental planning instrument?	No
Does the site comprise bushfire prone land?	Yes
List any environmental constraints identified in the Section 10.7 Certificate:	Flood Prone Land Bushfire Prone Land
Is the site listed as a Heritage Item or within a Heritage Conservation Area?	No

7.2 Permissibility and Planning Approval Pathway

This section of the REF identifies the relationship between the proposed activity and the planning framework.

7.2.1 Environmental Planning and Assessment Act 1979

Part 5 of the EP&A Act applies to, amongst other things, development for which consent is not required under either Part 3A or Part 4 of the Act. The provisions of TI SEPP allow the proposed activity to be carried out as ‘development without consent’ under Part 3.4 (s3.37A). Accordingly, Part 5 of the Act relates to the proposed activity.

Section 5.5 of the EP&A Act places a duty on the determining authority to consider the environmental impact that may arise from undertaking the activity, specifically stating that:

“(1) For the purpose of attaining the objects of this Act relating to the protection and enhancement of the environment, a determining authority in its consideration of an activity shall, notwithstanding any other provisions of this Act or the provisions of any other Act or of any instrument made under this or any other Act, examine and take into account to the fullest extent possible all matters affecting or likely to affect the environment by reason of that activity.”

This REF has been prepared to assist the determining authority in fulfilling its statutory obligations under Section 5.5 of the EP&A Act.

This REF also considers the requirements of Section 6.28 of the EP&A Act and Section 170, Section 171 and Section 171A of the EP&A Regulation.

7.2.2 State Environmental Planning Policy (Transport and Infrastructure) 2021

The proposed establishment and construction of the New High School for Jordan Springs complies with the relevant provisions of TI SEPP as outlined in this REF.

The 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 in **Table 11**.

Consultation will be undertaken pursuant to Section 3.8-3.13 and 3.38A of TI SEPP. Assessment against the provisions of TI SEPP is provided as follows:

Part 3.1 - Preliminary

Section 3.3(1) of TI SEPP sets out the following in relation to interpretation of the provisions of the SEPP:

- (1) *A word or expression used in this Chapter has the same meaning as it has in the Standard Instrument unless it is otherwise defined in this Chapter*

educational establishment means a building or place used for education (including teaching), being—

(a) a school, or

(b) a tertiary institution, including a university or a TAFE establishment, that provides formal education and is constituted by or under an Act.

school means a government school or non-government school within the meaning of the Education Act 1990.

These definitions are relevant to the assessment of the proposed activity as discussed below.

Section 3.3(3) of TI SEPP sets out the following

- (3) *If this Chapter provides that development for a particular purpose that may be carried out without development consent includes **construction works**, the following works or activities are (subject to and without limiting that provision) taken to be construction works if they are carried out for that purpose—*
- (a) accessways,
 - (b) temporary construction yards,
 - (c) temporary lay-down areas for materials or equipment,
 - (d) temporary structures,
 - (e) conduct of investigations,
 - (f) clearing of vegetation (including any necessary cutting, pruning or removal of trees) and associated rectification and landscaping,
 - (g) demolition,
 - (h) relocation or removal of infrastructure,
 - (i) extraction of extractive materials at the construction site solely for the purpose of the construction.

Part 3.2 – General

Section 3.8 of TI SEPP sets out the consultation requirements with Council where the development will impact on council-related infrastructure or services. Early consultation was undertaken with Council (refer **Section 8.1** of this REF). Formal consultation under Section 3.8 of TI SEPP will occur concurrently with exhibition under Section 3.38A.

Section 3.9 of TI SEPP sets out the consultation requirements with Council in relation to development without consent where the development will impact on local heritage item or conservation area. The subject site is not identified as comprising a heritage item and is not located within a heritage conservation area and the activity is not considered to impact on any local heritage item proximate to the site. No consultation is required under Section 3.9 of TI SEPP.

Section 3.10 of TI SEPP sets out notification requirements to Council and the State Emergency Service (SES) for development on flood liable land. Early consultation was undertaken with Council and SES (refer **Section 8.1** of this REF). Formal consultation under Section 3.10 of TI SEPP will occur concurrently with exhibition under Section 3.38A.

Section 3.11 of TI SEPP requires consideration of the requirements of PBP 2019 before carrying out of development in an area that is bush fire prone land. Early consultation was undertaken with NSW RFS (refer **Section 8.1** of this REF).

Section 3.12 of TI SEPP sets out consultation with public authorities other than councils. The school will accommodate more than 50 students and more than 50 parking spaces, therefore consultation with TfNSW is required. Early and ongoing consultation was undertaken with TfNSW (Refer **Section 8.1** of this REF). Formal consultation under Section 3.12 of TI SEPP will occur concurrently with exhibition under Section 3.38A.

Section 3.13 of TI SEPP provides exceptions to consultation which are not applicable in this instance.

Part 3.4 Schools – specific development controls

Table 11 outline the activities compliance with the relevant provisions of Part 3.4 of TI SEPP.

Table 11: Description of Proposed Activities under TI SEPP

Division and Section within TI SEPP	Description of Works
3.37A	The proposed activity comprises development for the purposes of a government school on behalf of a public authority on land which does not contain an existing or approved school and is in the UR - Urban Zone which is a prescribed zone under the TI SEPP. The proposed activity involves the construction of building(s) with a maximum height of 13.32m (3 storeys) which is less than the greater of four storeys in the environmental planning instrument (TI SEPP) applying to the site. 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 as set out in in the architectural Design Report, (summary in this Table below).
3.38A	Section 3.38A of TI SEPP sets out notification requirements to the local Council and occupiers of adjoining land. Written notice of the intention to carry out the activity will be provided to Council and TfNSW before the activity commence. Any response received within 28 days of the notice will be considered by the Determining Authority,
Schedule 8	The activity has been designed in accordance with Schedule 8 as summarised below and detailed in the Architectural Design Report in Appendix 6.

Division and Section within TI SEPP	Description of Works
	Principle 1 – Responsiveness to Context The buildings are strategically placed proximate to existing and future built form. Setback to main entrance creates a public domain for community use. Colour scheme provides a school identity based on Connecting with Country. Endemic planting species have been chosen to soften the built form. Built form is located outside of the Asset Protection zone and a minimum finished floor level of 22m AHD is proposed to achieve at least 0.5m above the 1 in 100-year flood level. Principle 2 – Sustainable, efficient and resilient The activity has been designed to achieve 5-star Green Star Certification. Prefabricated, modular buildings have been chosen to reduce waste through the construction stage and allow flexibility of uses within the buildings. Cross ventilation, fenestration for natural lighting, façade screening, shadow devices have been incorporated into the design. Solar panels are proposed on the roof of Building A, and harvesting of roof water is proposed for re-use on site. Principle 3 – Accessible and Inclusive Multiple pedestrian access points are proposed to increase accessibility. The Hall has been located to achieve suitable community access. An entry plaza is proposed on the corner of Armoury Road and Infantry Street to provide a welcoming entry. Walkways, ramps and lifts are provided throughout, to ensure all areas of the school are accessible to all students and staff. Principle 4 – Health and Safe Higher balustrades and full height screening devices on staircases, student gathering areas internal to the site and not interfacing with the street frontages, high palisade fencing to the perimeter boundary, pedestrian and vehicular auto gates have all been incorporated to increase health and safety. Principle 5 – Functional and Comfortable Building placement creates internal courtyard for play space and green space areas creating a pleasant environment with a variety of outdoor spaces and views over adjacent open space areas. Principle 6 – Flexible and adaptable Modular grids allow flexibility of internal spaces to be reconfigured for differing functions. Classrooms, learning commons and multi-purpose spaces are provided, with sliding glass panels providing flexibility of each room size. Principle 7 – Visual appeal Metal screening and façade elements, patterns and colours reflect the site context and cultural heritage. Advanced planting in increased setbacks will break up the built form and improve the aesthetics of the activity.

Environmental Impact Assessment

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 of Education is the proponent and determining authority for the proposed works.

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 9 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. These factors are considered in detail at **Section 9**.

7.2.3 State Environmental Planning Policy (Precincts – Western Parkland City) 2021

Table 12 provides an assessment of the proposed activity against the relevant provisions of PWPC SEPP.

The site is located within the St Mary's Release Area, which was formerly part of the *Sydney Regional Environmental Plan No. 30 – St Marys*. This is now part of Chapter 6 of PWPC SEPP.

Table 12: Assessment of activity against relevant provisions of PWPC SEPP

Provision	Assessment	Consistent
Chapter 6 – St Marys		
Part 6.1 Introduction		
Section 6.1 – Area covered by this chapter	The area covered by this chapter includes land known as the Sydney Region that is within the and Penrith and Blacktown LGA's and that is located within the boundaries of the land shown on the zoning map. Having regard to the zoning map, the site is zoned Urban (UR zone) and subject to the provisions of PWPC SEPP. The subject site is located within the Central Precinct of the St Mary's Urban Release Area. The precinct plan that applies to the site is the Central Precinct Plan.	Yes
Section 6.2 – Aims of this Chapter The aims of this Chapter are to— (a) support the St Marys Environmental Planning Strategy, 2000 of the Department of Urban Affairs and Planning by providing a framework for the sustainable development and management of the land to which this Chapter applies, and	DoE is committed to providing sustainable development and continued management of the land.	Yes

Provision	Assessment	Consistent
(b) rezone certain land for urban and employment-generating development, and	The site has been rezoned to Urban and is consistent with the objectives of the Urban zone, as summarised below.	
(c) rezone land for conservation purposes and conserve the significant heritage values of the land to which this Chapter applies, and	Land to the east of the site is zoned for conservation purposes and will not be impacted by the proposed activity.	
(d) ensure that urban development on the land achieves desirable environmental, social and economic outcomes, and	The activity will achieve desirable environmental, social and economic outcomes through the provision of social infrastructure, job opportunities and a development that responds to the environmental constraints and opportunities.	
(e) provide opportunities for recreation facilities that meet the needs of the regional and local community, and	The activity will not detract from the adjacent Regional Open Space. The open space on the school site is well located adjacent to the Regional Open Space and will have the potential to be utilised for the local community, providing opportunities to enhance the Regional Open Space as a result of its adjacency.	
(f) ensure that development of the land to which this Chapter applies is integrated with established surrounding areas.	The school has been carefully designed to consider the surrounding built form and landscape settings including suitable transitions in scale	
Part 6.5 Performance Objectives		
6.22 – Ecologically Sustainable Development	Sustainability and Climate Change risk have been factored into the design (Appendix 15) by incorporating the following measures: • Buildings have been designed to optimise natural ventilation; • Increased plant capacity to accommodate higher ambient temperatures; • Landscaping providing trees/ native species with low irrigation demands, covered walkways; • Roof materials with high solar reflectivity; • 99kw Photovoltaic on-site renewable energy generation (solar panels); • Rainwater harvesting from roofs; • Strategically placed glazing on buildings; • Building fabric achieving at 10% above NCC 2022 Section -J Energy Efficiency; • Occupancy sensors in non-critical areas to reduce energy consumption; • Use of LED lighting; • Allowance of 20% of each roof space for further solar panels; • Metering and monitoring of energy consumption;	Yes

Provision	Assessment	Consistent
	• Water efficient fixtures and fittings; • Implementation of Construction Environmental Management Plan to reduce waste at construction stage; • Use of prefabricate and modular component of buildings to reduce waste; • Recycling of material where possible.	
6.23 – Air Quality	As noted in Section 6.22 above the activity proposes numerous measures in to increase energy efficiency. The school will also promote the use of public transport, walking and cycling to school to reduce vehicle emissions.	Yes
6.24 – Conservation	The site is largely disturbed from previous clearing, earthworks and construction of roads. The remaining trees are immature planted street trees and are not significant stands of trees as identified in Section 6.24. The project will enhance tree planting on the site to reflect the natural values of the adjoining Regional Open Space.	Yes
6.25 – Heritage	The site is not mapped as comprising an item of environmental heritage significance.	N/A
6.26 – Community Services	The New High School for Jordan Springs augments precinct planned school services, providing an additional school responding to increased enrolment demand in the locality.	Yes
6.27 – Open Space and Recreation	The proposed activity is for a new school and does not involve public open space or recreation areas.	N/A
6.28 – Watercycle	The matters relating to watercycle have been addressed within specialist consultant reports including civil engineering (Appendix 9-10), flood (Appendix 27) and a preliminary construction management plan (Appendix 17).	Yes
6.29 – Soils	Soil constraints have been adequately considered in the supporting geotechnical site investigation (Appendix 16).	Yes
6.30 – Transport	Bus services currently operate along Armoury Road, with a bus stop to the south of the site. Stage 2 with temporary works will utilise this bus stop. Stage 2 with permanent works will utilise a new bus zone to be located on the frontage of the site on Armoury Road. Upon decommissioning of the temporary works in Stage 2 with temporary works, a new bus zone will be located on the frontage of Armoury Road. Footpaths are located on Armoury Road and Infantry Street. External works by a third party, will result in additional footpaths and cycle routes along the site boundary and surrounds, reducing car dependent travel to the site.	Yes
6.31 – Urban Form	The design of the activity includes articulation of buildings,	Yes

Provision	Assessment	Consistent
	differing orientations and range of material and colours to reflect the natural and cultural history of the Jordan Springs locale. Crime prevention has been considered in the design, including anti – graffiti material, terrestrial reinforcement through fencing and landscaping and positioning of buildings to increase passive surveillance.	
6.32 – Employment and Business Development	N/A - the activity is not a Business Development; however, the Activity will provide short term employment through the construction phase and 80 permanent employment roles for teachers and staff.	N/A
6.33 – Housing	N/A – the activity does not involve housing.	N/A
6.34 – Energy Efficiency	As noted in Section 6.2.2 of this Table, measures have been included in the design to enhance energy efficiency.	Yes
6.35 – Waste Management	The proposed activity utilises prefabricated, modular building to decrease wastage through the construction phase. A WMP has been prepared which details the process of waste during the construction phase to maximise re-use and recycling. During the operational phase the school will provide educational material to ensure that waste is sorted correctly, and recycling is maximised by students and staff.	Yes
Part 6.6 Zoning		
6.40 – Urban Zone (1) The objectives of the Urban zone are— (a) to ensure that buildings and works within the zone are primarily used for residential purposes and associated facilities, and (b) to limit the range and scale of non-residential uses to ensure that they are compatible with residential amenity and primarily serve local residents, and (c) to provide for local retailing and related services, including supermarkets, which will complement established centres in the Blacktown City and Penrith City local government areas and not have a significant adverse effect on the viability of established retail centres, and	A response to the objectives of the UR zone is provided below. The activity sits within an UR: Urban Zone which will be primarily used for residential purposes. The activity involves the establishment and construction of a New High School for Jordan Springs which is permitted in the zone and supporting infrastructure. The design of the activity is appropriately scaled and has incorporated large setbacks to ensure the bulk and scale of the buildings do not impact on the solar access (between 9am to 3pm mid-winter) currently enjoyed by residential properties. Landscaping within the setback area softens the built form and increases the canopy cover currently existing on the site. The new high school will provide for the educational needs of the community, without having a significant adverse impact on established retail centres in the wider LGA.	Yes

Provision	Assessment	Consistent
(d) to provide for medium density residential development in locations which provide optimum access to employment, public transport and services, while ensuring residential amenity, and	N/A	
(e) to promote home based industries where such activities are unlikely to adversely affect the living environment of neighbours, and	N/A	
(f) to ensure that development adjacent to the Regional Park zone does not have a negative impact on biodiversity or conservation within that zone.	The location of the site adjoins land zoned for Regional Open Space to the east (but not the Regional Park zone).	
Part 6.7 Development Controls		
6.44 – Consultation with National Park and Wildlife Service	The site is zoned Urban and is located adjacent to Urban zoned land to the north, south and west. To the east of the site is land zoned Regional Open Space (RO zone). Given the site does not adjoining land within the Regional Park Zone and does not involve development for the purpose of a road or public utility infrastructure on land zoned Regional Park, the development does not need to be referred to the Director-General of National Parks and Wildlife.	N/A
6.45 – Subdivision	Currently the site is located over part of two allotments. A new site boundary/ Lot and DP will be issued once the acquisition is finalised. This does not form part of this REF and is being undertaken under a separate pathway.	N/A
6.48 – Demolition	The site has recently been cleared. Notwithstanding, some demolition works are required to remove the existing road network, trees and associated services, which have been assessed as part of this REF.	Yes
6.49 – Interim Uses	N/A	N/A
6.50 – Land Below the PMF Level	Section 6.50(1) provides that development may be carried out on land below the PMF level only with the consent of the consent authority. Section 6.50(3) prohibits essential community services on land below the PMF, however Section 6.50 (3A) states that Section 6.50 (3) does not apply to educational establishments.	Yes

Provision	Assessment	Consistent
	Notwithstanding the above, it is noted that the site is located below the PMF, and flood advice has been obtained by BMT, which has determined the flood planning level for the site. A Flood Impact Assessment and Flood Evacuation Response Plan have been prepared by BMT (Refer Appendix 27 and Appendix 28).	
6.51 – Filling of Land	The activity is located on land that has been previously filled in satisfaction of Section 6.51. Minor earthworks are proposed. Refer to Appendix 9-10).	Yes
6.52 – Salinity and Highly Erodible Soils	The site contains non-saline to moderately saline soils. A Salinity Management Plan will be required as per the Geotechnical Site Investigation Report (Appendix 16).	Yes
6.53 – Tree Preservation	The activity involves the removal of 70 trees and retention of 52 trees. 98 trees are proposed to be replanted, which will result in a net increase to the number of trees and canopy coverage on the site.	Yes
6.54 – Items of Environmental Heritage	The site does not comprise an item of environmental heritage on the Heritage Map.	N/A
6.55 – General Heritage Considerations	The site is not located within or in the vicinity of an item of heritage significance.	N/A
6.56 – Conservation of Items of Environmental Heritage	N/A – The site is not located within or in the vicinity of an item of heritage significance.	N/A
6.57 – Conservation of Aboriginal Sites and Items and Relics of Aboriginal Cultural Significance	An Aboriginal Cultural Heritage Access Report was prepared as part of previous development on the subject site, including the granting of an AHIP on 5 June 2014, which is valid for 15 years. That AHIP number is C0000362. A Preliminary Indigenous Heritage and Impact Assessment has been undertaken as part of this REF which has concluded that there are no Aboriginal constraints for the subject area and as a result the works are unlikely to result in any impacts to known or unknown Aboriginal objects.	Yes
6.58 – Access	N/A – this section only applies to development, other than for the purpose of a public road, that would enable vehicular access to The Northern Road, Palmyra Avenue or Forrester Road.	N/A
6.61 – Services	A Services Report has been prepared by WSCE (Appendix 11 and 12), which sets out the arrangements for services, including the supply of water, sewerage, drainage and electricity.	Yes
6.67 – Public Utility Infrastructure	Section 6.67 relates to land that is identified as an 'intensive urban development area' on the zoning map.	N/A
6.68 – Emergency Evacuation Management	A Bushfire Hazard Assessment has been undertaken by BlackAsh (Appendix 26) and identifies the surrounding	Yes

Provision	Assessment	Consistent
Plan	vegetation and bushfire constraints on the site. The built form is located outside of the nominated APZ's. Built form is to comply with BAL 19 construction standards. A Flood Impact Assessment and Flood Emergency Response Plan has been prepared by BMT. A Bushfire Emergency Evacuation Plan to be prepared prior to the issue of a Crown Certificate (Refer to Appendix 1).	
6.69 – Subsidence Risk	The site is not mapped as a “Subsidence Risk Area”. Notwithstanding, a Geotechnical Report has been prepared as part of this REF (Appendix 16).	N/A

7.2.4 Development Control Strategy

The school is located within the Central Precinct of the St Mary's Release Area, which was declared a release area by the Minister for Planning on 29 September 2006. A precinct plan and development control strategy were subsequently prepared and adopted by Council on 23 March 2009, which provide guidelines for development within the Central Precinct, under Part 5 of the document.

A summary of the provisions that relate to the proposed activity has been provided in **Table 13** below.

Table 13: Assessment of activity against the Development Control Strategy

Control	Assessment	Consistent
Part 5 – Development Control Strategy		
5.1 Introduction	Consideration of the relevant development standards for urban design, built form and environmental management have been considered as part of this section.	Yes
Part 5A – Urban Structure and Subdivision		
5.2 Street Types	The street network is to be developed in accordance with the requirements Chapter 6 of PWPC SEPP, with the Framework Plan for the precinct providing an indication of the urban structure of the site. The proposal is not inconsistent with the indicative urban structure of the Central Precinct.	Yes
5.3 Public Domain	The proceeding subdivision has established street tree plantings in the public domain. The activity contributes to the public domain through highly landscaped front setback areas.	Yes
5.4 Character Areas	The site is located within an Urban Zone and has considered the planning and design principles for Urban Areas, as set out in Table 3 of the Development Control Strategy. The typical built form of the area is detached 1-2 storey	Yes

Control	Assessment	Consistent
	dwellings that are designed to address the street and enhance passive surveillance. The school buildings range from 1 storey to 3 storeys. Design considerations such as increased setbacks, landscaping and the location of infrastructure such as car parking has assisted in providing a buffer between the school buildings and the adjoining development. Design considerations have been discussed in more detail in Section 9.11 of this REF.	
5.5 Concept Plans	A Concept Plan showing the indicative urban structure of the Precinct is only required to be submitted with the first subdivision DA of the Precinct.	N/A
Part 5C – Non-Residential Built Form		
5.8 Non-Residential Buildings (Village Centre)	The controls in Section 5.8 of the Development Control Strategy relate to non-residential built form in the Village Centre Character Area. Having regard to the Framework Plan for the Central Precinct, the school site is located outside of the Village Centre. Notwithstanding, consideration of the design and built form of the development is provided as part of Section 9.11 of this report.	N/A
5.9 Employment Zone Buildings	The site is not located within an Employment Zone	N/A
5.10 General Employment Building Siting and Design Controls	The proposed activity is not an Employment Building.	N/A

7.2.5 Existing Development Consents

Development consents involving the subject site are listed in **Table 14**.

Table 14: Development consents applying to the site

Development Application #	Description	Date Determined
DA14/1228	Bulk earth works, interim stormwater infrastructure, landscaping, tree removal & environmental management works including realignment of an existing riparian corridor. This DA approved the bulk earthworks for the Central Precinct, including the location of the proposed new high school. DA14/1228 was modified on two (2) occasions.	Approved – 25 August 2015
DA14/1429	Subdivision of one (1) allotment into five (5) allotments for the future regional park, Central Precinct and residue lots.	Approved – 15 February 2016
DA15/1216	Stage 2 subdivision of the Central Precinct for the creation of 278 x residential Torrens title lots, 4 x residue lots and	March 2016

Development Application #	Description	Date Determined
	associated road construction, drainage and earthworks, landscape works and bus only connection (southern boundary). DA15/1216 was modified on one (1) occasion.	
DA16/0888	Site Remediation Works (Central Precinct).	2 November 2017
DA17/0889	Torrens Title subdivision of land, creating 24 residential lots, open space and public roads (Stage 3B2 of the Central Precinct). A significant component of DA17/0889 in relation to the proposed New High School for Jordan Springs, is the approval for the construction of 'Road 001' which forms an extension to the Wianamatta Parkway and as a result provides a link between Jordan Springs East and Ropes Crossing. This link is represented as part of the dashed white line in Figure 6 of this report.	3 May 2019
DA17/0920	Torrens Title subdivision of land into 114 residential lots, one (1) drainage lot & public roads (Stage 5A of the Central Precinct). Part of the road network approved as part of this DA has been constructed. Liaison with Developer will be conducted in relation to the remaining infrastructure works to be completed, as well as the formalisation of residential allotments that were approved as part of this consent.	28 September 2018
DA23/0375	Staged Torrens Title Subdivision Including 31 Torrens Title residential lots, one (1) residue lot, one (1) open space lot, one (1) village centre lot, bulk earthworks, public roads and associated civil works & landscaping. Importantly, this DA provides both the interim and final intersection designs for Park Edge Road with Wianamatta Parkway. Also proposed as part of this DA is a new bio retention basin and permanent stormwater infrastructure outside the subject site (known as Basin B2). The civil engineering report accompanying this DA states the reduction in basin on the subject site (known as Basin E) will be subject to a separate planning application. Details of this DA are not known.	Court Approved
DA24/0416	Torrens Title Subdivision of Stage 5 Central Precinct involving demolition and bulk earthworks, the creation of 63 residential lots plus residue lots and the establishment of roads, services and landscaping. As part of this DA, earthworks will be undertaken on the subject site to create a level platform for the school site.	TBC

7.3 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 activity affect any matters of national significance. An assessment against the EPBC Act checklist is provided at **Table 15**.

Table 15: 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

7.4 Other Approvals and Legislation

Table 16 identifies any additional approvals that may be required for the proposed activity.

Table 16: Consideration of other approvals and legislation

Legislation	Relevant?	Approval Required?	Applicability
State Legislation			
National Parks and Wildlife Act 1974	No	No	The National Parks and Wildlife Act 1974 (NPW Act) aims to conserve nature, objects, places or features of cultural value within the landscape. An AHIMS Search was undertaken on 4 July 2024 which identified four (4) Aboriginal sites recorded in or near the subject site. Notwithstanding, an AHIP was issued on 5 June 2014 for the site (AHIP number is C0000362) and is valid for a period of 15 years. A Preliminary Indigenous Heritage and Impact Assessment has been undertaken as part of this REF, which has concluded that there are no Aboriginal constraints for the subject area and as a result the works are unlikely to result in any impacts to known or unknown Aboriginal objects

Legislation	Relevant?	Approval Required?	Applicability
			Notwithstanding, a Mitigation Measure has been included that relates to unexpected finds and that if encountered during construction, all works must cease, and consultation be had with a heritage professional or State government agency to determine the subsequent course of action.
Disability Discrimination Act 1992	Yes	No	The proposed activity will provide accessibility and inclusion for all people. As set out in the Access Report prepared by Philip Chun, the development is capable of complying with the relevant Australian Standards and will allow for compliant access for all users. Further assessment of the design is required prior to issue of Crown Certificate.
Native Title (New South Wales) Act 1994	No	No	A review of the National Native Title Register (NNTR) has not identified any Native Title Claims that have been administered by the National Native Title Tribunal (NNTT) on the subject site or in the immediate vicinity of the subject site.
Rural Fires Act 1997	Yes	Yes	The site is mapped as being affected by bushfire. A Bush Fire Safety Authority under S100B of the Rural Fires Act has been received. The activity has been designed in accordance with PBP 2019 and NCC 2022 as required under Specification 43 Building Code of Australia for certain Class 9 Buildings, including schools. A Bushfire Hazard Assessment and Asset Protection letter has been prepared by BlackAsh and identifies the relevant Asset Protection Zones (APZ) required, along with the BAL construction standards for the buildings.
Water Management Act 2000	No	No	N/A
Biodiversity Conservation Act 2016	Yes	No	The Biodiversity Conservation Act 2016 (BC Act) commenced on 25 August 2017 and repealed the <i>Threatened Species Conservation Act 1995</i>, <i>Nature Conservation Trust Act 2001</i> and <i>Native Vegetation Act 2003</i>. Under the BC Act, Section 7.8 applies to Part 5 Activities. <i>7.8 Biodiversity assessment for Part 5 activity</i> <i>(1) This section applies to environmental assessment under Part 5 of the Environmental Planning and Assessment Act 1979.</i> <i>(2) For the purposes of Part 5 of the Environmental Planning and Assessment Act 1979, an activity is to be regarded as an activity likely to significantly affect the environment if it is likely to significantly affect threatened species.</i> <i>(3) In that case, the environmental impact statement under Part 5 of the Environmental Planning and Assessment Act 1979 is to include or be accompanied by—</i> <i>(a) a species impact statement, or</i> <i>(b) if the proponent so elects—a biodiversity development assessment report.</i>

Legislation	Relevant?	Approval Required?	Applicability
			(4) If the likely significant effect on threatened species is the only likely significant effect on the environment, an environmental impact statement may be dispensed with and Part 5 of the Environmental Planning and Assessment Act 1979 applies as if references to an environmental impact statement were references to a species impact statement or biodiversity development assessment report. The site is not mapped as containing areas as having 'high biodiversity values' on the Biodiversity Values Map. The mapping is inconsistent with vegetation currently located on the site, being recently planted street trees and grass. The proposed activity does not have the potential to significantly affect the environment or significantly affect threatened species. Removal of 70 trees is proposed, however as noted in the Arboricultural Impact Assessment, these trees are recently planted street trees and do not meet the DCP definition of a tree. No trees to be removed are threatened species.
Heritage Act 1977	No	No	No items, places, objects or conservation areas of European or aboriginal heritage have been identified on or adjoining the site.
Fisheries Management Act 1994	No	No	A man made OSD basin is located on the site. Whilst approval under the FM Act is not required for the decommissioning of the OSD basin, an ecologist will be onsite, during the decommissioning and dewatering to ensure any fauna within the basin is relocated appropriately.
Contaminated Lands Management Act 1997	No	No	The site has been remediated prior to this application for the activity. During Demolition, further geotechnical testing will be required. Should any contamination be found a stop work protocol shall implemented.
Roads Act 1993	Yes	Yes	Section 138(1) of the <i>Roads Act 1993</i> requires that the relevant roads authority provides consent to: (a) erect a structure or carry out a work in, on or over a public road, or (b) dig up or disturb the surface of a public road, or (c) remove or interfere with a structure, work or tree on a public road, or (d) pump water into a public road from any land adjoining the road, or (e) connect a road (whether public or private) to a classified road, The activity requires work within a public road in relation to tree removal, vehicle cross overs, kiss and drop and wombat crossing. A Section 138 is required.
Local Government Act 1993	No	No	No approval under the <i>Local Government Act 1993</i> is required.
Mine Subsidence Compensation Act 1961	No	No	The activity site is not located within a mine subsidence area.

Legislation	Relevant?	Approval Required?	Applicability
Environmental Planning and Assessment Regulation 2021 (Section 171A)	Yes	Yes	The activity site is located within the Hawkesbury Nepean Catchment. Further discussion is provided under <i>SEPP (Biodiversity and Conservation) 2021</i> within this Table.
State Legislation – State Environmental Planning Policies			
State Environmental Planning Policy (Planning Systems) 2021	No	No	N/A
State Environmental Planning Policy (Biodiversity and Conservation) 2021	Yes	No	<u>Chapter 6 – Water Catchments</u> <u>Hawkesbury Nepean catchment</u> – The site is located within the Hawkesbury Nepean catchment. <u>6.6 (1) and 6.6 (2)</u> The proposed activity incorporates WSUD and will harvest roof water for re-use on site. No increase in off-site water discharge is expected from the activity. In addition, under Stage 2 with temporary works, a temporary on-site OSD is proposed until such time as an off-site OSD is constructed and operational. <u>6.7 (1) and 6.7 (2)</u> The proposed activity does not involve clearing of a riparian area. The proposed activity requires the decommissioning of an existing on-site basin. The Biodiversity Assessment prepared by GHD provides mitigation measures to monitor and relocate and fauna present in the OSD basin. The same mitigation measures apply should the temporary OSD basin be constructed under Stage 2 with temporary works. <u>6.8 (1) and 6.8 (2)</u> The proposed activity will not result in adverse impacts on the water quality of natural waterbodies. The activity has been designed to integrate with the existing and future stormwater infrastructure for Jordan Springs. <u>6.9 (1) and 6.9 (2)</u> The activity site is not proximate to a foreshore area. External works to be provided by a third party will ensure connectivity between the site and the future Regional Open Space area to the east of the site. <u>6.12 – Riverine Scenic Area</u> The site is mapped as being located within the Riverine Scenic Area. The activity is proposed under Part 5 of the EP&A Act.

Legislation	Relevant?	Approval Required?	Applicability
State Environmental Planning Policy (Sustainable Buildings) 2022	Yes	No	The proposed activity will minimise waste through the demolition and construction phases through the use of materials where possible and utilising prefabricated, modular building design. Electricity monitoring during the operational phase is proposed to encourage the school to minimize electricity consumption, along with sensor lights to minimise the use of artificial lighting in rooms that are not being utilised. Solar panels are proposed on Building A. Harvesting of roof water is integrated into the design for re-use on site.
State Environmental Planning Policy (Resilience and Hazards) 2021	Yes	No	<u>Chapter 4 – Remediation of Land</u> The site has been remediated prior to this application for the activity. Should any contamination be found a stop work protocol shall implemented. Stantec did not find any contaminated soils during testing to complete the Detailed Site Investigation.
State Environmental Planning Policy (Industry and Employment) 2021	Yes	Yes	Chapter 3 outlines the provisions for signage. Signage is proposed on awning to display the school's name (fronting Armoury Road) and an electronic signage board (fronting Infantry Street). The proposed signage is not located on a classified road and does not impact on environmentally sensitive area, heritage area, conservation area, open space area or waterway. Signage does not dominate the skyline or compromise views. The signage does not protrude above the built form and does not require ongoing vegetation management. The scale of the proposed signage is comparable with the proposed and existing built-form. One free standing electronic display sign is proposed (4.3m high and 2.3m wide, however, illumination will be restricted between the hours of 8pm and 7am. The illuminated section of the sign sits 2.1m from the ground level and is 1.5m in height, with the remaining 700mm above displaying the school's name (not electronic). Location of the signage has been designed to minimise any impact to the safety of road users/ pedestrians and does not obscure sightlines.
State Environmental Planning Policy (Western Sydney Aerotropolis) 2020 Wind Turbine Map	Yes	No	The activity does not involve electricity generating works or wind monitoring towers.

7.5 Strategic Plans

Table 17 considers strategic plans that are relevant to the proposed activity.

Table 17: Consideration of applicable Strategic Plans

Strategic Plan	Assessment
The Greater Sydney Regional Plan A Metropolis of Three Cities	<i>A Metropolis of Three Cities</i> aims to respond to the needs of Greater Sydney's people and the region's current and future structural challenges. The plan identifies three cities: • Eastern Harbour City (Sydney CBD and North Sydney CBD); • Central River City (Parramatta CBD); and • Western Parkland City (Western Sydney Airport – Badgerys Creek Aerotropolis) The activity contributes to the implementation of the Greater Sydney Region Plan and its five (5) districts. The districts are being planned to deliver growth and change in Greater Sydney, and the Site forms part of the Western City District. The activity is consistent with the Western City District Plan as it proposes to provide a new high school in an established urban area thereby supporting the local community with social infrastructure as it continues to grow and evolve in accordance with the plan. It is noted that Penrith LGA is anticipated to cater for 14% (over 11,000 children) of children of school age that need to be accommodated during the life of the plan. The activity supports the Western City District Plan as it provides for the achievement of the following relevant planning priorities: Infrastructure and Collaboration • <u>Planning Priority W1 – Planning for a city supported by infrastructure</u> – The activity aligns educational infrastructure investment with planned residential growth. Liveability • <u>Planning Priority W3 - Providing services and social infrastructure to meet people's changing needs:</u> The activity provides for identified required social infrastructure and provides a 'community hub' through its location and shared use of facilities outside of school hours. • <u>Planning Priority W4 – Fostering healthy, creative, culturally rich and socially connected communities:</u> The activity provides for a clear Connecting with Country framework, in a diverse neighbourhood, with the potential for the use of the school hall and grounds for community events that promote creativity, culture and social connection. Sustainability <u>Planning Priority W15 - Increasing urban tree canopy cover and delivering Green Grid connections:</u> The activity supports the delivery of

Strategic Plan	Assessment
	canopy and a green grid connection. <u>Planning Priority W18 - Delivering high quality open space:</u> The activity supports the provision of high-quality open space for school and public use.
Future Transport Strategy 2056 – Shaping the Future	There are six (6) state-wide outcomes to guide investment, policy and reform and service provision, and the three (3) listed here have relevance to the activity: • Successful places • Accessible services • Sustainability The proposed activity will support the relevant vision outcomes of this Strategy by providing a new school in an accessible location proximate to transport infrastructure. Note: This Strategy supersedes Sydney’s Rail Future 2013.
State Infrastructure Strategy 2022-2042 (Infrastructure NSW)	The activity is consistent with this Strategy as it provides modern, digitally enabled learning environments for all students.
Western City District Plan A plan to manage growth and achieve the Greater Sydney regional plan vision, while enhancing liveability.	The Western City District Plan is a guide for implementing <i>A Metropolis of Three Cities</i> in the Western Parkland City. The Western Parkland City includes eight (8) LGA’s, including the Blue Mountains, Camden, Campbelltown, Fairfield, Hawkesbury, Liverpool, Penrith, and Wollondilly. The activity helps deliver on the vision expressed in the Greater Sydney Regional Plan, as it will provide for the construction of new educational infrastructure. The works will provide a high-quality learning environment for the future. The activity contributes to the following indicators and Planning Priorities in the District Plan, • A city supported by infrastructure aligns with forecasted growth, adapts to meet needs, new investment, optimum usage; • Providing services and social infrastructure to meet people’s changing needs; • Fostering healthy, creative, culturally rich and socially connected communities; • Growing and strengthening the metropolitan cluster; • Fostering healthy, creative, culturally rich and socially connected communities; • Urban tree canopy cover and delivering Green Grid connections; • Delivering high quality open space.
Penrith Local Strategic Planning Statement (LSPS)	The Penrith Local Strategic Planning Statement (LSPS) was prepared in March 2020, for the purpose of outlining Penrith’s economic, social and environmental land use needs over the next 20 years. The LSPS specifically identifies the strategic planning work that will in turn inform

Strategic Plan	Assessment
	the planning controls to ensure the important values and characteristics of the community are fulfilled. The first planning priority of the LSPS is to align development, growth and infrastructure. Within this planning priority, the LSPS has identified a need for social infrastructure, including quality schools, to keep up with the growth of the LGA. The second planning priority of the LSPS relates to working in partnership with various agencies within the NSW Government to provide for the delivery of community infrastructure, such as schools, hospitals and transport. The LSPS sets the vision and planning priorities informed by the <i>Western City District Plan</i> and <i>a Metropolis of Three Cities</i>. The activity achieves or aligns with the following Targets: Infrastructure • Ensure growth is supported by necessary community infrastructure including health and education facilities that the communities need (p.41). • Identify ways to effectively provide more open space, sporting facilities and neighbourhood facilities including shared access and the use of community and school facilities outside of normal operating hours (p.41) Liveability • Provide places that are well-designed and have an attractive built environment that is enjoyable, safe and clean p.45). Productivity • Provide high frequency and more direct services to provide easy and direct access to the Penrith City Centre, St Marys, Nepean Hospital and schools and tertiary education (p.55). • An increase in the number of jobs to match population growth and to match the workforce (p.58). • Reinforce the 'Quarter' as a specialised health, education research and technology precinct (p.58) • Boost nighttime economy (p.58) Sustainability Plan for alternative methods of transport, including more active modes such as walking and cycling to create a more sustainable and well-connected City (p.50).
SINSW 2023/2024 Delivery Strategy	The proposed activity was announced as one of 23 new or upgraded schools across NSW as part of the 2023-24 NSW Budget and forms part of the SINSW Delivery Strategy published by the NSW Department of Education in December 2023. The proposed activity is consistent with the Strategy as it provides for an identified new high school and would allow for the delivery of high quality, sustainable and contemporary learning environments.

Strategic Plan	Assessment
Sydney's Walking Future 2013 – Connecting people and places	This Plan aims to get people walking more often and this will be done by: • promoting walking for transport; • connecting people to places through safe walking networks around centres and public transport interchanges; and • engaging with partners across government, with councils, nongovernment organisations and the private sector to maximise our effectiveness. A School Transport Plan has been prepared, aimed at encouraging more children to walk and cycle to school. Refer to Appendix 21.
Sydney's Cycling Future 2013 - Cycling for everyday transport	This Plan is focused on Sydney CBD, major centres and public transport interchanges. The goal of Sydney's Cycling Future is to make cycling a safe, convenient and enjoyable transport option for short trips. A School Transport Plan has been prepared, aimed at encouraging more children to walk and cycle to school and the physical works proposed include greater cycle parking and end of trip facilities to support and encourage cycling to school by students, families and staff.
Sydney's Bus Future 2013 – simpler, faster, better bus services	Students and staff can access school and public bus transport for travel to and from school as outlined in Section 9.1 of this REF.
Crime Prevention Through Environmental Design Principles	The proposed activity incorporates CPTED principles into the planning of the school site and the works. Buildings can be constructed with safety and crime prevention in mind for places, spaces and movement pathways (Refer to Appendix 6).
Better Placed: An integrated design policy for the built environment of NSW (GANSW 2017) This policy sets 7 key objectives: • Better fit • Better performance • Better community • Better for people • Better working • Better value • Better look and feel	This is an integrated design policy for the built environment and its objectives help focus key considerations in the design of the built environment. The project team met with key stakeholders on several occasions to assist with the development of design concept. The activity meets the objectives of this policy as follows: • Fit: the proposed new high school occupies a large lot in one of Penrith's newest suburbs, registered in 2011. Educational infrastructure has been designed and will be built at a scale necessary to accommodate the planned and anticipated student enrolments over the years, while respecting the suburban environment it is located in, with generous building setbacks and tree plantings to the boundaries (fences) to help soften the school's visual presence. • Performance: The principles of ESD have been incorporated into the design of the activity. See Section 4.16 of this REF and Appendix 15 for the ESD Report. • Community: The building provides multiple-use options outside of school hours for the community and will be a public high school providing a higher degree of social equity.

Strategic Plan	Assessment
	• People: The building will provide for the safety and comfort of occupants with the design guided by Education Facilities Standards and Guidelines (EFSG). • Working: The activity design is functional and is in-built with a high degree of flexibility with the design of learning and outdoor spaces to allow for the ongoing and sustained usability of the building. • Value: The proposed school creates value for the community as significant social capital and will contribute to, and in doing so encourage, achievement of design excellence and deliver value for staff, students and the community. • Look and Feel: The proposed activity will provide a design that is engaging, inviting and attractive.
Healthy Urban Development Checklist, NSW Health	The proposed activity is consistent with the Checklist, as it will: • Make use of the site identified for a high school. • Provide recreation facilities, which promote and encourage physical activity and exercise; • Promote walking and cycling through the local school catchment • Promote access by public transport and is encouraging of active transport; • Provide access to school within the locality, thereby reducing trip generation from homes and car dependence; • Be built and monitored and safe for people with CPTED principles applied; • Meet growing community needs and gaps in educational facilities in the locality and region; • Minimise disturbance to health effects associated with noise, odour and light pollution; and • Provide for special needs school community, whether students or teachers.
Draft Greener Places Design Guide (GANSW) This draft guide provides advice for design pertaining to open space, urban tree canopy, ecological health and green infrastructure	The Guide provides information on how to design, plan and implement green infrastructure in urban areas in the public domain. The activity supports the Guide by applying the design advice by: • inclusion of solar power and long lasting, low maintenance materials into buildings' location, orientation, sun shading and passive thermal design elements; • designing entrance points to the school at grade for visual inclusivity, accessibility, and connectivity to the College site and locality; • developing a new landscape design to better respond to the site's narrative and integrate with the surrounding public domain
Design Guide for Schools	Schedule 8 Schools (design quality principles) of the Transport and

Strategic Plan	Assessment
(GANSW, 2018). Policy aims to: • Promote and champion good design processes and outcomes for schools; • Deliver schools that respond to the physical, social and environmental context; Support the delivery of excellent learning environments.	Infrastructure SEPP sets out the seven (7) design quality principles that must be addressed as part of the proposed activity. The works have been designed with careful consideration for context, built form and landscape, sustainability principles, accessibility, health and safety, amenity, functionality, adaptability and visual appeal. The Architectural Design Report provides an analysis of the design against the design quality principles and finds that the proposal satisfies the principles Refer Appendix 6.
Environmental Design in Schools (GANSW, 2018) This policy aims to provide school principals and school communities with a holistic understanding of environmental design.	The Guide presents strategies for passive design as opportunities for making positive, sustainable change in the building or running of a school. The strategies set out in the Guide have been incorporated into the proposal with common objectives with the Education Facilities Standards and Guidelines and green star system, seeking to achieve ESD and ensure its integration into the proposed new school for Jordan Springs. The proposal implements ESD principles in the works for the new buildings. Refer to Appendix 15 relating to ESD measures.
Penrith Community Strategic Plan 2036	The Penrith Community Strategic Plan operates in conjunction with the LSPS and outlines the community vision for Penrith City Council from 2022 – 2036. The proposed school will contribute to meeting the demand for a growing population, will provide shared access with the community to the hall and school grounds out of school hours and is situated proximate to a diversity of housing types ensuring substantial alignment with the Community Strategic Plan.
Penrith Local Housing Strategy 2022	The Penrith Housing Strategy outlines how the Council will meet its housing targets to guide housing change in Penrith over a period of 20 years. Section 9.1 of the Strategy outlines the implementation and delivery of the plan and outlines the need to stage the supply of new housing, in the right locations, to ensure that housing and infrastructure align. The New High School for Jordan Springs aligns infrastructure delivery to housing development and accordingly is consistent with this strategy.

8. Consultation

8.1 Early Stakeholder Engagement

Table 18 provides a summary of early stakeholder (non-statutory) consultation undertaken to inform the design of the activity and preparation of the REF.

Table 18: Summary of Early Stakeholder Engagement

Stakeholder	Engagement
Aboriginal stakeholders	Stakeholders were engaged through Connecting with Country process involving a Walk on Country (24 April 2024), one (1) TEAMs meeting (21 May 2024) and two (2) workshops (1 May and 13 August 2024). Through the Connecting with Country process, numerous items were discussed on how to integrate cultural heritage into the activity design, including but not limited to: • Use of significant plants; • Artistic Expression – use functional of artwork, such as in screening • Use of native fauna motifs on railings, gates and other structural elements. • Murals and Cultural artwork • Yarning circles • Bilingual signage • Themed footpaths • Outdoor learning environments • Gardens dedicated to native bushfoods • Use of colours of country throughout the built form and landscaping.
Penrith City Council	Consultation with Penrith City Council was undertaken on multiple occasions from September 2024 – October 2024. A scoping report was sent to Council on 11 September 2024, and meetings were held on 26 September 2024, 3 October 2024 and 10 October 2024. <u>First meeting notes:</u> Key points of discussion from the first meeting on 26 September 2024: • Lack of water quality control devices, since the existing OSD basin will be removed. Road construction methods. • Easement to temporary basin. • Who would construct new permanent basin. • Wianamatta Parkway probably not appropriate location for wombat crossing. • Western side of Park Edge Road identified as pedestrian pathway. • Crown in centre of Infantry Street to accommodate parking lane. <u>Second meeting notes:</u> Key points of discussion from the second meeting on 3 October 2024: • Alternate crossing device for Wianamatta Parkway as it is a collector road. • Shift wombat crossing further south. • Request refuge island on Infantry Street to connect student riding to shared path and to widen Infantry Street to provide 4 kiss and drop spaces.

Stakeholder	Engagement
	• Stantec requested Park Edge Road along the school frontage to be fully paved and facilitate kiss and drop facilities. • Council queried analysis and benchmark behind the number of kiss and drop spaces. • Bus services provided at Jordan Springs. Stantec requested future roads should be both bus and garbage truck capable near the site. • Stantec to arrange traffic surveys for intersection analysis. • Council noted temporary scenario needs to be staged, with or without Wianamatta Parkway connection. Wianamatta Parkway is high priority, but no firm timing available. <u>Third meeting notes</u> Key points of discussion from the third meeting on 3 October 2024: • Council requested larger setback to carpark. • Council advised flood report to consider climate change. • Council advised future road widening may be require and allowance is to be made on the school site for future widening. <u>Activity response</u> The activity has responded to the consultation as follows: • No wombat crossing is proposed on Wianamatta Parkway. • Stantec undertook traffic surveys and included in Traffic Impact Assessment along with benchmark for Kiss and drop spaces. • A larger setback to the carpark has been incorporated into the design. • DoE acknowledges that any road widening will need to be deducted from the school site, and sufficient setbacks have been allowed for to cater for road widening. • Easement for the temporary OSD basin will be detailed prior to occupation of the activity.
Transport for NSW	Transport Working Group (TWG) meetings were held on 26 June 2024 and 28 August 2024. • TfNSW advised that two signalised intersections will be provided on Wianamatta Parkway. • Sufficient bicycle parking is to be provided on site. • TfNSW agreed with staff and teacher parking on site, with visitor to utilise the surrounding street network. • TfNSW to consider extending bus routes. • Active transport facilities to be implemented before the school's opening. • Travel coordinator to be appointed for the first year after opening. • TWG to continue on a monthly or quarterly basis.
DCCEEW	DCCEEW was contacted on 18 October 2024. DCCEEW responded on 21 October 2024 and advised due to current workload DCCEEW is unable to review the documents and will review the application once exhibited.
NSW Rural Fire Service	NSW RFS was contacted on 18 October 2024. NSW RFS responded on 18 October 2024. RFS advised that a pre-application will be registered, and a response provided as soon as possible. No further response has been received at the time of writing this REF.

Stakeholder	Engagement
NSW State Emergency Service	SES was contacted on 18 October 2024, with a presentation provided on 18 October 2024. SES provided a reply on 6 November 2024. SES recommended a site-specific Flood Impact and Risk Assessment be undertaken. SES supported the preferred primary response as evacuation, where time allows and does not place students, staff or community members at greater risk, including the pre-emptive closure of schools. SES noted that reports should also include flooding on local roads including duration of flooding. The Regional Hawkesbury-Nepean Flood Emergency Sub Plan and Evacuation Modelling should also be considered. Changes to landform or drainage should also be considered. A Flood Impact Assessment and Flood Evacuation Response plan have been prepared by BMT (refer Appendix 27-28).
Sydney Water	Sydney water was contacted on 11 October 2024. Sydney water provided a response on 11 October 2024. Sydney water advises a feasibility application should be undertaken.
NSW Government Architect	GANSW provided feedback on 31 October 2024. GANSW recommendations in relation to integrating connecting with country into the design, including through the narrative of water and places for stories. GANSW queried a 30% canopy cover and covered outdoor spaces, including shading of outdoor areas through building placement. Reconfiguration of the sports courts was advised to provide a better flow and integration with other activities. Increase setback of buildings to increase the entry plaza. GANSW also queried the fencing of a large area for future expansion. The design was amended to increase the entry plaza and ensure building setback offered shade to outdoor areas. Connecting to country was integrated into the design through the landscaping and landscape materials, along with earthy tones on the building facades and artwork. Canopy coverage of 30% was not achievable as PBP 2019 restricts canopy coverage on the site to 15%. The sports courts were reconfigured to achieve better integration with other activities.
Community Consultation	The following engagement activities were undertaken by the Department of Education for this activity: 1. Information session held on Wednesday 27 November 2024, 5:30 – 7 pm at the Jordan Springs Community Hub. It is understood that 22 people attended from the local community, including neighbours, local teachers and prospective parents and children. 2. Activity enquiries through the School Infrastructure 1300 number, including a total of 9 email enquiries. 3. Distribution of information through letter box drop and media communication. The key following themes were identified: • A high level of interest in the activity from prospective parents and other community members. This includes in relation to likely catchment area, enrolment opening dates, the size of the school and activity timeframes. • Interest in the relationship between this activity and other local development, including the timing and status of road connections between Ropes Crossing and Jordan Springs and in relation to pre-existing subsidence concerns.

Stakeholder	Engagement
	• Design elements, including amount of shade provided for students outside, emergency services access to the sick room, a desire to see quiet spaces for children with autism and experiencing other disabilities. • Student safety, including in relation to road access in emergencies and bushfire management planning. • Impacts on residents on Armoury Road, including in relation to: ○ Amenity impacts and changes to views and streetscape, including concern relating to the proximity of the future school buildings to existing houses ○ Access arrangements, including access points, the kiss and drop zone, and temporary parking arrangements. ○ Timeframes for construction and temporary access arrangements. • Traffic impacts, including maintaining safety for students travelling to and from the school. • The potential for public use of school facilities.

8.2 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 21 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.

Table 19 provides an overview of the comments received during the consultation period and how these comments have been responded to.

Table 19: Response to considerations raised during consultation

No	Consideration Raised	Response	Mitigation Measure
REF Assessment Team – received 11 March 2025			
1	Staging: Clarify the Activity to be determined and consolidate the mitigation measures, noting that Scenario 2 Stage 3 is equivalent to Scenario 1. - Please clarify the staging for the project. This will require amendments to the REF and the consolidation of a single set of mitigation measures to reflect each stage. - Confirmation as to how long the school can operate in the interim phase (currently Scenario 2, Stage 2), particularly with regards to traffic and transport impacts, as it can reasonably be expected that further residential development will continue to progress outside of Jordan Springs Stage 5, thereby increasing traffic volumes on the local road network	The staging of the activity has been revised to allow for two stages. Stage 1 relates to the classroom buildings, sports field, cricket net and wombat crossing on Armoury Road. Stage 1 is not impacted by external works being undertaken by others. Stage 2 works that are not dependent on external works by others relate to the school hall, multi sports courts and carpark/ waste area on Park Edge Road. Stage 2 involves two options pending the operation of external works. Should the external works be operational, the carpark to Park Edge Road will be connected via a vehicular crossover and be operational, kiss and drop spaces on Park Edge Road and Infantry Street will be implemented and a bus zone along Armoury Road will be implemented. All pedestrian entry points will be operational. Should the external works not be operational, the carpark to Park Edge Road will be non-operational (no vehicular crossover), kiss and drop facilities will be implemented on Armoury Road, the bus zone south of Infantry Street will be expanded, a temporary carpark will be constructed and accessed off Armoury Road and a temporary OSD basin will be constructed to the north east of the site. Pedestrian entry will only be via Armoury Road. This approach allows for one set of mitigation measures, with the flexibility for the crown certifier to progress with the relevant works for Stage 2 based on the status of the external works. The mitigation measures allow for rectification of temporary works and construction of vehicular cross over, kiss and drop spaces and bus zone when the external works are completed in the event that the temporary works are required.	GE-13 GE-16
2	Traffic Scenario 2, Stages 1 & 2 (as exhibited): Clarification in relation to the following: Provide detail of the proposed measures to encourage drivers to follow the recommended travel route to the Kiss & Drop zone. Drivers may decide to take a “short-cut” and conduct U-turns at the intersections of Armoury Road/Convoy Street or Armoury Road/Flynn Cct. This issue has been raised by both Penrith City Council (PCC) and in a number of the public submissions.	1. Making U-turns to access the kiss and drop zone on Armoury Road (Stage 2 with temporary works) for drivers coming from the south is not possible until they reach the northern end of the kiss and drop zone. It is more likely that they will use Infantry Street (west), Commander Street or Convoy Street to get in a position where they can approach the kiss and drop zone from the north on Armoury Road. Drivers will not need to make U-turns to access the kiss and drop zone in Stage 2 with permanent works. The sketch in below explains the vehicle circulation for the kiss and drop zone.	ST-1

No	Consideration Raised	Response	Mitigation Measure
	Additional measures at the intersections should be explored (e.g. double lines / traffic islands etc.) to discourage drivers conducting U turns, noting that such measures may be temporary, until such time as Stage 3 works are complete. 2. Give consideration to whether additional parking restrictions are required along Infantry Street (west of the roundabout) during the morning and afternoon dropoff/pick-up activities to provide improved two-way traffic flow between Flynn Cct and Armoury Road. The existing road is quite narrow, particularly when vehicles park opposite each other, and the school will significantly increase traffic volumes along Infantry Street in the westbound direction. 3. There do not appear to be any existing bus routes that travel north-south along the northern section of Armoury Road (north of Wianamatta Parkway). The report states that the existing bus zone along the western side of Armoury Road will be extended in Scenarios 2 Stage 1 and Stage 2. Whilst Figure 2-6 and 3-8 of the Transport Impact Assessment suggest that buses have previously utilised the Armoury Road/Infantry Street roundabout to turn around, confirmation that buses can satisfactory U-turn to access the proposed bus zone is requested, in the form of swept path diagrams. 4. Please advise whether the provision of a bus zone along the northern side of Infantry Street was explored / is feasible. Such an option could potentially provide a more convenient bus drop-off/pick-up point and would avoid buses parking in front of resident driveways. It is noted that a suitable temporary turning head would also be required at the eastern end of Infantry Street.	 The recommended travel route for the temporary kiss and drop will be communicated to the school community via the School Travel Plan. In the TWG meeting on 27/11/2024, this was discussed with Council and Transport for NSW. Council and Transport for NSW supported the proposed Solution 1 (stage 2 with permanent works) as the preferred option and solution 2A and 2B interim options (Stage 2 with temporary works) and did not have any further comments. 2. Traffic flow on Infantry Street (west) is expected to be very tidal, meaning that one direction will be dominant in pick-up and drop-off periods. Therefore, delays caused to locals using the counter flow on Infantry Street are expected to be minimal and limited to the drop-off and pick-up periods of the day. Infantry Street (west) will only be used by PUDO vehicles in Solution 2A and 2B. Temporary parking restrictions during the PUDO times were discussed, however, were not pursued, as it would impact the residents ability park on-street. 3. The current school bus service (https://pw-uat.busways.com.au/sites/default/files/school_timetables/Jordan_Springs_Public_School.pdf) performs a U-turn at the roundabout at Armoury Road and Infantry Street. No bus services run through local streets, other than Armoury Road. In Solution 2 (Stage 2 with temporary works), the bus will perform a U-turn at the roundabout at Armoury Road and Infantry Street, as is currently occurring for the 783-school bus service. In Solution 1 (Stage 2 with permanent works), the bus will use Park Edge Road to return to the south after pick-up and drop-off. In the TWG meeting on 27/11/2024, this was discussed with	

No	Consideration Raised	Response	Mitigation Measure
		Council and Transport for NSW. Council and Transport for NSW supported the proposed Solution 1 (Stage 2 with permanent works) as the preferred option and solution 2A and 2B interim options (Stage 2 with temporary works) and did not have any further comments. 4. For Scenario 1 (Stage 2 with Permanent works), a bus zone on Infantry Street was tested but was not seen as a preferred option.	
3	Explore opportunities for additional perimeter tree planting in the north western corner of the site, primarily along the Armoury Road frontage and potentially returning along the northern boundary where the site interfaces with future residential. It is noted that this is in the area of the temporary car park in Scenario 2 (as exhibited) and that such planting may need to be deferred, but some consideration could be given to staged landscape plan.	No trees have been proposed to the north/ north east of the site as this area will either contain temporary works, which will later be demolished, or a turfed area. This area intentionally does not include landscaping to allow for a future expansion area for the school and to avoid removal of vegetation for any potential expansion of the school. Should any expansion of the school be undertaken, the future design should include landscaping of that area. Landscaping in the north western corner would also need to be assessed against the Planning for Bushfire Protection 2019 and additional trees would impact on the overall canopy coverage acceptable under PBP 2019.	N/A
Penrith City Council - received 11 March 2025			
4	The subject site falls within land subject to Development Application DA24/0416, currently under Appeal with the Land and Environment Court. DA24/0416 seeks approval for the creation of a residential subdivision for land known as Stage 5 Jordan Springs. The development application also proposes earthworks to rectify unstable fill materials for land surrounding the school site. (There is broad evidence of subsidence in the area.) It is understood that earthwork rectification is not proposed for the school site.	The developers DA is outside our development and no further comment can be provided. DoE confirm that no earthwork rectification is being undertaken on the school site.	N/A
5	Earthworks that are to be completed surrounding the school site necessitate the provision of interface batters within the school site. This is discussed further in this advice. The Department of Education has advised that they are willing to accommodate these batters within the school site. The Applicant for DA24/0416 has advised Council that they are willing to liaise with the Department of Education to carry out these works in a timeframe to suit the construction requirements for the school. This is encouraged as the most appropriate outcome for the future development of Stage 5.	DoE are working with the developer to accommodate the batters on Infantry Street and Park Edge Road which will be included as a conditions of consent for DA24/0416. The incorporation of batter does not affect the activity design as proposed. Liaison is ongoing and no further action is required as part of this RFI.	N/A
6	Council was not party to any discussions which determined the boundaries of the school site. The allocated width for the future Park Edge Road cannot accommodate required infrastructure in addition to meeting NSW RFS Planning for	The site has been acquired, and the boundary is in the process of being registered. Any adjustment to the boundary, if required, will need to be undertaken in consultation with SINSW at the time of design of Park Edge Road. No boundary adjustment will be undertaken as part of this activity. The existing access trail meets the requirements of a	N/A

No	Consideration Raised	Response	Mitigation Measure
	Bushfire requirements. The design of Park Edge Road is yet to be finalised. This may impact on the proposed design of the kiss and drop area. The boundary of the school site may require adjustment to accommodate road design requirements.	fire trail and provides perimeter access. RFS have issued a BFSA for the project, confirms that the proposed development will meet the NSW Rural Fire Service requirements for Bush Fire Safety under s100b of the Rural Fires Act 1997. The future Park Edge Rd will provide additional access capacity.	
7	The delivery of a school on the site should be in conjunction with the delivery of the surrounding connecting road network, including the Wianamatta Parkway extension, to ensure safe and efficient vehicle movements that do not adversely impact on the residential road network.	The preferred outcome is to have the surrounding infrastructure complete, however, the delivery of the surrounding infrastructure network is subject to a separate application. DoE is not the applicant of that application, and therefore has no control over the construction timing. Stage 2 with temporary works has been prepared to ensure the traffic solutions implemented are not dependent on the surrounding infrastructure being completed and to ensure safe access to and from the school	N/A
8	The development of the school ahead of the delivery of Stage 5 commitments may mean that some necessary infrastructure is not available.	Refer to item 7 response.	N/A
9	The interface of the school with nearby residential development is to be considered with respect to visual and acoustic amenity. This is to include consideration of fencing height and location and landscaping. Appropriate upper and mid-level planting is encouraged to help the school, and particularly the car park areas, integrate with the residential streetscape.	The architectural plans submitted with the REF included larger setbacks to the buildings to allow for planting and increase visual and acoustic amenity to adjacent residential properties. Increased setbacks also reduce any solar impacts to adjacent properties. The use of layered understory planting has been implemented whilst also complying with the bushfire planting restrictions.	N/A
10	Should facilities within the school be utilised for community purposes, then appropriate consideration needs to be given to ensuring that adequate car parking is available for such events without reliance on the surrounding road network.	Adequate staff parking is proposed, accommodating for 90% of staff i.e. 72 spaces. The remaining 10% of staff will walk, cycle, carpool or catch buses (refer to staff mode share report section 5.2). The parking provision proposed for the school will be sufficient for the day-to-day operation of the school. Parking during school events, such as parent/ teacher interview nights, performing arts nights and graduation ceremonies, will be managed under an event management plan. Parking around the school frontage will be used by visitors. While parking in other streets may be used by the remaining visitors during events, the school will provide information packages to the visitors to ensure that they obey the law while using parking on the streets. School events are mostly held within school operational hours. Events outside of these times are rare and typically involve one- or two-year groups. Community use of the school is unknown until a principal is appointed and the school is operational. Until such time, the use of the school for community use cannot be detailed. Community use of the school facilities will be subject to separate planning pathways and approvals and do not form part of this REF. While some parking may be available on site for potential community use of the school	TW2-1 PW2-6

No	Consideration Raised	Response	Mitigation Measure
		(subject to separate planning approval), it is not considered viable to construct a carpark to accommodate every vehicle for events such as presentation nights that occur 1-2 times per year. Should after hours events take place in the evening for smaller groups, it would be likely that on-site parking will be available once the teaching staff have departed for the day (subject to separate planning approval).	
11	Parking provision on the roads surrounding the school site may be limited (noting that the design of Park Edge Road has not been finalised) and this consideration needs to be acknowledged with an assessment of on-site parking provision.	Penrith Council's Development Control Plan does not stipulate parking requirements for a school. The Traffic impact Assessment included a mode share for staff (80 staff), which resulted in 90% of staff (72 staff members) travelling by car, therefore parking arrangements on site were designed on 90% of staff travelling to school, requiring 72 parking spaces. Parking provisions on the surrounding street network will be subject to compliance with any sign posted parking restrictions.	TW2-1 PW2-6
12	Noting that the development is also required to comply with the APZ requirements of NSW RFS Planning for Bushfire Protection, the development is encouraged to provide canopy trees where appropriate to assist with urban heat impacts. The provision of canopy trees within the car parking areas will assist with urban heat effects.	Landscaping will be in accordance with the APZ requirements within Planning for Bushfire Protection which allows canopy planting. Canopy trees are proposed in the permanent carpark. No canopy trees are proposed in the temporary carpark as these works will be demolished once the external works by others are operational. Tree canopy as proposed complies with PBP 2019, additional tree coverage in the north of the site would result in trees being removed from the proposed landscaping to the south of the site to comply with PBP 2019.	BF-3
13	Waste collection arrangements should not conflict with vehicle or pedestrian movements.	Mitigation measures have been included to restrict waste collection to outside of peak drop off and pick up times to minimise any conflict with vehicles and pedestrians	WM-18
14	The school is located directly opposite a planned detention basin and the management of access and safety of the school population needs to be considered.	Council or the developer will be responsible for implementing a fence. The offsite basin will be constructed by an external developer. It is expected that the design of the basin will include safety measures such as fencing.	N/A
15	The design of the future Park Edge Road and Lasetter Street has not been finalised. Council does not accept the current GTAs provided by NSW RFS with respect to DA24/0416 given the implications for Council's future assets. As such, the current design of these roads does not satisfy the requirements of NSW RFS Planning for Bushfire Protection 2019. It is noted that the Bushfire Hazard Assessment makes assumptions in this regard.	DA24/0416 is a separate application. Any concerns with the proposed road design should be addressed as part of DA24/0416 and not this REF. This REF application does not include construction of Park Edge Road. The proposed activity has been designed in accordance with the site boundary. The existing access trail meets the requirements of a fire trail and provides perimeter access. The future Park Edge Rd will provide additional access capacity.	N/A
16	Council does not support the provision of Asset Protection Zones on any land that is intended to be dedicated to Council, consistent with the provisions of NSW RFS Planning for Bushfire Protection 2019, Sections 3.2.5 and 3.2.6.	The boundary has been established now that the site has been acquired. The APZ is located within the school boundary. RFS have issued a BFSa for the project, confirms that the proposed development will meet the NSW Rural Fire Service requirements for Bush Fire Safety under s100b of the Rural Fires Act 1997.	GE-14
17	City Planning Considerations St Marys Central Precinct Plan and Development Control	Armory/infantry Street is the main access to the school and has been designed to with landscaping, setbacks and signage. Secondary access is on Park Edge Road for safe	BF-3

No	Consideration Raised	Response	Mitigation Measure
	Strategy a) The subject site is located within the Central Precinct of the broader St Marys (Jordan Springs) Precinct. b) The St Marys Central Precinct Plan and Development Control Strategy contain the relevant planning controls that apply to the subject site to guide development within the Central Precinct. Future character areas a) Section 4.3 of the CPP identifies special character areas within the Central Precinct, which require a particular design response to the immediate context and outlines planned design principles for each character area. The proposed school site is situated partly within the 'Riparian corridor edge zone', 'Village centre character zone', and 'Urban zone' character areas as shown in Figure 13 of the CPP. We recommend consideration be given to the design principles under Section 4.3 for these character areas, with particular focus on the following principles: i. Strong relationship with the adjoining active recreation facilities planned in the Regional Open Space in order to promote the concentration of activity and accessibility to these facilities, while linking users of these facilities with local amenities and services. - It is recommended that pedestrian paths of travel from the school site to the adjoining future recreation facilities within the Regional Open Space be identified and maximised to establish clear and convenient connections between the school and adjoining recreation facilities and encourage active use of facilities. This is not clear on the architectural plans and does not allow for safe access by the community in line with accessibility requirements. - Consideration be given to the design of the entrance to the school on the Park Edge Road boundary, so that this entry point reads as a main/feature entrance. To ensure a strong	access from kiss and drop. Generous vegetated landscape setbacks have been provided to street frontages. As well as key species have been selected as markers to entry points. Landscaping will be in accordance with the APZ requirements within Planning for Bushfire Protection which allows canopy planting. Pedestrian crossings on Park Edge Road provide safe connections between the Recreational facilities and the school site, along with an accessible footpath (by others). The school has been designed so the open space within the school site has an interface with the future recreation space. Landscaping is provided along part of the Park Edge Road frontage. To retain an interface with the adjacent open space, the school buildings are predominantly located towards the Armoury Road frontage. In relation to the school buildings, the main entry point is off Armoury Road, and secondary access points are located along Park Edge Road which accommodates the kiss and drop facilities. Tree species were selected as markers to entry points to the school and are located on the site boundary with generous setbacks. Fencing along the entrances is the 2.1m palisade fencing as per SINSW standards and to ensure a secure line is formed around the school.	

No	Consideration Raised	Response	Mitigation Measure
	address to the future recreation facilities within the adjoining Regional Open Space located west of the school site. This is not clear on the architectural plans provided and appears that the main entrance is on Armoury Road with no prominent entrance or signage on the Park Edge Road, particularly if this is going to be utilised by the community. ii. Ensure landscape character dominates the street, and trees define the space providing shade and amenity. - It is recommended that further consideration be given to increased provision of canopy trees with layered shrub understorey along the perimeter of the site and within the school boundaries ensuring compliance with the APZ requirements. To provide a green edge to the development visible from the street, to reflect a landscape character, and provide for shade and amenity. - It is recommended that fencing typically not exceed 1.8m height, particularly along the frontage of Park Edge Road, (as it is unclear from the architectural plans) as this will be highly visible from the adjoining open space. b) It is noted in Section 4.9 of the Review for Environmental Factors (REF) that a 30% canopy cover cannot be achieved due to compliance with Asset Protection Zone requirements. However, the REF does not identify areas within the site that are outside of the APZ zone where smaller scale planting could be achieved in lieu of the 30% tree canopy coverage requirement		
18	Relationship with Regional Open Space a) The subject site is located adjacent to the Regional Open Space zone under State Environmental Planning Policy (Precincts – Western Parkland City) 2021. b) Under requirements within the St Marys Penrith Voluntary Planning Agreement (VPA), Regional and	Community use of the school is unknown until a principal is appointed and the school is operational. Until such time, the use of the school for community use cannot be detailed. Community use of the school facilities will be subject to separate planning pathways and approvals and do not form part of this REF.	N/A

No	Consideration Raised	Response	Mitigation Measure
	District Open Space facilities including the Central Precinct Oval are to be delivered by Lendlease within the Regional Open Space zone. c) Table 12 within Clause 7.2.3 of the REF references that the proposed open space facilities within the school site will have the potential to be utilised by the community however it is not clear how the community can access these facilities. It is recommended that: i. Further clarification be provided to Council on how these facilities intend to be utilised by the community including hours of operation and accessibility from the future district and regional facilities planned within the Regional Open Space zone. ii. Further clarification be provided on whether defined entrances to the facilities (if they are envisaged to be open to the community) will be provided to ensure there are appropriate synergies with the Regional Open Space. iii. The NSW Department of Education liaise with Council as relevant on the above.		
19	Engineering Considerations - Key issues: a) The REF proposes 2 scenarios considering the delivery of the surrounding road network and associated infrastructure. Scenario 1 assumes that the surrounding road network will be delivered by others as part of the Stage 5 development ahead of the school to provide an ultimate school layout and connection to surrounding infrastructure. Whilst this is the obvious preference, there is no guarantee that Lendlease (or future developer) will deliver these works ahead of the school being built. Scenario 2 proposes interim measures utilising the existing road network via Armoury Road with provisions for the future delivery of the surrounding road network by Lendlease (or future developer). The surrounding road network is a necessity and critical infrastructure in supporting the proposed school development and therefore the delivery of the surrounding road network and infrastructure must be delivered concurrently with the school development. In the absence of Lendlease (or	The preferred option is to have the surrounding infrastructure complete. The delivery of surrounding infrastructure is not in DoE control. An interim solution, scenario 2 (Stage 2 with temporary works) has been prepared to ensure traffic solutions are in place not dependent on the surrounding infrastructure and to ensure safe access to and from the school for the school to operate.	TW2-1 TW2-2 TW2-3 TW2-4 TW2-5

No	Consideration Raised	Response	Mitigation Measure
	future developer) providing the required infrastructure, SINSW would be expected to deliver the surrounding road network to support the school as part of the orderly rollout of development.		
20	Traffic: a) The vehicle circulation detailed for the interim scenario 2 proposes the use of existing surrounding local roads without consideration to the road carriageway widths and impacts associated with directing a significant volume of traffic through a residential local road. The proposed vehicle circulation plan has not considered the impact to local residents or the resulting one-way nature of vehicle movements restricting two way traffic throughout the local roads with consideration to the existing on street parking arrangements. The increased volume of traffic in one direction and possibility of queuing to utilise the kiss and drop area will restrict the ability for the local road to operate in a two way nature as vehicle passing opportunities will be restricted. The proposed vehicle circulation to support the Interim Scenario 2 has not adequately considered the impacts on the surrounding road network and residents and further confirms the requirement to deliver the ultimate surrounding road network to service the school development. b) The Scenario 2 circulation plan is likely to be ignored by motorists due to the restricted vehicle movements outlined above resulting in vehicles undertaking u-turn manoeuvres at intersections which would be supporting illegal and unsafe traffic behaviours within a residential and high pedestrian movement area. Scenario 2 is not supported on this basis due to the unacceptable risks to all road users and encouraged unsafe road use.	a) In Scenario 2 (Stage 2 with temporary works), it is anticipated that Infantry Street (west) will be most commonly used by motorists to reach the access to the kiss and drop zone from the north. Therefore, the major flow of vehicles is likely to be concentrated on Infantry St/ Flynn Circuit. Traffic flow on Infantry Street is expected to be very tidal, meaning that one direction will be dominant in pick-up and drop-off periods. Therefore, delays caused to locals using the counter flow on Infantry Street are expected to be minimal and limited to the drop-off and pick-up periods of the day. In Scenario 1 (Stage 2 with permanent works), Infantry Street west will not be used to access the kiss and drop zone. In the TWG meeting on 27/11/22024, this was discussed with Council and Transport for NSW. Council and Transport for NSW supported the proposed Solution 1 (Stage 2 with permanent works) as the preferred option and solution 2A and 2B interim options (Stage 2 with temporary works) and did not have any further comments. b) Making U-turns to access the kiss and drop zone on Armoury Road (Solution 2), (Stage 2 with temporary works) for drivers coming from the south is not possible until they reach the northern end of the kiss and drop zone. It is more likely that they will use Infantry Street, Commander Street or Convoy Street to get in a position where they can approach the kiss and drop zone from the north on Armoury Road. Drivers will not need to make U-turns to access the kiss and drop zone in Solution 1 (Stage 2 with permanent works).	ST-1
21	External Works: a) The REF documents detail 4 support accessible bays on Infantry Street to be provided by others. The delivery of the indented parking bays does not form part of the Jordan Springs Stage 5 development and SINSW must provide these spaces as part of the school site development. The indented bays shall be full width and provided outside of the road carriageway requiring road	The activity has been designed within the site boundary. Any adjustments to the external road network are subject to a separate application and construction by an external developer. DoE are currently liaising with the external developer to ensure the road network is amended to accommodate the kiss and drop facilities. Should any boundary adjustments be required to accommodate these works, this will be undertaken separately to the activity subject to this REF application.	N/A

No	Consideration Raised	Response	Mitigation Measure
	dedication within the school site to accommodate the proposed parking bays and provision of footpath behind the parking bays within the road reserve. Half width bays and reduced verge width is not supported. b) The proposed pedestrian refuge island on Infantry Street at the corner of the Park Edge Road shall be replaced with a raised threshold crossing including a dedicated bike path. This shall also be provided further south (road 024 as noted in the Jordan Springs East Stage 5 plans) to provide an uninterrupted shared path link between the school site and the future east west link road (Wianamatta Parkway). c) The allocated road width for the Park Edge Road cannot satisfactorily accommodate the required infrastructure as required by the Stage 5 development. As a result of the requirements under the Stage 5 development, the eastern boundary of the school site will likely be required to be adjusted to provide adequate space for road infrastructure including appropriate verges and footpaths to service the estate. This matter is to be resolved with the Stage 5 development appeal and shall be addressed in the school proposal. It is noted that Council was not directly involved in the process of how the eastern boundary of the school site was determined through compulsory acquisition; the required boundary alignment will ultimately be informed by the Stage 5 development appeal to accommodate the necessary road infrastructure. d) Please note all works in the road reserve will be subject to separate S138 Roads Act approval through Penrith City Council being the roads authority.		
22	Earthworks: a) The required Bulk Earthworks (BEW) for Jordan Springs Stage 5 proposes removal of inadequately compacted fill material back to natural ground level for rebuilding subgrade layers up to the ultimate surface design level. It is understood SINSW does not intend to remediate the site for the new school. b) To achieve full remediation of the Stage 5 site before the surrounding roads can be constructed, earthworks will	i and ii. Temporary car park and basin extents are indicative only and will be adjusted to suit the available space. iii. Alternative strategies for the building works (i.e. Piled shoring wall) are being considered to allow the school construction to be delivered separately to the road reconstruction works.	N/A

No	Consideration Raised	Response	Mitigation Measure
	need to be undertaken up to the school boundary. For this to happen satisfactorily, temporary interface batters would need to be provided within the school site. Based on recent discussions between Council and the Department of Education, we understand that the Department has provided verbal acceptance of batter interfaces within the school site to Lendlease. c) The batter interfaces would require a construction zone around the northern, eastern and southern perimeters of the school site (subject to final civil design and geotechnical recommendations). The construction of temporary batters within the school site as proposed within Scenario 2 may conflict with the following: i. The temporary car park at the north-western corner of the site encroaching into this zone with only a 5m offset from the northern boundary line ii. The temporary OSD basin encroaching into the construction zone at the north-eastern corner of the site (not dimensioned on civil works, staging or architectural plans) iii. Potential cause issues within the zone of influence on Building A which has a 10.41m offset shown from the southern boundary line. d) The possible conflict with surrounding batters and school infrastructure further reiterates Council's position that Scenario 2 is not suitable in delivering the proposed school and the surrounding road network shall be delivered concurrently with the school development either by Lendlease (or future developer) or SINSW.		
23	Local Overland Flow Flooding: a) Council is satisfied the flood related development controls are adequately addressed noting the site is not identified as flood affected, however Table 5.2 of the Flood Impact and Risk Assessment report has identified the proposed finished floor levels are situated above the determined post-development PMF overland flow flood levels. It is noted Councils' adopted flood related development controls stipulate that all habitable floor levels shall be at a minimum level of 1% AEP flood level	Noted - the project will adhere to the proposed finished floor levels and requirements outlined in the Flood Impact and Risk Assessment report.	F-1

No	Consideration Raised	Response	Mitigation Measure
	+ 0.5m freeboard and hence no objections are raised to the proposed floor levels.		
24	Flood Evacuation: a) As the site is affected by both Hawkesbury-Nepean River PMF as well as South Creek PMF flooding, a Flood Evacuation strategy is required. BMT have analysed all possible scenarios of flood emergencies and developed flood emergency management strategy and made recommendations. Those recommendations are acceptable to Council however NSW SES is responsible for flood evacuation, and as such the applicant shall consult with NSW SES to assess the proposed recommendations regarding flood evacuation.	Noted - the project will adhere to the proposed flood evacuation strategy and requirements outlined in the FERP. The FERP was prepared in consultation with SES.	FE-1 FE-2 FE-3 FE-4 FE-5 FE-6 FE-7 FE-8
25	1. Environmental Management Considerations Acoustic Impacts: A Noise & Vibration Impact Assessment has been prepared by Marshall Day Acoustic Pty Ltd (dated 17 December 2024, ref. Rp 001 R03 20240394) to address the potential noise and vibration impacts associated with the construction and operation of the proposed high school. During the construction phase, it was found that there would be significant exceedances of the established Noise Management Level, but no predicted exceedances of the Highly Noise Affected Level. The consultant has put forward that the predicted levels are generally consistent with noise levels produced by typical construction works where they are being carried out in close proximity to receivers. There are not anticipated to be any vibration impacts during the works period. Mitigation measures were proposed, namely the development of a Construction Noise and Vibration Management Plan. Once operational, it was found that: i. Indoor school activities, such as in classrooms and in the school hall, would comply with the established criteria. ii. Noise produced during outdoor activities was found to generally comply, however there were some exceedances during informal outdoor play (recess	Construction Noise & Vibration Management Plan would be the responsibility of the Head Contractor. Noise produced during outdoor play at recess & lunch has been addressed. No further comments are required. Noise generated by road traffic during arrival and departure times has been addressed. Short term increase in the level of noise from road traffic is inevitable during morning pickups and afternoon departure periods. Armoury Road has been considered as a "local road" due to the current very low volumes of traffic. As development of the area progresses, this road would be considered a sub-arterial road for noise assessment purposes. The criteria applicable to daytime traffic on such roads is assessed over a 15-hour period. Assessed on this basis, traffic generated by the school would achieve the RNP daytime criteria LA15hr 60 dB. No further action required until Detailed Design in regard to assessment of mechanical plant & equipment.	GE-12

No	Consideration Raised	Response	Mitigation Measure
	and lunch breaks, etc.), particularly where residences were not shielded by the school buildings. Although the predicted levels were at most 6dB above the emission guidelines, this equates to 16dB above the background noise levels during the day time period. Though impacts from these activities may occur, the report does not suggest any mitigation for these potential impacts, putting forward that the school is of value to the broader community, is permissible, and the 'Suburban' amenity levels have not been exceeded. iii. Noise generated by the use of the carpark was found to generally comply with the relevant criteria. Noise impacts associated with traffic movements were found to exceed the relevant criteria, however given the short-term nature of the peak periods, no recommendations were made to address this aspect. iv. Further assessment is required for mechanical plant and the school public address system (including school bell); however, it was concluded that acceptable noise levels can be ensured through appropriate plant selection and layout. v. A number of mitigation measures were put forward in the Assessment to address operational impacts, and these have been included in the Mitigation Measures Table at Appendix 1A and 1B of the REF. These mitigation measures need to be implemented, so should be incorporated into any approval issued for the proposed development.		
26	Land Contamination: i. These reports documented the findings of investigations into the soils, surface water, sediments and groundwater of the site. While comprehensive sampling programs were undertaken for these different media as a part of these investigations, consideration was also given to the historic reports that have been prepared for the site (by JBS&G to support the development of Jordan Springs). The reports concluded that the site is suitable for the proposed land use, subject to the mitigation measures	Noted - the mitigation measures will be implemented during the works.	GEO-1 GEO-2 GEO-3 GEO-4 GEO-5 GEO-6 GEO-7 GEO-8

No	Consideration Raised	Response	Mitigation Measure
	being adopted. ii. Both of these documents are considered satisfactory, and the mitigation measures proposed have been carried across into the Mitigation Measures Table included at Appendix 1A and 1B of the REF. These mitigation measures need to be implemented during the works, so should be incorporated into any approval issued for the proposed development.		GEP-9 GEO-10
27	Construction Environmental Impacts: A Preliminary Construction Management Plan has been prepared by TSA Riley (dated 18 December 2024) to address the potential environmental impacts of the construction phase of the development. This Plan is comprehensive and incorporates references to the recommendations of the technical documents, such as the requirement to develop and implement a Construction Noise and Vibration Management Plan and Unexpected Finds Protocol.	Noted - the CMP will be implemented during the works.	GE-12
28	Waterways Considerations: i. The rainwater tanks for the supply of non-potable demands should be sized to provide a minimum of 80% of the non-potable demands. It is suggested that addition details and calculations are required to demonstrate that they are sized appropriately to meet the non-potable demands associated with the development (i.e., the tanks should be sized to provide a minimum of 80% of the non-potable demands associated with the development). Rainwater tank sizes can be optimised considering the diminishing rate of return.	For this project, the non-potable water demand is solely for landscape irrigation purposes. The current rainwater tank is sized to supply 50% of the non-potable water demand. The roof collection area and tank storage size are the two variables which could help improve the non-potable water supply. However, the catchment area is restricted to the current building roof area and that cannot be increased any further. No significant improvement was observed by increasing the storage tank size, as the catchment remains unchanged. Hence, keeping in mind the site / design constraints, the team has optimized the current design to 2 tanks of 20kL each which will provide 50% of the non-potable water demand. The remaining 30% reduction can be achieved by way of reducing the extent of turf and replacing with low water demand plant-species.	N/A
29	ii. The proposed carpark should be designed to incorporate passively irrigated trees as per Council's DCP requirements. Council's Urban Heat chapter includes requirements around this and notes that landscaped areas are to be irrigated with harvested rainwater and incorporate passive irrigation. Details on this should be provided. iii. The use of vaults should be considered to reduce compaction and increase the ability of trees to grow to a mature height. Stormwater for the site is proposed to be treated by precinct treatment infrastructure (Basin E).	ii. The proposal includes rainwater storage tanks for irrigation purposes. Passive irrigation for car park trees can also be incorporated to the landscape design. iii. The stage 2 temporary sediment basin will be converted to combined detention and bioretention following the completion of the school for compliance with Council DCP and will be maintained until the permanent basin is constructed off site. Iv. Noted	TW2-1

No	Consideration Raised	Response	Mitigation Measure
	However, it is noted that the treatment system is not yet in place. As such, interim stormwater treatment measures may be required to be provided until Basin E has been constructed. I suggest that in order to comply with Council's water quality requirements, interim treatment measures (e.g., a bioretention system) will also be required to be provided. This may be located in the proposed interim OSD system. Design details will need to be constructed. The Civil report also makes reference to GPT to be provided as part of the school's stormwater management network. I suggest that details of this is also required to be provided on the plans iv. The interim stormwater treatment measures cannot be dedicated to Council for maintenance and that will need to be maintained by the department v. It will be important that adequate sediment and erosion control measures are in place during works and until such time the site has been fully stabilised. vi. It is noted that the drainage strategy for the site is currently under review as part of the Stage 5 development application. This said, with the exception of a portion of the site which will drain to Basin E, the remainder of the school site will ultimately drain into the riparian corridor via a GPT. As such, it is not expected that the stormwater strategy will change too much with respect to the proposed school site.	v. Noted vi. Noted	
NSW Rural Fire Service - received 11 March 2025			
30	Emergency and Evacuation: The intent of measures is to provide suitable emergency and evacuation arrangements for occupants of SFPP developments. 1. A Bush Fire Emergency Management and Evacuation Plan is prepared consistent with the: - The NSW RFS document: A Guide to Developing a Bush Fire Emergency Management and Evacuation Plan; and, - NSW RFS Schools Program Guide and Australian Standard AS 3745:2010 Planning for emergencies	The Bushfire Emergency Management and Evacuation plan will meet the RFS requirements and is usually provided prior to occupation. RFS have issued a BFSA for the project, confirms that the proposed development will meet the NSW Rural Fire Service requirements for Bush Fire Safety under s100b of the Rural Fires Act 1997.	N/A

No	Consideration Raised	Response	Mitigation Measure
	in facilities. - The Bush Fire Emergency Management and Evacuation Plan must include planning for the early relocation of occupants. Note: A copy of the Bush Fire Emergency Management and Evacuation Plan should be provided to the Local - Emergency Management Committee for its information prior to occupation of the development. An Emergency - Planning Committee needs to be established to consult with residents (and their families in the case of aged care accommodation and schools) and staff in developing and implementing an Emergency Procedures Manual. - Detailed plans of all emergency assembly areas including on-site and off site arrangements a - s stated in AS3745:2010 are to be clearly displayed, and an annual emergency evacuation exercise is to be conducted.		
31	Asset Protection Zones: Intent of measures is to provide suitable dwelling design, construction and sufficient space to ensure that radiant heat levels do not exceed critical limits for firefighters and other emergency services personnel undertaking operations, including supporting or evacuating occupants. 2. From the start of building works, the property around the proposed school buildings must be managed as an inner protection area (IPA) for a distance of minimum 50 metres or up to the property boundary, whichever comes first, in accordance with the requirements of Appendix 4 of Planning for Bush Fire Protection 2019. When establishing and maintaining an IPA the following requirements apply: - tree canopy cover should be less than 15% at maturity; - trees at maturity should not touch or overhang the building;	This will be provided and is reflected in the Landscape Plans.	N/A

No	Consideration Raised	Response	Mitigation Measure
	- lower limbs should be removed up to a height of 2 metres above the ground; - tree canopies should be separated by 2 to 5 metres; - preference should be given to smooth barked and evergreen trees; - large discontinuities or gaps in vegetation should be provided to slow down or break the progress of fire towards buildings; - shrubs should not be located under trees; - shrubs should not form more than 10% ground cover; - clumps of shrubs should be separated from exposed windows and doors by a distance of at least twice the height of the vegetation. - grass should be kept mown (as a guide grass should be kept to no more than 100mm in height); and - leaves and vegetation debris should be removed.		
32	Construction Standards The intent of SFPP measures is to provide suitable building design, construction and sufficient space to ensure that radiant heat levels do not exceed critical limits for firefighters and other emergency services personnel undertaking operations, including supporting or evacuating occupants. 3. New construction must comply with section 3 and section 6 (BAL 19) Australian Standard AS3959-2018 Construction of buildings in bushfire-prone areas or the relevant requirements of the NASH Standard - Steel Framed Construction in Bushfire Areas (incorporating amendment A - 2015). New construction must also comply with the construction requirements in Section 7.5 of Planning for Bush Fire Protection 2019. 4. Fences and gates must comply with Section 7.6 of Planning for Bush Fire Protection 2019.	The buildings are not on designated Bushfire Prone Land. However, the DoE has adopted BAL 19 as the construction level for buildings.	BF-2

No	Consideration Raised	Response	Mitigation Measure
33	Water and Utility Services Intent of measures: to provide adequate services of water for the protection of buildings during and after the passage of a bush fire, and to locate gas and electricity so as not to contribute to the risk of fire to a building 5. The provision of water, electricity and gas must comply with the following in accordance with Table 6.8c of Planning for Bush Fire Protection 2019: - reticulated water is to be provided to the development where available; - fire hydrant, spacing, design and sizing complies with the relevant clauses of Australian Standard AS 2419.1:2021; - hydrants are not located within any road carriageway; - reticulated water supply to urban subdivisions uses a ring main system for areas with perimeter roads; - fire hydrant flows and pressures comply with the relevant clauses of AS 2419.1:2005; - all above-ground water service pipes are metal, including and up to any taps; - where practicable, electrical transmission lines are underground; - where overhead, electrical transmission lines are proposed as follows: (a) lines are installed with short pole spacing (30 metres), unless crossing gullies, gorges or riparian areas; and (b) no part of a tree is closer to a power line than the distance set out in accordance with the specifications in ISSC3 Guideline for Managing Vegetation Near Power Lines. - reticulated or bottled gas is installed and maintained in accordance with AS/NZS 1596:2014 and the requirements of relevant authorities, and metal piping is used; - reticulated or bottled gas is installed and maintained	Water and utility services meet the requirements of Planning for Bushfire Protection 2019.	BF-5

No	Consideration Raised	Response	Mitigation Measure
	in accordance with AS/NZS 1596:2014 - The storage and handling of LP Gas, the requirements of relevant authorities, and metal piping is used; - all fixed gas cylinders are kept clear of all flammable materials to a distance of 10 metres and shielded on the hazard side; - connections to and from gas cylinders are metal; polymer-sheathed flexible gas supply lines are not used; and - above-ground gas service pipes are metal, including and up to any outlets.		
34	Landscaping Assessment The intent of measures is to provide suitable dwelling design, construction and sufficient space to ensure that radiant heat levels do not exceed critical limits for firefighters and other emergency services personnel undertaking operations, including supporting or evacuating occupants 6. Landscaping within the required asset protection zone must comply with Appendix 4 of Planning for Bush Fire Protection 2019. In this regard, the following principles are to be incorporated: - A minimum 1 metre wide area (or to the property boundary where the setbacks are less than 1 metre), suitable for pedestrian traffic, must be provided around the immediate curtilage of the building; - Planting is limited in the immediate vicinity of the building; - Planting does not provide a continuous canopy to the building (i.e. trees or shrubs are isolated or located in small clusters); - Landscape species are chosen to ensure tree canopy cover is less than 15% (IPA), and less than 30% (OPA) at maturity and trees do not touch or overhang buildings; - Avoid species with rough fibrous bark, or which retain/shed bark in long strips or retain dead material in their canopies; - Use smooth bark species of trees species which generally do not carry a fire up the bark into the crown; - Avoid planting of deciduous species that may increase	Landscaping will be in accordance with Planning for Bushfire Protection 2019.	BF-3

No	Consideration Raised	Response	Mitigation Measure
	fuel at surface/ ground level (i.e. leaf litter); • Avoid climbing species to walls and pergolas; • Locate combustible materials such as woodchips/mulch, flammable fuel stores away from the building; • Locate combustible structures such as garden sheds, pergolas and materials such as timber garden furniture away from the building; and • Low flammability vegetation species are used.		
35	Prescriptive compliance with Specification 43 (sections S43C3, S43C4, S43C5, S43C6, S43C7, S43C8, S43C9, S43C12 and S43C13) is specified. Performance-based solutions proposed in lieu of compliance with the prescriptive provisions of Specification 43 (sections S43C3, S43C4, S43C5, S43C6, S43C7, S43C8, S43C9, S43C12 and S43C13 of NCC 2022) need to be assessed in accordance with the NCC 2022 by the Certifying Authority. 3 ○ Compliance with Specification 43 provisions for S43C14 Vehicular access of NCC 2022 is modified by RFS in this instance considering the low bush fire risk to the subject site.	Not relevant	N/A
Sydney Water – received 11 March 2025			
36	Prior to the issue of an Occupation/Subdivision Certificate: Section 73 Compliance Certificate A compliance certificate must be obtained from Sydney Water, under Section 73 of the Sydney Water Act 1994. Our assessment will determine the availability of water and wastewater services, which may require extensions, adjustments, or connections to our mains. Make an early application for the certificate, as there may be assets to be built and this can take some time. A Section 73 Compliance Certificate must be obtained before an Occupation or Subdivision Certificate will be issued. Applications can be made either directly to Sydney Water or through a Sydney Water accredited Water Servicing Coordinator. Go to the Sydney Water website or call 1300 082 746 to learn more about applying through an authorised WSC or Sydney Water	A compliance certificate will be obtained from Sydney Water.	GE-1

No	Consideration Raised	Response	Mitigation Measure
37	Prior to the issue of a Construction Certificate/Complying Development Certificate: Building Plan Approval (including Tree Planting Guidelines). The plans must be approved by Sydney Water prior to demolition, excavation or construction works commencing. This allows Sydney Water to determine if sewer, water or stormwater mains or easements will be affected by any part of your development. Any amendments to plans will require re-approval. Please go to Sydney Water Tap in® to apply. Sydney Water recommends developers apply for a Building Plan Approval early as to reduce unnecessary delays to further referrals or development timescales.	Approval by Sydney Water will be obtained prior to works commencing on site.	GE-1
38	Tree Planting Certain tree species placed in proximity to Sydney Water's underground assets have the potential to inflict damage through invasive root penetration and soil destabilisation. Section 46 of the Sydney Water Act specifies what might occur when there is interference or damage to our assets caused by trees. For any trees proposed or planted that may cause destruction of, damage to or interference with our work and are in breach of the Sydney Water Act 1994, Sydney Water may issue an order to remove that tree or directly remove it and seek recovery for all loss and associated compensation for the removal. For guidance on types of trees that can cause damage or interference with our assets see Sydney Water webpage Wastewater blockages. For guidance on how to plant trees near our assets, see Diagram 5 – Planting Trees within Sydney Water's Technical guidelines – Building over and adjacent to pipe assets.	This will be developed as part of the design development phase.	N/A
Endeavour Energy – received 11 March 2025			
39	To ensure an adequate connection, the applicant will need to engage an Accredited Service Provider (ASP) of an appropriate level and class of accreditation to assess the electricity load and the proposed method of supply for the development.	Noted a level 3 relevant ASP has been engaged for the level 3 design and new substation.	GE-1
40	An extension or augmentation of the existing electricity distribution network may be required. Whilst there are distribution substations in the area which are likely to have	Noted, no action. Level 3 design is progressing with EE for the new substation inclusions	GE-1

No	Consideration Raised	Response	Mitigation Measure
	some spare capacity, it is not unlimited and may not be sufficient to provide for the additional load from the proposed development. Other factors such as the size and rating / load on the conductors and voltage drop (which can affect the quality of supply particularly with long conductor runs) etc. need to be assessed. However the extent of any works required will not be determined until the final load assessment is completed.		
41	The Site Plan from Endeavour Energy's G/Net Master Facility Model shows the site is in a 'Developer Area' with the proposed subdivision / road layout indicating enquiries and applications for contestable works projects for electricity supply with Endeavour Energy's Customer Network Solutions Branch who are responsible for managing the conditions of supply with the proponent and their Accredited Service Provider (ASP). The applicant will need to contact Endeavour Energy's Customer Network Solutions Branch if this Development Application: - Includes any contestable works projects that are outside of any existing approved / certified works. - Results in an electricity load that is outside of any existing Supply / Connection Offer requiring the incorporation of the additional load for consideration.	Noted. The L3 designer will contact Endeavour Energy's Customer Network Solutions Branch.	GE-1
42	The Electrical and Telecommunications Utility Infrastructure Assessment prepared by Steensen Varming Revision 5 dated 18-12-2024 includes the following advice regarding whether electricity services are available and adequate for the development. The Demolition Plan indicates the two existing padmount substations no.s 36990 and 36991 as 'Existing Substation to be Removed'. The below copy of the Site Plan shows provision of a 'Sub' to the Armoury Road frontage of the site.	Noted. A new sub will be provided with a provision of an additional one for future staging.	GE-1
43	Any required padmount substation/s will need to be located within the property (in a suitable and accessible location) and be protected (including any associated cabling not located within a public road / reserve) with an appropriate form of	Noted a level 3 relevant ASP has been engaged for the level 3 design and new substation and will comply with EE standards.	GE-1

No	Consideration Raised	Response	Mitigation Measure
	property tenure as detailed in the attached copy of Endeavour Energy's 'Land Interest Guidelines for Network Connection'. Generally it is the Level 3 Accredited Service Provider's (ASP) responsibility (engaged by the developer) to make sure substation location and design complies with Endeavour Energy's standards the suitability of access, safety clearances, fire ratings, flooding etc. If the substation does not comply with Endeavour Energy's standards, the applicant must request a dispensation. For further information please also refer to the attached copies of Endeavour Energy's: ○ Mains Design Instruction MDI 0044 'Easements and Property Tenure Rights'. ○ Guide to Fencing, Retaining Walls and Maintenance Around Padmount Substations.		
44	The low voltage service conductor and customer connection point must comply with the 'Service and Installation Rules of NSW'	Noted - the design will comply with the 'Service and Installation Rules of NSW'.	GE-1
45	All encroachments, activities and / or works (including subdivision and even if not part of the Development Application) whether temporary or permanent within or affecting an easement, restriction, right of access or protected works (other than those approved / certified by Endeavour Energy's Customer Network Solutions Branch as part of an enquiry / application for load or asset relocation project) need to be referred to Endeavour Energy's Easements Officers for assessment and possible approval if they meet the minimum safety requirements and controls. However please note that this does not constitute or imply the granting of approval by Endeavour Energy to any or all of the proposed encroachments and / or activities. For further information please refer to the attached copies of Endeavour Energy's: ○ General Restrictions for Overhead Power Lines. ○ Mains Design Instruction MDI 0044 'Easements and Property Tenure Rights' which deals with activities / encroachments within easements.	Noted - easements will obtain Endeavour Energy approval.	GE-1
46	Whilst there may be no restrictions in legislation that stop sensitive uses such as schools, pre-schools, day / child care	Noted. Design has been completed in line with relevant authority and Australian Standards.	GE-2

No	Consideration Raised	Response	Mitigation Measure
	centres being placed next to electricity infrastructure, prudent avoidance measures should however be implemented. As a guide, with the observance of the separation distances identified in Endeavour Energy's Mains Design Instruction MDI 0044 'Easements and Property Tenure Rights', Table 1 'Minimum easement widths', electric and magnetic fields (EMF) should not exceed the recommended magnetic field public exposure limits. Nonetheless the applicant may wish to commission an independent review to provide an overall assessment and the consideration and adoption of prudent avoidance principles.		
47	The planting of large / deep rooted trees near electricity infrastructure is opposed by Endeavour Energy. Existing trees which are of low ecological significance in proximity of electricity infrastructure should be removed and if necessary replaced by an alternative smaller planting. The landscape designer will need to ensure any planting near electricity infrastructure achieves Endeavour Energy's vegetation management requirements. No planting of trees is allowed in the easement for a padmount substation. Screening vegetation around a padmount substation should be planted a minimum distance of 800mm plus half of the mature canopy width from the substation easement and have shallow / non-invasive roots. This is to avoid trees growing over the easement as falling branches may damage the cubicle and tree roots the underground cables. All vegetation is to be maintained in such a manner that it will allow unrestricted access by electrical workers to the substation easement all times.	Noted- planting in easements will be reviewed once the easement of the padmount substation has been established. The landscape will be designed to ensure any planting near electricity infrastructure achieves Endeavour Energy's vegetation management requirements.	GE-1
Public – Received 11 March 2025			
48	The plan for Jordan Springs High School lacks any visitor parking whatsoever, let alone enough for school events like parent teacher interview nights, performing arts night, graduation ceremonies where there will be hundreds of cars attempting to park at the school. Given that the school is already removing current residential parking for use at the kiss and drop/bus bay there will be insufficient street parking to accommodate even a fraction of this traffic. There needs to be appropriate space on the school grounds to accommodate	The Kiss and Drop parking and Bus Bay for the school are located in Park Edge Road, Infantry Street and Armoury Road on the frontages of the school site only. No Kiss and Drop parking are proposed on the residential side (western side) of Armoury Road. Therefore, no residential parking is proposed to be used for kiss and drop parking or bus bay. The kiss and drop parking zones will be utilised for drop off and pick up during the bell times only. Between the bell times, 9am – 3pm, visitors to the school will be able to use the space and do not need to park in residential streets. The kiss and drop parking zones	N/A

No	Consideration Raised	Response	Mitigation Measure
	at least 500 car, as it will be absolutely unacceptable to residents to have the school's visitors parking in our regular spaces in front of our homes, blocking our driveways and in our driveways, but there will be no other option for school visitors.	will be co-ordinated with the final bell times once set by school operations, once principal is on board. The parking provision proposed for the school will be sufficient for the day-to-day operation of the school. Parking during school events, such as parent/ teacher interview nights, performing arts nights and graduation ceremonies, will be managed under an event management plan. Parking around the school frontage will be used by visitors. While parking in other streets may be used by the remaining visitors during events, however the school will provide information packages to the visitors to ensure that they obey the law while using parking on the streets. School events are mostly held within school operational hours. Events outside of these times are rare and typically involve one or two year groups.	
49	The current plan for the 'temporary' bus bay is inadequate. The current plan for buses to weave through narrow quiet residential streets in order to be able to face the correct direction is absolutely unacceptable. Not only does this disturb the residents in that area this plan quickly falls down if there is two cars parked opposite each other, as there isn't enough space to fit a bus between them on these narrow streets. As there is insufficient room for a bus to turn around on any of the streets in Jordan Springs east a space in the school for buses to turn around is essential.	The current school bus service (https://pw-uat.busways.com.au/sites/default/files/school_timetables/Jordan_Springs_Public_School.pdf) performs a U-turn at the roundabout at Armoury Road and Infantry Street. In Scenario 1 (Stage 2 with permanent works), the buses will loop around the school roads. In Scenario 2 (Stage 2 with temporary works), the bus will perform a U-turn at the roundabout at Armoury Road and Infantry Street, as is currently occurring for the 783-school bus service. In the TWG meeting on 27/11/2024, this was discussed with Council and Transport for NSW. Council and Transport for NSW supported the proposed Solution 1 (Stage 2 with permanent works) as the preferred option and solution 2A and 2B interim options (Stage 2 with temporary works) and did not have any further comments.	N/A
50	The current plan for the bus bay zone of Jordan Springs High School is in the lane of traffic on Armoury rd, which is a huge issue for residents trying to drive down this street. Obstructing the flow of traffic for the kiss and ride and bus zones is not acceptable to us, as we are already disadvantaged by the single entry/exit to Jordan Springs. The kiss and drop zone and bus bay zone both need to be on school grounds, or otherwise not directly on armoury road. A cut away/pull in zone with plenty of room for buses to line up and cars to line up separately is a solution to this. The ideal solution would be to have kiss and drop located on Park Edge Road and the bus bay internally in the school. This would also negate the need for the buses to weave through the narrow streets of Jordan Springs east to turn around.	Armoury Road has a corridor width of 11.0m. This is sufficient for two vehicles to pass each other with a bus zone (3m wide) on one kerbside and a vehicle being parked on the opposite kerbside (2m wide). Once the surrounding roads area constructed, it is planned to have the kiss and drop located on Park Edge Road. In the TWG meeting on 27/11/2024, this was discussed with Council and Transport for NSW. Council and Transport for NSW supported the proposed Solution 1 (Stage 2 with permanent works) as the preferred option and solution 2A and 2B interim options (Stage 2 with temporary works) and did not have any further comments.	N/A
51	Hi I'm concerned about the size of the school only housing 1,000 students. JSPS currently sits at just over 1,000 students. Will the catchment area include Ropes Crossing	The intake area for the new high school will cover the catchment areas of both Jordan Springs Public School and Ropes Crossing Public School.	N/A

No	Consideration Raised	Response	Mitigation Measure
	primary school? They have just over 800 students. If they are to be included how does the new high school plan on accommodating the extra students? When JSPS was built the student numbers were seriously underestimated. How do you plan on dealing with this issue prior to the school opening?	For all new schools, the intake area is published on School Finder:(schoolfinder.education.nsw.gov.au) approximately one year before the school opens, and we notify the community when this occurs. School intake areas are developed using the latest population data on families in the area with consideration of other factors, such as nearby schools	
52	Can you please communicate the catchment area for this school. Recently it was communicated to Ropes Crossing Public School through a P&C rep that Ropes Crossing would not be included in the Catchment. Pri Carr has been saying the school was for Jordan Springs and Ropes Crossing.	As per item 51 response	
53	The first concern both my husband and I would like to address is why have temporary arrangements in place that include the kiss and drop and bus zones along Armoury road when you have the funding to build a brand new high school? With the many houses already built along Armoury Road wouldn't it make more sense to have the plans built from the beginning of (Term 1 2027) with the intended entry points already established? Our question is why have temporary plans in place for a new infrastructure/facility and change these at a later date? The houses (including ours) will be impacted by the 'temporary kiss and drop' zone, will be negatively impacted by traffic congestion. Our question is how long will these temporary plans be in place for? How can we trust that this will be completed within a reasonable timeframe when we have been awaiting the connector road through to Ropes crossing close to seven years later. How will you manage the congestion and minimise resident disruption from vehicles when only one road will filter 1,000 students (this not including staff/families) who are travelling to and from the school?	For Scenario 2 (Stage 2 with temporary works), the length of the kiss and drop zone has been calculated such that it minimises vehicle queueing (refer to report section 4.4.6). Additional school bus capacity is also in planning to reduce reliance on private vehicles. In Scenario 2 (Stage 2 with temporary works), traffic flow on Infantry Street is expected to be very tidal, meaning that one direction will be dominant in pick-up and drop-off periods. Therefore, delays caused to locals using the counter flow on Infantry Street are expected to be minimal, and limited to the drop-off and pick-up periods of the day.	N/A
54	The layout of the school could be designed better, having the school structures surrounding the local residents and the field in the back half facing the tree line. I would suggest doing a swap on the buildings and sporting field, the noise level for the field will be less overall, as the fields are only used during recess lunch and during sport lessons. As mentioned in the plan there will be tree etc. surrounding the gates to provide some form of screen from the school to residents, this will also solve some of the issue of the noise that may come from having the science buildings, wood tech and metal tech	The school has been designed in accordance with Planning for bushfire protection. The requirement of Asset Protection Zones restricts the school buildings from being located along the Park Edge Road frontage. Bushfire hazards exist adjacent to the sites eastern boundary and consist of Cumberland Plains Woodland and cleared grasslands. Bushfire protection measures have been investigated and a 100m setback from the eastern side of the future Eastern Street for any school buildings has been proposed. The setback aims to minimise impacts of bushfire hazards on the operation and construction of the proposed school. Wood and metal workshops will be located at ground level within Building B with an ALU workshop at ground level of Building C. Roller shutter door and window openings are	NV1-1 NV2-2 NV2-3

No	Consideration Raised	Response	Mitigation Measure
	building being a few meters away from residents homes.	proposed on the on the western elevations. Prediction of noise emissions from these spaces includes the typical low sound insulation performance of a standard roller shutter door and windows with 6mm glass (nominally Rw 30 sound insulation performance). Windows and doors were assumed to be closed. Predicted noise levels at the closest residential receivers on Armoury Road generated by operations within the workshop spaces ranged between LAeq15min 31 -34 dB. Predicted noise levels at the closest residential receivers on Armoury Road generated by activities on the outdoor sports courts and sports fields ranged between LAeq15min 36 - 40 dB. Predicted noise levels at the closest residential receivers on Armoury Road generated by informal outdoor activities (ie recess & lunch) ranged between LAeq15min 41 - 48 dB. Predictions were based on staggered breaks with student cohort divided equally for each break period. Under the current design, western receivers are substantially shielded from noise generated during use of the outdoor sports and playing fields by Buildings B & C. Mitigation measures have been included for closure of roller doors to the metal/ woodwork areas and windows to the school hall during high noise activities.	
55	The temporary kiss and drop alongside the bus zone and a bus stop being all along a section of Armoury road is a concern due to the traffic congestion this will bring, the street in its current state isn't able to cope with 16 cars (that has been allocated) plus busses dropping students / teachers / visitors etc. to the school, i suggest having the bus zone and kiss and drop merged with the delivery of goods has been marked on the plan, this will alleviate some of the pressure from the main road being congested during peak hours in the morning and the afternoon. If this cannot be done, the K&D , bus zone / bus stops need to add a drop circle (Xaiver College in Llandilo) for reference, this will allow all 16 allocated car, busses etc to drop off students with little impact on residents needing to leave for work / returning home during the peak periods. I would also suggest once all the "Temporary" zones are no longer needed once the infrastructure of the new roads are in to relocate the bus stop, bus zone onto Park Edge Road alongside the kiss and drop area. As noted in the plans this road will have no future residential homes built across, meaning that the Park Edge Road will most likely be used by staff accessing the school and students during drop off from the Kiss and Drop, this will reduce some of the traffic coming onto Armoury Road around	As per comments above.	N/A

No	Consideration Raised	Response	Mitigation Measure
	the school during the peak hours of drop off and collection		
56	The current parking situation for teachers is 0.9 spaces per teacher which means 10% of the teachers will be parking on an already busy main road, and side streets that are packed with residents' cars is a concern. Our concern grows when events will be held Example parent teacher nights / graduation / school events ETC.	Adequate staff parking is proposed, accommodating for 90% of staff i.e. 72 spaces. The remaining 10% of staff will walk, cycle, carpool or catch buses (refer to staff mode share report section 5.2). The parking provision proposed for the school will be sufficient for the day-to-day operation of the school. Parking during school events, such as parent/ teacher interview nights, performing arts nights and graduation ceremonies, will be managed under an event management plan. Parking around the school frontage will be used by visitors. While parking in other streets may be used by the remaining visitors during events, however the school will provide information packages to the visitors to ensure that they obey the law while using parking on the streets. School events are mostly held within school operational hours. Events outside of these times are rare and typically involve one- or two-year groups.	N/A
57	Is Armoury road rated for the heavy machinery vehicles? If not, what will be the plan to allow these vehicles to enter the work site without damaging the roads and footpaths ETC. This leads us to the next concern has the vibration been tested as the houses around the school construction site may have possible effects to the house example cracked walls, damaged in bricks, the house itself shifting due to earth moving.	Armoury is an existing Rd that has been dedicated to council. Any further information can be deferred to the owner Council. DoE will comply with legal requirements of the road.	N/A
58	I am very disappointed with the building of a High School in Jordan Springs East. I moved here 5 years ago with promises of a connecting road to Ropes Crossing and an additional shopping centre at the site where the high school is now proposed. This has not happened due to many failures of the council and Lendlease (specifically, the sinking issue) and we still only have 1 shopping centre and 1 way to exit Jordan Springs. I live on Infantry Street, the cross-street where this project has been proposed. Not only will this bring additional unwanted traffic into this side of Jordan Springs, but there will be no way to exit or enter my street in Jordan Springs without having to go through this traffic. We will also have unwanted behaviours that come with high school students, and specifically will affect the price of my house should I choose to sell. It makes zero sense why you would put a High School so far away from the entrance to the suburb and from any further architecture. This is a quiet area of Jordan Springs that many	The department understands that the completion of the connecting road, Wianamatta Parkway, is currently before the Council as a development application. The department is watching the progress of this road closely. Any concerns about roads to be built should be addressed to the Council, as this activity relates only to the development of school infrastructure. The department works with independent traffic consultants to assess ways to mitigate traffic impacts following school opening. Note that, as is normal with a new high school, it is likely the school will start with only 1- or 2-year groups, i.e. Year 7 or Years 7 and 8, which would lead to our first full Year 7-12 cohort most likely being in either 2031 or 2032. Within this time, we expect Infantry Street and Park Edge Road to be completed to enable more visitor street parking and improve traffic flow, with the kiss and drop then on Park Edge Road. The department is following the development of these roads closely, both with the Council and developer. In relation to construction impacts, the contractor will be required to put a traffic	N/A

No	Consideration Raised	Response	Mitigation Measure
	people purchased in as they are away from the shopping centre, primary school, and entrance. The fact that this is being prioritised over the promised connecting road and additional shopping centre further boggles my mind. Not only that, but the timeframe of 2 years for completion highlights just how much construction will be needed for this to be met, further disrupting those living in this area. I am vehemently against this project and will be moving from Jordan Springs if this is approved - something I did not think I would ever have to do as my young family and I love the area	management plan in place and consider impacts in environmental and construction plans. This includes identifying everyone who may be impacted by noise, vibration or other impacts as a result of construction and where workers should park to minimise disruption for residents. The department includes conditions in our contracts that contractors must follow, such as holding site talks with construction workers to remind them of the rules for the site and putting signage around the site to remind workers about how they can reduce noise on site. We communicate with the community regularly to ensure they are aware of any upcoming work that may be noisy, dusty, or bring increased traffic to the area. You can read more about how we handle construction impacts at schoolinfrastructure.nsw.gov.au/what-we-do/we-build-schools/managingconstructionimpacts	
59	I am concerned about the lack of planning for parking and traffic volume for before and after school times. Jordan Springs public school (primary) was similarly not planned for and the traffic situation due to this is problematic. There needs to be more parking and more space allowed for traffic flow.	Adequate staff parking is proposed, accommodating for 90% of staff i.e. 72 spaces. The remaining 10% of staff will walk, cycle, carpool or catch buses (refer to staff mode share report section 5.2). In Scenario 1 (stage 2 with permanent works), traffic flow on Infantry Street (west) is expected to be very tidal, meaning that one direction will be dominant in pick-up and drop-off periods. Therefore, delays caused to locals using the counter flow on Infantry Street are expected to be minimal, and limited to the drop-off and pick-up periods of the day. In Scenario 1 (Stage 2 with permanent works), Infantry Street west will not be used to access the kiss and drop zone i.e. refer to report section 4.3.6.1.	N/A
60	N/A – submission offering services	N/A	
61	Thank you for your letter dated 4 February 2025 regarding exhibition of Part 5 Activities - New High School for Jordan Springs (Planning Portal Ref: P5-2025-19). The Bradfield Development Authority has reviewed the submitted documents and has no comments on the project. If you require any further information, please do not hesitate to email BDA Planning Referral.	Noted	N/A
Jemena – Received 11 March 2025			
62	Jemena has reviewed the location of the Development Application and undertaken a review of the documentation provided. Jemena has no objection to this development application. Ensure appropriate Before You Dig Australia (BYDA) processes are followed as part of the construction process.	Noted	N/A

9. Environmental Impact Assessment – Stage 1 and Stage 2 with Permanent Works

This section provides an environmental impact assessment for the establishment and construction of a New High School for Jordan Springs (Stage 1 and Stage 2 with Permanent Works).

The assessment includes an overview of the proposal and provides additional information for any specific environmental issue relating to the site which requires more detailed consideration.

The following environmental aspects are considered to be applicable to the site and the proposed works:

- Traffic, Access and Parking (**Section 9.1**);
- Noise and Vibration (**Section 9.2**);
- Contamination and Hazardous Materials (**Section 9.3**);
- Hydrology and Water Quality (**Section 9.4**);
- Flood (**Section 9.5**);
- Bushfire (**Section 9.6**);
- Aboriginal Heritage (**Section 9.7**);
- Environmental Heritage (**Section 9.8**);
- Ecology (**Section 9.9**);
- Social Impact (**Section 9.10**); and
- Other Issues (**Section 9.11**).

9.1 Traffic, Access and Parking

A Traffic Impact Assessment (TIA) has been prepared by Stantec Australia, dated 13 December 2024 (**Appendix 20**) and includes a Construction Traffic Management Plan (CTMP) and School Travel Plan (STP). The TIA has considered the relevant environmental factors, pursuant to Section 170 and Section 171 of the *Environmental Planning and Assessment Regulations 2021*.

The TIA has investigated the traffic, access and parking impacts from the proposed activity, having considered impacts during construction (including factors such as noise, vibration, construction vehicle routes, traffic and dust control) and post-construction.

9.1.1 Construction Traffic, Access and Parking

The types of vehicles entering the site during construction works will vary from standard utility vehicles to 12.5m heavy rigid vehicles (HRV's). **Figure 28** details the construction vehicle routes for arrival and departures of construction vehicles during construction.

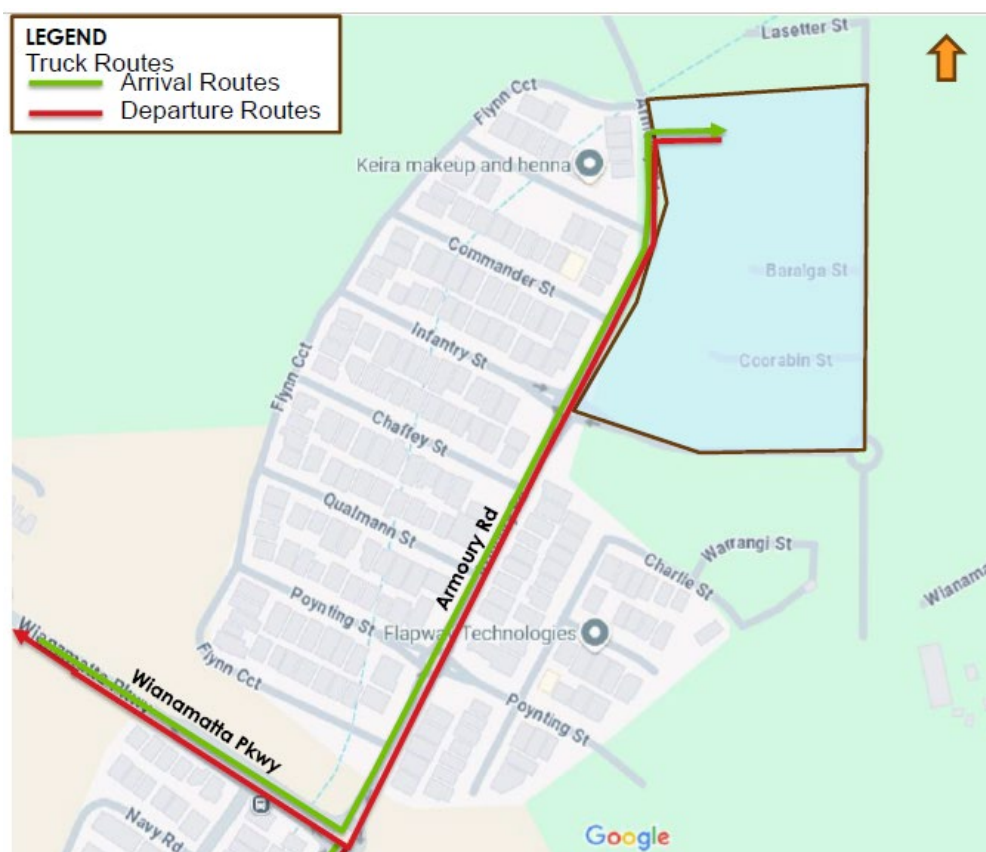


Figure 28: Proposed Construction Vehicle Site Access

Construction parking is anticipated to be capable of being accommodated on site due to the large site area.

The preliminary construction traffic management plan includes mitigation measures which require construction worker parking on-site, limiting traffic movements to construction working hours, following specified routes, managing conflicts with pedestrian/bicycle routes and preparation of a final construction traffic management plan (**Appendix 1**).

9.1.2 Operational Traffic, Access and Parking

Mode Share

Student Mode Share

The Mode Share targets for the New High School for Jordan Springs have been based on 2023 data from nearby schools, including Jordan Springs Public School and Ropes Crossing Public School.

Table 19 sets out the student target mode share if Wianamatta Parkway is operational for students residing in Ropes Crossing to utilise.

Table 20: Mode Share – Wianamatta Parkway operational to Ropes Crossing

Mode	Existing Baseline Mode Share	Moderate Mode Share Targets	Reach Mode Share Targets
Walking	8%	8%	8%
Cycling	19%	20%	22%
Public Transport	27%	34%	49%
Private Vehicles	46%	38%	21%

Table 20 sets out the student target mode share if Wianamatta Parkway is not operational for students residing in Ropes Crossing to utilise.

Table 21: Mode Share – Wianamatta Parkway non-operational to Ropes Crossing

Mode	Existing Baseline Mode Share	Moderate Mode Share Targets	Reach Mode Share Targets
Walking	8%	8%	8%
Cycling	11%	10%	11%
Public Transport	35%	43%	52%
Private Vehicles	46%	38%	29%

Staff Mode Share

In relation to staff mode share it is anticipated that most staff will use private vehicles as their mode of transport (90%). Staff that reside in the immediate locality would be able to cycle (5%) or walk (2%). Staff in the broader locality (3%) will be able to use local bus routes (including the Route 783).

Traffic

Based on the above mode share targets the proposed activity will result in satisfactory intersection performance at Level of Service B (LOS B) or better for the surrounding road network.

Parking

Staff Parking

Based on staff mode share calculations a total staff parking demand of 72 parking spaces is generated by the activity. The proposed activity includes the provision of 72 staff parking spaces on-site.

Student Parking

In consultation with Penrith City Council no student or visitor parking is provided for the activity.

Bicycle Parking

Based on a staff mode share of 5% and a student mode share of 20% a total demand of 204 bicycle spaces would be generated. The proposed activity includes the provision of 100 bicycle parking spaces on-site.

Kiss and Drop

Based on the moderate mode share targets a total of 367 students would be transported via private vehicle. With an assumed 1.5 students per vehicle and 2-minute dwell time per vehicle, a total of 16 spaces or 104 metres of kiss and drop is required. The proposed activity includes the provision of 16 spaces under Stage 2 with permanent works on Park Edge Road.

Transport Infrastructure

In response to the traffic and parking assessment the following on-site and off-site transport infrastructure is proposed as part of the activity:

- 72 car parking spaces (on-site);
- Two (2) accessible parking spaces (on-site)
- 100 bicycle parking spaces (on-site);
- 16 Kiss and drop spaces (located along Park Edge Road);
- Four (4) Support drop off spaces (located along Infantry Street);
- End of trip facilities for staff located within the proposed Administrative Building, including two (2) showers; and
- Bus bay capable of accommodating three (3) buses (located along Armoury Road).

Access

The following pedestrian and vehicle access points are proposed to the site in Stage 2 with Permanent Works:

- **Infantry Street** – Two pedestrian access points, one adjacent to the wombat crossing and one adjacent to the support kiss and drop spaces;
- **Armoury Road** – Two pedestrian access points, one to the public plaza and one serving as the principal school entrance. One vehicular entrance for emergency service vehicles and deliveries; and
- **Park Edge Road** – One pedestrian access point adjacent to the kiss and drop zone and one vehicular entrance for staff parking and waste servicing.
- **Figure 29** below provides a summary of the access and parking arrangements for the site.

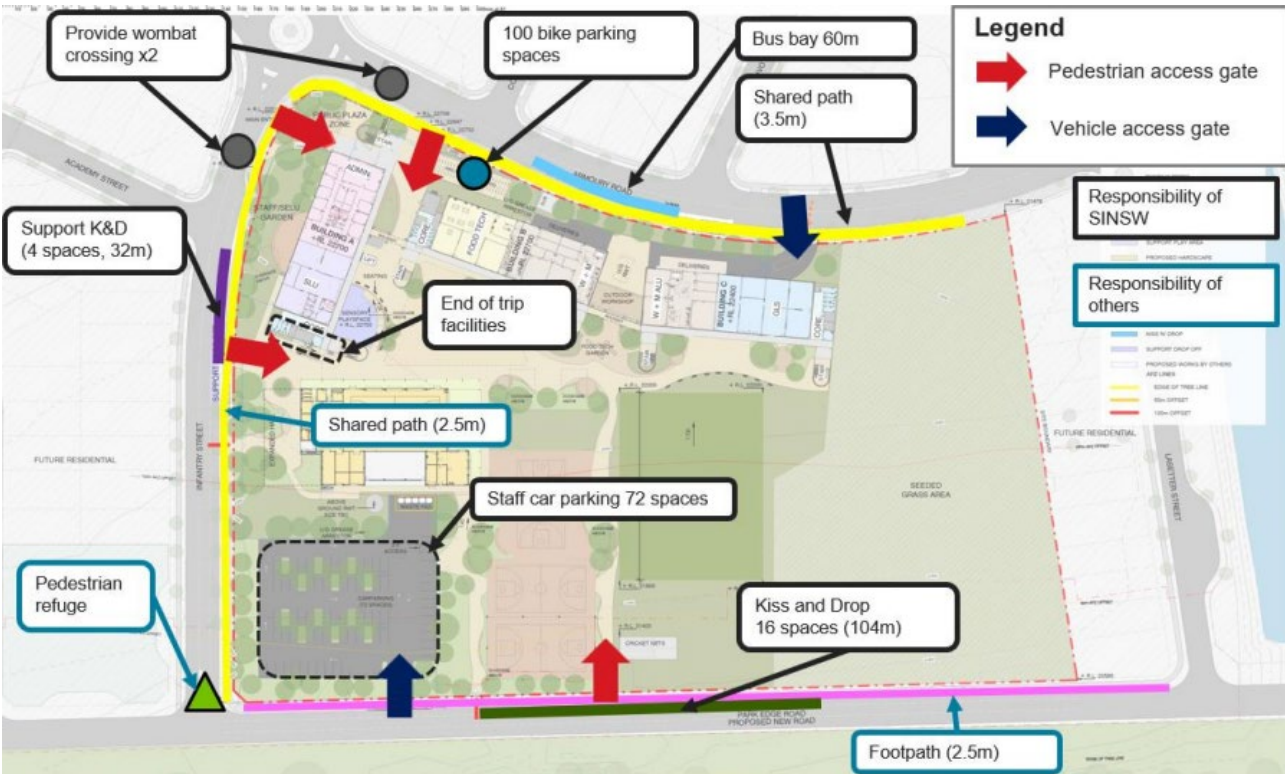


Figure 29: Site Access and Parking Arrangements

On-going Parking and Traffic Management

School Transport Plan

A School Transport Plan (STP) has been prepared by Stantec. The STP has developed specific actions to assist in increasing the rate of use of public transport and active travel to school. The measures that have been included as part of the STP are provided below.

- Sustainable transport encouragement programs to increase the rate of walking and cycling to school.
- Efforts to increase registration into the School Student Transport Scheme (SSTS), which is used by school bus operators and Transport for NSW to measure the demand for a dedicated school bus.
- Communications program to convey positive road safety messaging and expected standards of behaviour for a kiss and drop.

9.1.3 Traffic, Access and Parking Mitigation Measures

The TIA concludes the activity is not likely to have significant environmental impacts in relation to traffic, access and parking subject to implementation of the mitigation measures in **Table 21**.

Table 22: Traffic, Access and Parking Mitigation Measures – All Stages, Stage 1 and Stage 2 with Permanent Works

ID	Mitigation Measure	Timing
Traffic and Transport –Traffic		
TT1	Waste Collection - All waste collection is to occur outside of	During Operation

ID	Mitigation Measure	Timing
	school operational hours i.e. between 7pm and 7am.	
TT2	Behaviour Change - Implement the School Transport Plan programs outlined in Table 11-8 of the TIA, prior to the relevant stage of operation.	During Operation
TT1-1	Walking and Cycling - Provide pedestrian entrances on Armoury Road (main entrance),	Prior to commencement of operation
TT1-2	Walking and Cycling - Provide: 1x wombat crossing on Armoury Road, south of school main entrance. 1x wombat crossing at the southern side of the intersection of Wianamatta Parkway and Armoury Street.	Prior to commencement of operation
TT1-3	Walking and Cycling - A secure covered bicycle storage area (with 100 racks) close to the school gates on Armoury Road. Provide spaces for future bicycle racks close to the pedestrian entry on Infantry Street.	Prior to commencement of operation
TT1-4	Walking and Cycling - Provide shared path with 3.5m width on Armoury Road outside of school site.	Prior to commencement of operation
TT1-5	Walking and Cycling - Provide 2x end of trip facilities in the administrative building	Prior to commencement of operation
Stage 2 Permanent Works		
PW2-1	A separate Crown Certificate will be required for these works if the temporary works have been undertaken.	Prior to commencement of Construction
PW2-2	Walking and Cycling - Provide pedestrian entrances on Park Edge Road and Infantry Street.	Prior to commencement of Operation
PW2-3	Walking and Cycling - Provide: 1x wombat crossing on Infantry Street, east of pedestrian entrance.	Prior to commencement of Operation
PW2-4	Public Transport - Install a bus zone along Armoury Road (on the school side) with provision for three standard 12.5 m buses and/or coaches for excursions. Arrival of school buses to be staggered to manage bus demand during the peak hours. Bus zone area can be used for parking outside of school hours (inclusive of pick-up and drop-off periods). Bus zone length is approx. 60m.	Prior to commencement of Operation
PW2-5	Private Vehicle - Kiss and drop zones along the western side of Park Edge Road (16 spaces, 104m) and support unit Kiss and drop on the northern side of Infantry Street (4 spaces, 32m).	Prior to commencement of Operation
PW2-6	Private Vehicle - Provide staff parking within the school site and entry and exit from Park Edge Road. No parking is provided for students.	Prior to commencement of Operation

ID	Mitigation Measure	Timing
School Transport Plan		
ST1	A Travel Co-ordinator is required for the duration of construction and the first year of post occupancy	During operation
ST2	Compliance with the School Travel Plan prepared by Stantec dated, 18 December 2024.	During operation

9.2 Noise and Vibration

A Noise and Vibration Management Plan has been prepared by Marshall Day (**Appendix 21**) to assess the noise, and vibration impacts to/from the proposed activity during construction and operation (**Appendix 21**).

9.2.1 Background Noise

Marshall Day undertook background noise readings at the locations detailed in **Figure 30**. A Rating Background Level (RBL) of up to 39 dBA was recorded in the evening period between 6:00pm and 10:00pm.



Figure 30: Background Noise Monitoring

9.2.2 Construction

Construction activities associated with the proposed works are expected to generate noise levels that will potentially exceed established construction noise management levels, during standard hours. No exceedance of the High Noise Level is expected.

9.2.3 Operation

Noise Emissions

Plant and Equipment

No assessment was undertaken for mechanical plant, however, acceptable noise levels due to plant operation are likely to be achieved with consideration given to low-noise plant selection, plant

location that is remote from site boundaries and implementation of engineering noise control measures where required.

Use of the Site

The noise emissions from the use of the site are expected to be generally within the emission guideline of background LA90 + 10 dBA and less than the recommended Acceptable Noise Level (ANL) for 'Suburban' acoustic amenity at existing residential receivers.

Informal outdoor play may result in marginal to moderate exceedances of the emission guideline (an exceedance of up to +6 dBA) at exposed residential properties along Armoury Road and at future residential development sites to the north (Lasetter Street) and south (Infantry Street).

Noise levels potentially generated during peak arrival periods in the morning and afternoon are expected to exceed the recommended guidelines of the NSW Road Noise Policy at residences adjacent to the future school traffic route.

Noise Intrusion

Western Sydney Airport

The site is below the flight path for departures from Runway 05 and in close proximity to the flight path for arrivals on Runway 23 (**Figure 31**). The assessment undertaken indicates mechanical ventilation is required to some room typologies to allow for closing of windows to protect against aircraft noise.

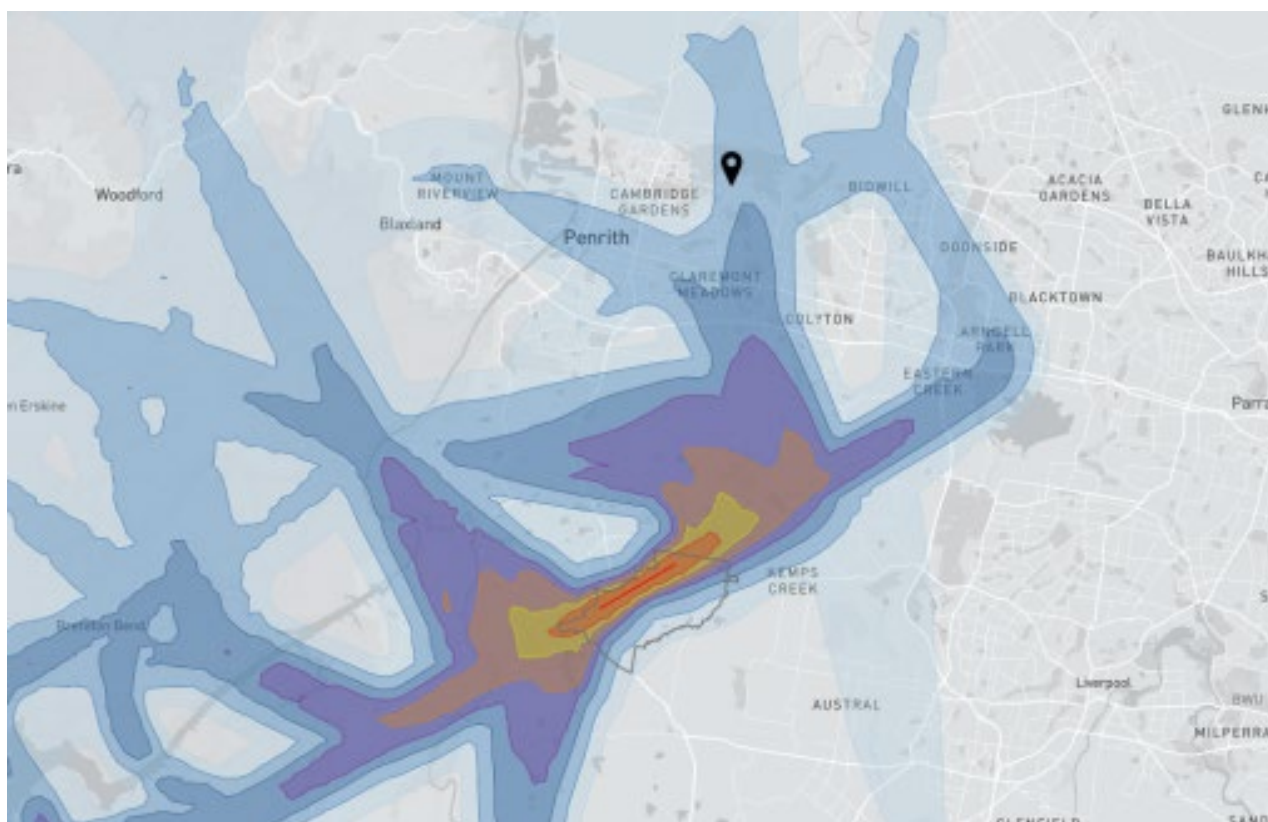


Figure 31: Aircraft Noise Diagram

9.2.4 Noise and Vibration Mitigation Measures

The Noise and Vibration Assessment concludes the activity is not likely to have significant environmental impacts in relation to noise and vibration subject to implementation of the mitigation measures in **Table 22**.

Table 23: Noise and Vibration Mitigation Measures – All Stages, Stage 1 and Stage 2 with Permanent Works

ID	Mitigation Measure	Timing
Noise and Vibration – Stage 1 and Stage 2 with Permanent Works		
NV-1	Works to be carried out during standard recommended construction hours.	During construction
NV-2	Works proposed to be conducted outside of standard hours will require a detailed assessment of noise and vibration generated to surrounding sensitive receivers.	During construction
NV-3	Construction Noise and Vibration Management Plan to be prepared by Head Contractor.	Prior to commencement of construction
NV-4	Detailed Construction Traffic Management Plan to be prepared by Head Contractor. A Traffic Guidance Scheme is to be included in accordance with TfNSW Traffic Control at Work Sites manual	Prior to commencement of construction
NV-5	Detailed assessment of environmental noise emissions from mechanical services and control in required.	Prior to issue of crown certificate Prior to operation
NV-6	Staggered recess and lunch breaks.	During operation
NV-7	Mechanical services plant to be designed to achieve the environmental noise limits included in Table 12 of the NVIA. The contributions of other continuous operational noise sources to be included to avoid cumulative level exceeding project limit.	During Design Prior to operation During operation
NV-8	The PA system should initially be designed and set so that maximum noise levels at surrounding residences do not exceed the ambient noise level by more than 5dBA.	During Design Prior to operation During operation
NV-9	Mechanical ventilation required to be installed in accordance with NVIA to rooms identified to be protected from aircraft noise.	During Design
NV1-1	Glazing and roller shutter doors to metal workshops and wood workshops may be required to be closed during periods of high noise level activities.	During operation
NV1-2	Glazing to sensitive spaces (classrooms offices, etc) Rw 30.	During operation
NV2-1	Design of the Hall wall and roof comply with construction minimum Rw 37 and Hall glazing minimum Rw 30	Prior to issue of crown certificate Prior to operation
NV2-2	Glazing to the Performing Arts rooms may be required to be	During operation

ID	Mitigation Measure	Timing
	closed during periods of high noise level activities.	
NV2-3	External openings to the hall may be required to be closed during periods of high noise level activities.	During operation

9.3 Contamination and Hazardous Materials

A Detailed Site investigation (DSI) has been prepared by Stantec (**Appendix 29A**). **Figure 32** details the locations of the on-site contamination investigations undertaken as part of the DSI. The assessment determined some groundwater contamination but that the use of groundwater during operation was not likely. The soil did not exceed any screening criteria for human health or ecological receptors. Acid sulfate soils exceeding thresholds were identified.



Figure 32: Contamination Investigation Area

The DSI concludes the land is suitable for the activity and the activity is not likely to have significant environmental impacts in relation to contamination and hazardous materials subject to implementation of the mitigation measures in **Section 9.4.1**.

9.4 Hydrology and Water Quality

A Civil Engineering Design Report and Plans have been prepared by TTW to address stormwater management (**Appendix 9-10**).

The report details how the proposed stormwater design is to be in accordance with the relevant Australian Standards, Australian Rainfall and Runoff 2019, Council's DCP, Council's Stormwater Drainage Guidelines for Building Developments and SINSW's Educational Facilities Standards and Guidelines (EFSG).

As part of the proposed design, all roof stormwater will be collected through gutters and downpipes that are directed into rainwater tanks for landscape irrigation. Any overflow from the rainwater tanks will be conveyed into an in-ground pipe system.

On-Site Detention

The site currently contains an on-site detention basin (see aerial photograph in **Figure 32**) that has formed part of the wider Stage 5 Jordan Springs East subdivision. This detention basin is a component of a regional stormwater drainage strategy for the catchment area (**Figure 33**).

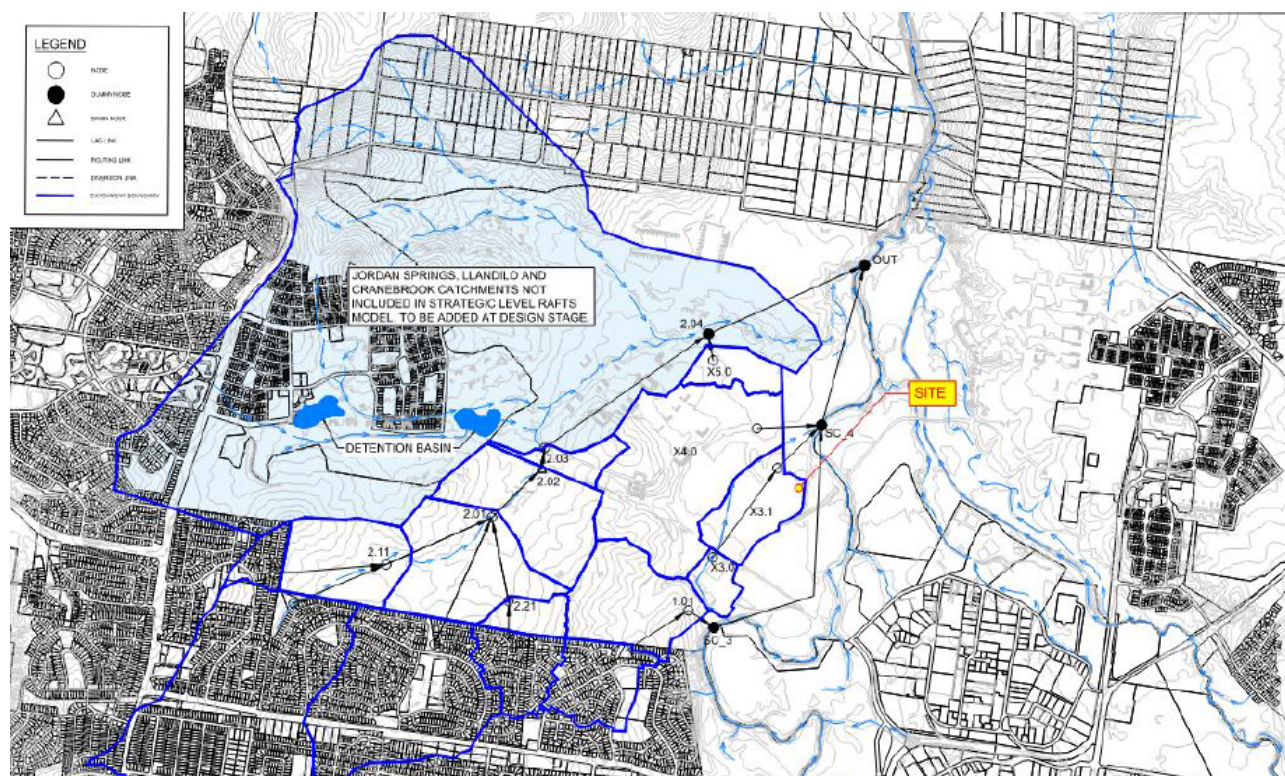


Figure 33: Central Precinct Catchment Area

As per the Civil Engineering Report prepared as part of the Stage 5 subdivision DA (DA17/0920), the existing detention basin (known as Basin E) within the school site is proposed to be relocated

south of Infantry Street and outside of the new school boundary. The proposed relocation of Basin E is provided below at **Figure 34**.

A temporary solution has been implemented to allow for the construction of the school, prior to the formal relocation of Basin E. The temporary relocation of the Basin is included as part of the Stage 2 with temporary works and described in Section 10.4 of this REF report.



Figure 34: Proposed Basin Relocation (By Others)

9.4.1 Mitigation Measures

The Detailed Site Investigation (**Section 9.3** of this REF), hydrology and water quality (**Section 9.4**) and geotechnical report (**Appendix 16**) concludes the activity is not likely to have significant environmental impacts in relation to contamination, hydrology or water quality subject to implementation of the mitigation measures in **Table 23**.

Table 24: Geotechnical Mitigation Measures – All Stages, Stage 1 and Stage 2 with Permanent Works

ID	Mitigation Measure	Timing
Geotechnical – All Stages, Stage 1 and Stage 2 with Permanent Works		
GEO-1	Managing potential Acid Sulfate Soils - Preparation of an Acid Sulfate Soil Management Plan (ASSMP) for inclusion in the CEMP and implementation during construction, considerate of the findings of the investigation, supplementary data may be required depending on the design parameters.	Prior to the commencement of construction During construction
GEO-2	Water quality management – Undertake quarterly groundwater level and quality monitoring to provide an understanding of baseline conditions. Considerations of surface water and groundwater properties (quality and levels) to inform the management requirements for construction	During Design Prior to commencement of construction
GEO-3	Unexpected finds protocol - An unexpected finds protocol is to be incorporated into the contractors CEMP so that previously unidentified contamination is managed appropriately. Potential unexpected finds identified as data gaps are as follows: • Previously unidentified contaminated soil due to access constraints • Potential contamination and/or salinity risk associated with recently imported fill soils • Soils below existing hardstand, drainage channels, infrastructure and culverts	Prior to commencement of construction
GEO-4	Managing spoil proposed for offsite disposal and/or reuse - Any material being removed from site must be classified for off-site disposal in accordance the EPA (2014) Waste Classification Guidelines and/or an applicable NSW EPA Resource Recovery Order. Any future classification must be considerate of the data and information provided in this document and other historical reports relating to contamination.	During Construction (Prior to removal to an offsite licensed facility)
GEO-5	Additional geotechnical testing -is required to be conducted by the main contractor to assess whether class 3 shale is being encountered prior to the confirmed embedment length. At least one borehole for each building footprint.	Prior to commencement of construction
GEO-6	Subgrade preparation – Site preparation (including backfill of sediment basin) to be complete to the satisfaction of the geotechnical engineer	During construction
GEO-7	Soil aggressivity - The structural engineer should take the results of the soil aggressivity into consideration for the design of concrete structures.	Prior to commencement of construction
GEO-8	Foundations - A deep foundation system should be adopted instead of a shallow foundation footing. Concrete bored piles or grouted injected CFA piles are recommended.	Prior to commencement of construction
GEO-9	Salinity Management – A Salinity Management Plan is	Prior to

ID	Mitigation Measure	Timing
	required as per the Guidelines in the Department of Land Water Conservation NSW 2022 and is to be incorporated into the CEMP.	commencement of construction
GEO-10	Groundwater – Groundwater is not to be used for any purpose for the life of the activity unless otherwise approved by the relevant authority.	Throughout

9.5 Flood

A Flood Impact and Risk Assessment has been prepared by BMT (**Appendix 27**). The site is located within the catchment of the South Creek watercourse and has existing levels varying from 18.4m AHD to 23.7m AHD. Previous Flood studies were undertaken for South Creek for Infrastructure NSW and Hawkesbury Nepean River (HN) for the NSW Reconstruction Authority and indicate the peak flood levels over the site, these are detailed in **Table 24**.

Table 25: Peak Flood Levels (South Creek and Hawkesbury Nepean River)

Design Flood Event	South Creek Flood Study (mAHD)	HN Flood Study (mAHD)
1 in 100 (1%) AEP	19.9	17.3
1 in 500 (0.2%) AEP	20.5	20.2
1 in 1000 (0.1% AEP)	Not Assessed	21.3
1 in 2000 (0.05%) AEP	Not Assessed	22.8
1 in 5000 (0.02%) AEP	Not Assessed	24.4
PMF	26.9	30.6

The flood studies indicate that the site will be partially inundated within a 1:1000, 1:2000 and 1:5000-year flood event and significantly impacted in a PMF event. 1 in 100-year Post development local overland flooding is shown in **Figure 35** (Source: BMT).

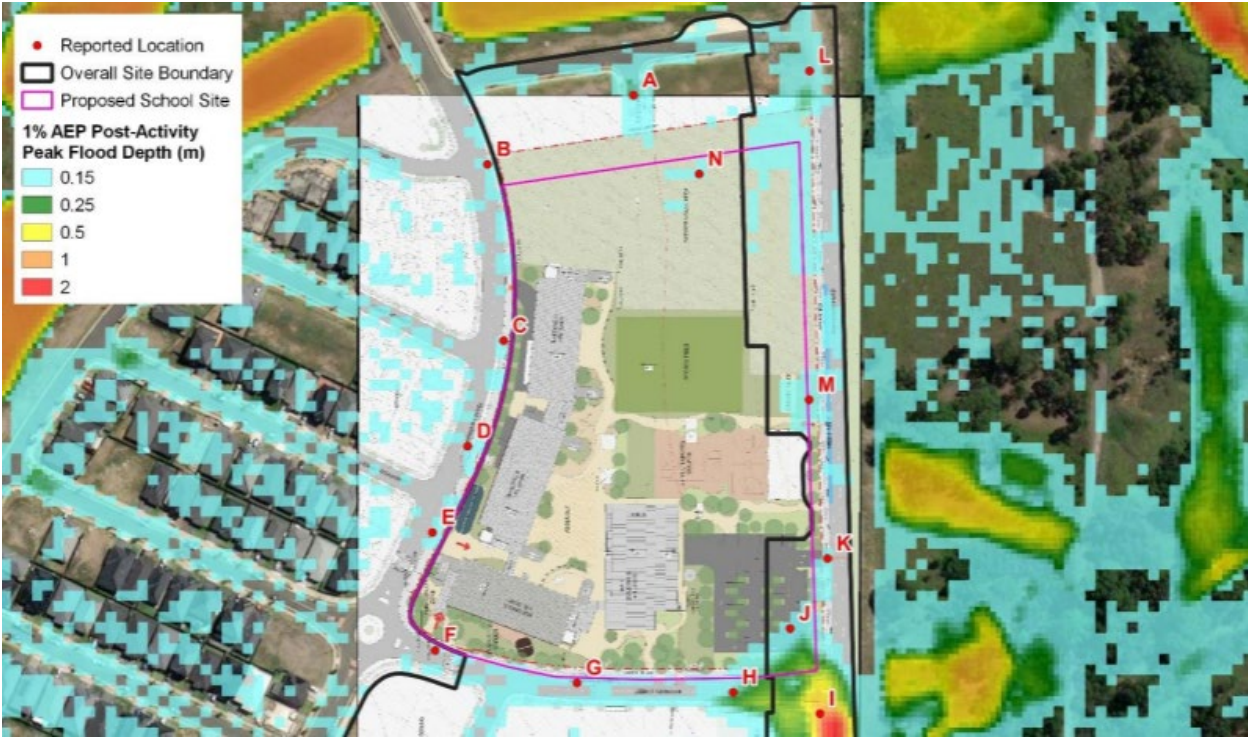


Figure 35: 1 in 100-year post development local overland flow

Hydraulic modelling was undertaken to incorporate both upstream catchments draining to the site and the downstream catchment discharging into South Creek and includes both the built form and intended cut/ fill over the site.

Post Development flood levels for 1 in 100-year flood, impact from climate change and PMF, along with proposed building finished floor levels is shown in **Table 25**.

Table 26: Post Development Flood Levels

Location	Proposed FFLs	1% AEP Level (mAHD)	1% AEP with Climate Change Level (mAHD)	PMF Level (mAHD)
Building A	22.7	22.30	22.31	22.38
Building B	22.7	22.30	22.31	22.35
Building C	22.4	21.97	21.98	22.00
Building D	22.0	21.45	21.47	21.59

The proposed finished floor levels are higher level than the PMF level affecting the activity site.

BMT notes that under existing and post activity conditions a low hazard level with minimal risk to people and property are likely over most of the site. The south east corner experiences higher hazard levels due to an active flow path during the PMF event. The school buildings are not located in the south east corner of the site.

BMT concludes that the site is suitable for the proposed land use as a high school.

Flood Evacuation Response Plan

BMT have prepared a Flood Emergency Response Plan (**Appendix 28**) for both Stage 1 and Stage 2 with Permanent Works, and Stage 1 and Stage 2 with Temporary Works, with the number 1 priority being closure of the school. This approach is supported by NSW SES. A minimum Target Warning Lead Time (TWLT) of 6 hours will be provided, in order for the school to arrange evacuation. Operation of the school will cease if the Windsor gauge reaches, or is predicted to reach, 13.7mAHD. Priority 2 relates to an evacuation during a flood event and outlines the appropriate travels paths, being Armoury Road, Wianamatta Parkway, Lakeside Parade and Jordan Springs Boulevard to reach The Northern Road as shown in **Figure 36**.

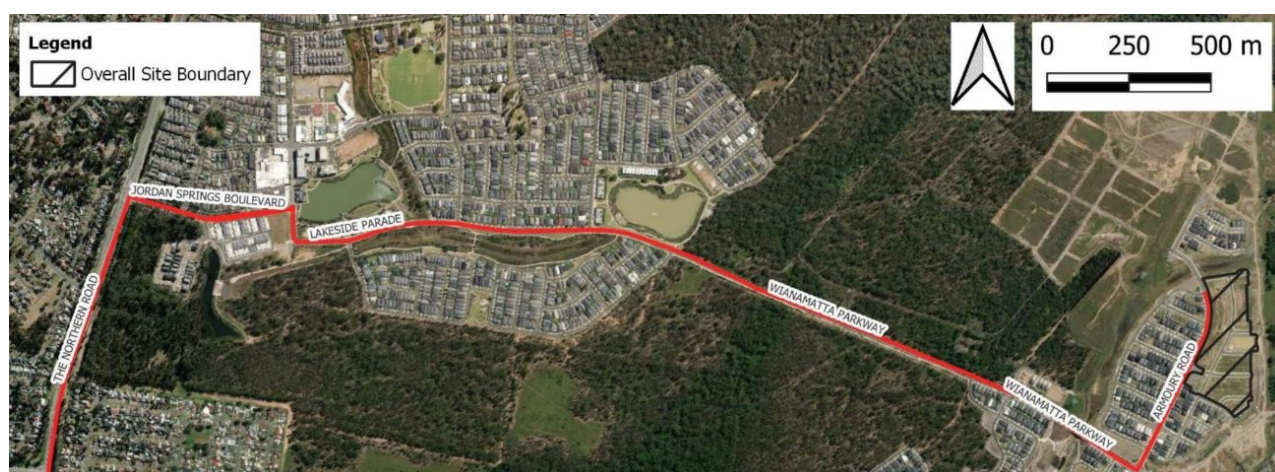


Figure 36: Proposed evacuation route

9.5.1 Flood Mitigation Measures

The Flood Impact Assessment and Flood Emergency Response Plan concludes the activity is not likely to have significant environmental impacts in relation to flood subject to implementation of the mitigation measures in **Table 26**.

Table 27: Flood Mitigation Measures – All Stages, Stage 1 and Stage 2 with Permanent Works

ID	Mitigation Measure	Timing
Flood – Stage 1 and Stage 2 with Permanent Works		
F-1	Elevated Finished Floor Levels - Ensure all proposed building floor levels are elevated above the local overland PMF level, as detailed in Table 5.2 of the FIA	During Design During Construction
F-2	Flood Emergency Response Plan - Develop and maintain a Flood Emergency Response Plan (FERP) with risk management priorities and coordination with SES.	Continues with updates based on flood risk assessments
F-3	Stormwater Management - Ensure that all rainfall falling on the development area is managed within the boundaries of the Site via a Stormwater Management Plan. This includes treatment and conveyance systems designed to prevent impacts to surrounding areas.	During Design During Construction During Operation
Flood Emergency Response – Stage 1 and Stage 2 with Permanent Works		
FE-1	Flood Response Personnel - Flood response personnel's	Prior to commencement of

ID	Mitigation Measure	Timing
	positions and responsibilities will need to be assigned to on-Site personnel for managing the flood response.	operation
FE-2	Education - Developing a FERP Training Program.	Prior to commencement of operation
FE-3	Education - Implement the FERP Training Program	During Operation
FE-4	Flood Signage - Flood warning signage to be installed around the Site	Prior to commencement of operation
FE5	Preparedness - Flood safety actions to be followed by students, staff and visitors on Site in anticipation of a potential flooding event.	During Operation
FE-6	Non-attendance (i.e. closure) of school - Based on BoM's 13.7mAHD flood level warning at the Windsor Gauge OR rainfall and dangerous thunderstorm or emergency storm warnings, School closure should be communicated with parents and staff to advise parents of possible flooding events the day before they occur and suggest that students be kept at home.	During Operation
FE-7	Evacuation - If the BoM's 13.7mAHD flood level warning at the Windsor Gauge occurs during school hours, off-site evacuation should commence.	During Operation
FE-8	Recovery - Key flood safety measures to be followed by all occupants after a flood.	During Operation

9.6 Bushfire

A Bushfire Hazard Assessment (BHA) has been prepared by Black Ash (**Appendix 26**) to determine the bushfire risk to the site and activity and to provide appropriate mitigation measures reduce or eliminate potential impacts from bushfire.

Bushfire Advice has been updated via an Asset Protection Zone letter, by BlackAsh, dated 3 April 2025, based on the immediate land to the east of the site boundary containing a dirt trail (located on the future Park Edge Road). This area of land provides suitable separation from the vegetated land to the site boundary and as such resulted in the APZ being revised to be located wholly within the site. A Bushfire Letter and revised mapping is provided in **Appendix 26A** of the revised REF.

Bush Fire Prone Land Map

The activity site is bushfire prone land (**Figure 37**).

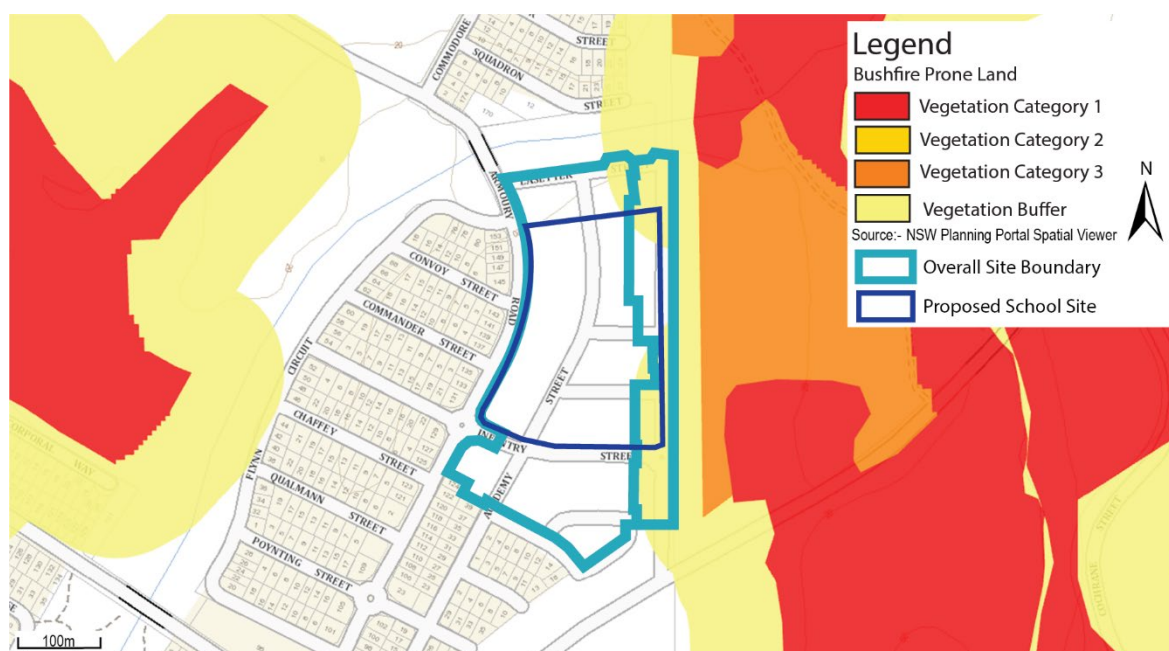


Figure 37: Bushfire Prone Land Map

Vegetation Characteristics

The BHA notes the site cleared land and consists of managed grassland. The bushfire mapping was recently updated as reflected in **Figure 37** above.

Vegetation formation within 140m of the site is Forested Wetland, Grassland and Woodland with areas of Plant Community Type (PCT) of (Forested Wetland) Coastal Valleys Riparian Forest, (Forested Wetland) Cumberland Red gum River flat Forest, (Grassy Woodlands) Cumberland Shade Plains Woodland.

Vegetated areas are located downslope, predominantly to the east of the site.

Construction Requirements

Buildings have been located away from the bushfire threat and are proposed to be constructed to BAL 19 standards.

Emergency Access

The existing surrounding road network is compliant with PBP and as such, access provision of perimeter roads around each building is deemed to be not required.

Landscaping

Landscaping and services have been designed to comply with PBP including suitable limitation of canopy coverage.

Asset Protection Zones

The required Asset Protection Zones (APZ) of 40m, 42m, and 50m are proposed to the east of the site. The APZ's are capable of being contained wholly within the subject site according to the Asset Protection letter (**Figure 38**). Notwithstanding, the BHA recommends the entire site be managed as an Inner Protection Area (IPA).



Figure 38: APZ Requirements

9.6.1 Bushfire Mitigation Measures

The Bushfire Hazard Assessment concludes the activity is suitable and not likely to have significant environmental impacts in relation to bushfire subject to implementation of the mitigation measures in **Table 27**. The advice in the Asset Protection letter does not change the conclusion on suitability of the activity in relation to bushfire hazard.

Table 28: Bushfire Mitigation Measures – All Stages, Stage 1 and Stage 2 with Permanent Works

ID	Mitigation Measure	Timing
Bushfire – Stage 1 and Stage 2 with Permanent Works		
BF-1	Asset Protection Zone	During Design

ID	Mitigation Measure	Timing
	- Asset protection is to comply with Table 4 of the Bushfire Hazard Assessment (BHA) and extent of the APZ is as per Figure 3 in the Asset Protection Letter, dated 3 April 2025. - Identified APZ in the Asset Protection Letter, dated 3 April 2025 is to be maintained in perpetuity or until surrounding land is developed to the specifications detailed in Appendix 4 of PBP. - The site is to be managed to Inner Protection Area Standards to the specifications detailed in Appendix 4 of PBP. - Compliance with Table 4 of the BHA	During Construction During Operation
BF-2	Construction BAL - Prior to operation, DoE are to ensure the buildings are designed and constructed to the relevant NCC requirements including BAL-19 in accordance with AS 3959-2018 and additional ember provisions detailed in section 7.5 of PBP as required.	Prior to operation
BF-3	Landscaping - Landscaping will be designed and managed in accordance with Appendix 4 of PBP.	Prior to the commencement of Construction During Construction During Operation
BF-4	Access - Performance solution addresses PBP requirements. - The proposed internal roads (i.e. 'kiss and drop' and carpark and services access) are to comply with the Acceptable Solutions listed within Table 6.4b of Planning for Bush Fire Protection 2019.	During Design During Construction During Operation
BF-5	Services, water, Gas, Electricity - Fire hydrants are provided in accordance with AS2419:2021 - Compliance with Table 5 of the BHA - Electricity supply located underground.	During Design During Construction During Operation
BF-6	Emergency Management Arrangements - Prior to operation, a Bushfire Emergency Management and Evacuation Plan is to be prepared in accordance with the NSW Rural Fire Service document 'A Guide to Developing a Bushfire Emergency Management and Evacuation Plan' (RFS 2014).	Prior to operation During operation

9.7 Aboriginal Heritage

A Preliminary Indigenous Heritage Assessment and Impact Report (PIHAIR) has been prepared by Kayandel (**Appendix 23A**). The PIHAIR notes the site was subject to previous disturbance and filled in some places up to 5m. Given the level of previous disturbance and fill, Kayandel has assessed the site as having nil potential to contain archaeological deposits. A previous Aboriginal Heritage Impact Permit (AHIP number C0000632) has been issued and covers the subject site.

9.7.1 Aboriginal Heritage Mitigation Measures

The PIHAIR (**Appendix 23A**) concludes the activity is not likely to have significant environmental impacts in relation to Indigenous heritage subject to implementation of the mitigation measures in **Table 28**.

Table 29: Aboriginal Heritage Mitigation Measures – All Stages, Stage 1 and Stage 2 with Permanent Works

ID	Mitigation Measure	Timing
Indigenous Heritage – Stage 1 and Stage 2 with Permanent Works		
IH-1	All relevant staff and contractors should be made aware of their statutory obligations for heritage under the National Parks and Wildlife Act 1974, which may be implemented as a heritage induction	Prior to commence of Construction
IH-2	If any unexpected archaeological relic (or potential relic) of heritage significance is discovered during any construction work, all work in the vicinity must cease and the area must be appropriately protected. Materials should not be removed from the ground wherever possible. The DoE Heritage Team is to be notified, and an archaeologist engaged to undertake a site inspection to ascertain whether the finds are significant relics. Construction works cannot recommence in that area until advised by the archaeologist, in consultation with the DoE Heritage Team. Should significant relics be identified, external approvals to impact the relics may be required.	During Construction
IH-3	In the unlikely event that skeletal remains are identified, work must cease immediately in the vicinity of the remains and the area must be cordoned off. The Proponent must contact the local NSW Police who will make an initial assessment as to whether the remains are part of a crime scene, or possible Aboriginal ancestral remains. If the remains are thought to be Aboriginal ancestral remains, Heritage NSW must be contacted by ringing the Enviroline 131 555. If the remains are identified as Aboriginal ancestral remains, a management plan must be developed in consultation with the relevant Aboriginal stakeholders before works recommence.	During Construction

9.8 Environmental Heritage

No items or places of environmental heritage are located on the site. No environmental conservation land is located on the site. The proposal will not impact on any items, places or conservation areas.

9.9 Ecology

An Ecological Assessment has been prepared by GHD (**Appendix 24**). The assessment finds that the recently planted street trees are Water Gums and are not a species that would have occurred on the site prior to clearing of the site. Several frog species and water bird species were noted in the existing OSD basin. No evidence of threatened flora or fauna was recorded on the subject site. The assessment notes that due to the absence of suitable habitat features that threatened species would not be predicted to occur on the site. Mitigation measures on the decommissioning protocol

of the existing OSD basin are listed in **Section 9.9.1**. Replacement of existing street trees proposed for removal is required at a minimum ratio of 1:1.

Arborsaw has prepared an Arboricultural Impact Assessment (**Appendix 25**) for the trees within the site and on the surrounding street network. In total 124 were assessed, all being Low Retention Value Trees. Of the 124 assessed trees, 24 trees were of a protected size (>3.5m height) and 100 were exempt trees (<3.5m height). Of the 124 trees, 68 trees are proposed for removal within the activity site and two (2) trees are proposed for removal within the surrounding road reserve. The remaining 52 trees are to be retained and protected. 98 new trees are proposed to be planted within the activity site, resulting in more canopy coverage over the activity site.

9.9.1 Ecological Mitigation Measures

The Ecological Assessment and Arboricultural Impact Assessment conclude the activity is not likely to have significant environmental impacts in relation to biodiversity subject to implementation of the mitigation measures in **Table 29**.

Table 30: Ecological Mitigation Measures – All Stages, Stage 1 and Stage 2 with Permanent Works

ID	Mitigation Measure	Timing
Ecological – Stage 1 and Stage 2 with Permanent Works		
E-1	If dewatering is required, water should be irrigated within the property boundaries or fed into an off-site permanent basin rather than discharged to the nearby South Creek.	Prior to the commencement of any construction works
E-2	Where applicable, decommissioning of existing OSD Basin should occur outside the breeding season (spring) of waterfowl). A qualified ecologist should inspect the OSD basin prior to decommissioning to check for active nests. If active nests are present decommissioning should be delayed until all birds have fledged.	Prior to decommissioning of OSD basin
E-3	Where applicable, a qualified ecologist should be present if necessary to ensure safe relocation of less mobile fauna such as frogs, turtles and eels to a safe location (e.g. South Creek).	During Decommissioning
E-4	If a threatened species is observed during decommissioning, works should cease until the project ecologist has assessed the mobility of the species or relocated the species to a safe location (e.g. South Creek). If the species cannot be relocated, works must not recommence until the species has moved on of its own volition.	During Decommissioning
E-5	Any street trees removed should be replaced with advanced trees, at least at a 1:1 ratio, and preferably locally endemic native species. Advanced trees are to be planted to increase canopy cover and provide shade/ reduce urban heat affects.	Following Construction
Arborist - Scenario 1		
AR-1	Tree retention - The trees for retention are shown on the tree retention and removal plan, the demolition plans and listed in the data sheet. Protect trees for retention from	During Construction

ID	Mitigation Measure	Timing
	unnecessary damage.	
AR-2	Project Arborist – An official ‘Project Arborist’ should be commissioned to oversee the tree protection, any works within the TPZ’s and complete compliance certification.	During Construction
AR-3	Tree protection fencing – Protect all trees for retention with Tree Protection fencing compliant with AS4970:2009.	Prior to commencement of construction
AR-4	Tree protection signage – Protect all trees for retention with Tree Protection signage compliant with AS4970:2009.	Prior to commencement of construction
AR-5	Sensitive work methods in TPZ’s – Project Arborist to supervise any excavation works within TPZ’s of trees to be retained for stormwater, electrical etc.	During Construction
AR-6	Restricted Activities in the TPZ – Construction Manager to ensure activity does not occur in the TPZ of trees to be retained.	During Construction
AR-7	Compliance Reporting – Project Arborist to complete monthly site visits and record evidence to ensure compliance with mitigation measures.	During Construction
AR-8	Tree planting – 98 trees are to be planted on the site after the civil works are completed.	During Construction
AR-9	Tree retention inspection - Project Arborist to inspect and report on the condition of trees for retention to ensure trees for retention were protected and will remain viable post construction	Prior to commencement of operation

9.10 Social Impact

A Social Impact Assessment has been prepared by Mecone (**Appendix 22**).

Project scoping raised concerns around construction and impacts to surrounding residents, conflict between the school and surrounding road network, car dependent nature of the locality limiting safe options for walking and cycling and the change in use from residential to a school resulting in privacy issues and inactive street frontage.

The activity design has responded to the concerns, through the implementation of footpaths, cycleways and wombat crossings and a School Travel Plan, increasing pedestrian safety and encouraging less car dependency to travel to and from school.

Privacy has been considered through the provision of increased setbacks to the buildings (minimum 10m) and the provision of well-established trees to enhance the street frontage.

Articulation in the building design, pedestrian entries and the inclusion of an entry plaza for community use increases street frontage interactivity. The proposed building placement also provides opportunity for passive surveillance whilst not intruding on individual privacy of adjacent residences.

Table 30 provides a summary of the assessment of social impacts.

Table 31: Social Impact Considerations

Type of Impact	Describe the impacts on the community and how they might be experienced, either positively or negatively	Discussion
Impacts on access – will there be an improvement to the quality of provision and a response to emerging and changing needs?	There will be temporary impact to vehicular access through the construction stage. Upon completion of the activity both the road network and footpath/ cycle network will have a positive impact to the community.	Upon completion of the activity, surrounding road networks will have upgraded and new roads operational. New and upgraded footpath and cycleways will be implemented improving the overall pedestrian connectivity within the local area.
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?	Short term impacts to the community during the construction phase. During the operational phase, impacts in relation to noise have been assessed as suitable for the intended use. No negative impact from overshadowing. Minor impact on existing views from adjacent residences.	Construction activities will be subject to the requirements within the Construction Environment Management plan required to prepared prior to the issue of a Crown Certificate. Construction is limited to 7am and 6pm Monday Friday and 8am to 1pm on Saturday, with no construction on Sundays or Public Holidays. Whilst there will be visual change from the views currently experience by residents, the built form has been designed with a setback of over 10m, to ensure there is no overshadowing of existing residences, and well-established trees will be planted to reduce the bulk and scale of the buildings.
Impacts on sense of place - will there be effects on community cohesion or how people feel connected to the place and its character?	Change in use to school from anticipated residential uses. The provision of a school may result in a higher number of inactivated frontages due to privacy and security requirements. This may result in a negative social impact for residents with existing views of the site Some residents have expressed concern with the bulk and scale of the school, as well as its traffic and noise generation. This feedback reflects this concern with the change from anticipated residential uses to this use as a school.	The design of the school has incorporated a public plaza the corner of Armoury Road and Infantry Street. This has been designed as a landscaped area for the local community to gather and incorporates Connecting with Country elements. Additionally, the Landscape Report identifies that canopy trees and landscaped buffer zones are proposed at the school boundaries to provide a green edge to the activity visible from the street, to reflect a landscape character, and provide for shade and amenity
Impacts on the way people get around – will there be changes associated with traffic or parking in the area?	The car-dependent nature of the Jordan Springs locality presents potential safety challenges for school-age pedestrians, with limited infrastructure for safe walking, cycling, or public transport access to and from the school. The school's	With the ultimate delivery of new bus services, and the implementation of recommended mitigation and enhancement measures identified in the TIA no significant residual impact has been identified.

Type of Impact	Describe the impacts on the community and how they might be experienced, either positively or negatively	Discussion
	distance from its feeder schools, separated by bushland, further complicates safe travel options, especially for students returning home after extracurricular activities when lighting may be limited. Although the 783-bus route provides some access during school hours, options remain restricted, raising parental concerns over student safety in less accessible or poorly lit areas.	Upon completion of the school and implementation of bus zones and kiss and drop facilities there will be minor change to on-street parking provisions.
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 activity achieves a positive benefit to the community through providing new educational facilities for the expanding suburb and through the implementation of the School Travel Plan.	The New High School for Jordan Springs will provide secondary education for the growing population and will alleviate the travel requirements for students to attend surrounding high schools. Implementation of the School travel plan, and additional footpaths/ cycleway aims to reduce car dependency.

9.10.1 Social Impact Mitigation Measures

The Social Impact Assessment concludes the activity is not likely to have significant environmental impacts in relation to social impact subject to implementation of the mitigation measures in **Table 31**.

Table 32: Social Impact Mitigation Measures – All Stages, Stage 1 and Stage 2 with Permanent Works

ID	Mitigation Measure	Timing
Social Impact – Stage 1 and Stage 2 with Permanent Works		
SI-1	Managing construction impacts and temporary access changes for neighbouring residents - The future construction management plan to include a robust engagement approach that is targeted particularly to residents of Armoury Road. This Plan is to include: 1. Regular updates, informing of upcoming works, access changes, and responses to previous community feedback 2. Clear and convenient channels for issues and complaints to be raised 3. Regular monitoring of feedback received through engagement activities to ensure concerns are promptly addressed. Particular attention should be given to feedback from neighbouring residents in relation to: • Access arrangements during construction and operation • Noise, dust and vibration from construction activities	Prior to commencement of construction

ID	Mitigation Measure	Timing
	Project communication and opportunities for additional feedback channels.	
SI-2	Management measures to reduce impact on amenity for neighbours Measures to manage dust, noise and vibration (refer preliminary Construction Management Plan): 1. Site perimeter fence to be installed with mesh screening 2. A wet process will be instituted for cutting, drilling and grinding 3. Mist spray will be employed during the demolition and excavation activities 4. Materials will be stored appropriately and trucks leaving the sites will have loads covered and cross a shaker grid prior to entering the roadway. 5. Surrounding neighbours will need to be informed of works through consultation with the department and noise complaints recorded and reported.	During construction
S1-3	Continue to engage with stakeholders to enhance transport options and the local public domain The Department of Education to continue to engage with the Transport Working Group (consisting of SINSW, TfNSW, and Penrith City Council) to coordinate and discuss public domain items and enhanced pedestrian treatments on Armoury Road. This must continue through construction and for a period of 2 years after commencement of operation	During construction During operation

9.11 Other issues

Table 33: Environmental Assessment – Other Issues

Issue	Consideration
Visual Amenity and Privacy	A minimum 10m setback is proposed to the proposed buildings ensure the height and scale of the proposed buildings do not result in any overshadowing or loss of privacy to adjacent residential properties. Well established trees are proposed to be planted to improve the visual aesthetics of the activity from the onset. The colour palette of the buildings and landscaping include earthy and river tones to reflect the natural and cultural setting of the site, ensuring the visual aesthetic of the proposed activity are well suited to the surrounds and pleasant when viewed from the public domain.
Overshadowing	The activity has been designed with large setbacks (in excess of 10m) to ensure the three-storey height of the buildings do not reduce the solar access to existing residential properties (refer to shadow diagrams in Appendix 5). The buildings provide shade to the open space area within the school, whilst also providing solar access to open space areas throughout the school day.

Issue	Consideration
Soils and Geology	A Geotechnical Report has been prepared by Stantec (Appendix 16) which has considered the environmental impacts associated with the soil and geology of the land to which the new high school is to be located and the foundations to which the proposed buildings are to be built on. To facilitate the construction of the school buildings, subgrade treatment of the natural surface and level of the site to the proposed ground floor level will be undertaken. The main column loads of the buildings will then be loaded and found on piles with socket into the underlain bedrock. Consequently, excavation works will be minimal and will consist of minor cutting, filling and leveling, which can be undertaken using conventional equipment such as excavators.
Waste	<u>Construction</u> A Demolition and Construction Waste Management Plan has been prepared by Elephants Foot (Appendix 18). The impact of waste during demolition and construction on surrounding residents from Scenario 1 are temporary and will be undertaken in accordance with the Construction Environmental Management Plan required to be prepared prior to the issue of any Crown Certificate. Stockpiles will be located on site with demolition and construction waste sorted accordingly before being re-used on site or transported off site for disposal/recycling at a licenced waste facility. <u>Operation</u> An Operational Waste Management Plan has been prepared by Elephants Foot (Appendix 19). A waste storage area is proposed in the north western corner of the Park Edge Road carpark and will accommodate 12 x 1,100L bins. Screening is proposed to the waste area to reduce the visual impact of the waste area. Private waste collection is proposed 3 x weekly and waste trucks are to enter and exit the site in a forward direction. Waste collection is proposed to be undertaken outside of peak commuter hours and school travel periods. The waste area will be regularly maintained and cleaned to avoid odour and unsightliness. Bins will be located throughout the school and the cleaner will transport the waste to the waste area and sort into the bins provided. Demolition, construction and operational waste for Scenario 1 are subject to mitigation measures (Appendix 1).
Air Quality	Short term impacts to the air quality may arise through the demolition and construction phase. A Construction Environmental Management Plan is required to be prepared prior to the issue of any Crown Certificate and must address how impacts to air quality will be mitigated (Appendix 1).
Wind	N/A – Buildings do not exceed 4 storeys.
Land Use	The site is zoned UR- Urban, Educational Establishments are permissible in the RU zone. No major oil or gas pipeline is proximate to the activity site. The site has been highly modified previously and is unlikely to be subject to unexploded ordinance risk, however, due to the previous use of the site (Australian Defence Industries), should an unexploded ordinance be encountered a stop work order shall be implemented in accordance with draft mitigation measures. The site is not mapped as being within a mine subsidence area.
Coastal Risks	N/A
Aviation	N/A

10. Environmental Impact Assessment – Stage 1 and Stage 2 with Temporary Works

10.1 Traffic, Access and Parking

The TIA prepared by Stantec Australia, dated 13 December 2024 (**Appendix 20**) has considered Stage 1 and Stage 2 with temporary Works (previously known as Scenario 2) where external infrastructure has not been delivered, and interim/temporary infrastructure is required. The following subsections details where the assessment remains the same as 'Stage 1 and Stage 2 with Permanent Works', and an assessment of 'Stage 1 and Stage 2 with Temporary works' where additional assessment is required.

10.1.1 Construction Traffic Access and Parking

The construction traffic route and access point are the same as in Stage 1 and Stage 2 with Permanent Works.

10.1.2 Traffic, Transport and Accessibility

Mode Share

Student and staff mode share assumptions are the same as Stage 1 and Stage 2 with permanent works.

Traffic

The overall traffic impacts on intersection performance are the same as Stage 1 and Stage 2 with permanent works.

Parking

The overall parking demand (staff, student and bicycle) is the same as Stage 1 and Stage 2 with permanent works.

Kiss and Drop

Stage 1 and Stage 2 with Temporary Works

Under Stage 1 and Stage 2 with temporary works, the kiss and drop are initially required to be provided on Armoury Road. 17 spaces are proposed on Armoury Road under Stage 1 and Stage 2 with temporary works.

Stage 2 with Permanent Works

Once the external works by others is operational, the temporary kiss and drop spaces can be removed as the external works by others will provide kiss and drop spaces on Park Edge Road and Infantry Street as per Stage 1 and Stage 2 with permanent works.

Transport Infrastructure

Stage 1 and Stage 2 with Temporary Works

The Stage 1 and Stage 2 with temporary works transport infrastructure to be provided is as follows:

- 72 car parking spaces (temporary Armoury Road car park on-site);
- Two (2) accessible parking spaces (on-site)
- 100 bicycle parking spaces (on-site);
- 17 Kiss and drop spaces (located along Armoury Road);
- Four (4) Support drop off spaces (located within the temporary car park);
- End of trip facilities for staff located within the proposed Administrative Building, including two (2) showers
- Utilisation of existing bus stops and services
- Park Edge Road carpark – constructed but non-operational until external works by others are operational (72 car parking spaces (on-site), two (2) accessible parking spaces (on-site))

Stage 2 with Permanent Works

Upon completion of the external works by others the following is to implemented/ rectified:

- 16 Kiss and drop spaces (located along Park Edge Road), part of external works;
- Four (4) Support drop off spaces (located along Infantry Street), part of external works;
- Connection and operation of Park Edge Road carpark;
- Bus bay capable of accommodating three (3) buses (located along Armoury Road); and
- Decommissioning/ rectification of temporary carpark on Armoury Road.

Access

Stage 1 and Stage 2 with Temporary Works

The following pedestrian and vehicle access points are proposed to the site in Stage 1 and Stage 2 with temporary works:

- **Armoury Road** – Two pedestrian access points, one to the public plaza and one serving as the principal school entrance. One vehicular entrance for emergency service vehicles and deliveries. One vehicular entrance to the temporary Armoury Road car park, waste area and support kiss and drop spaces.

Stage 2 with Permanent Works

The following additional pedestrian and vehicle access points are proposed to the site once the external works by others is operational.

- **Infantry Street** – Two pedestrian access points, one adjacent to the wombat crossing and one adjacent to the support kiss and drop spaces;
- **Park Edge Road** – One pedestrian access point adjacent to the kiss and drop zone and one vehicular entrance for staff parking and waste servicing.

Figure 39 provides a summary of the access and parking arrangements Stage 1 and Stage 2 with temporary works.

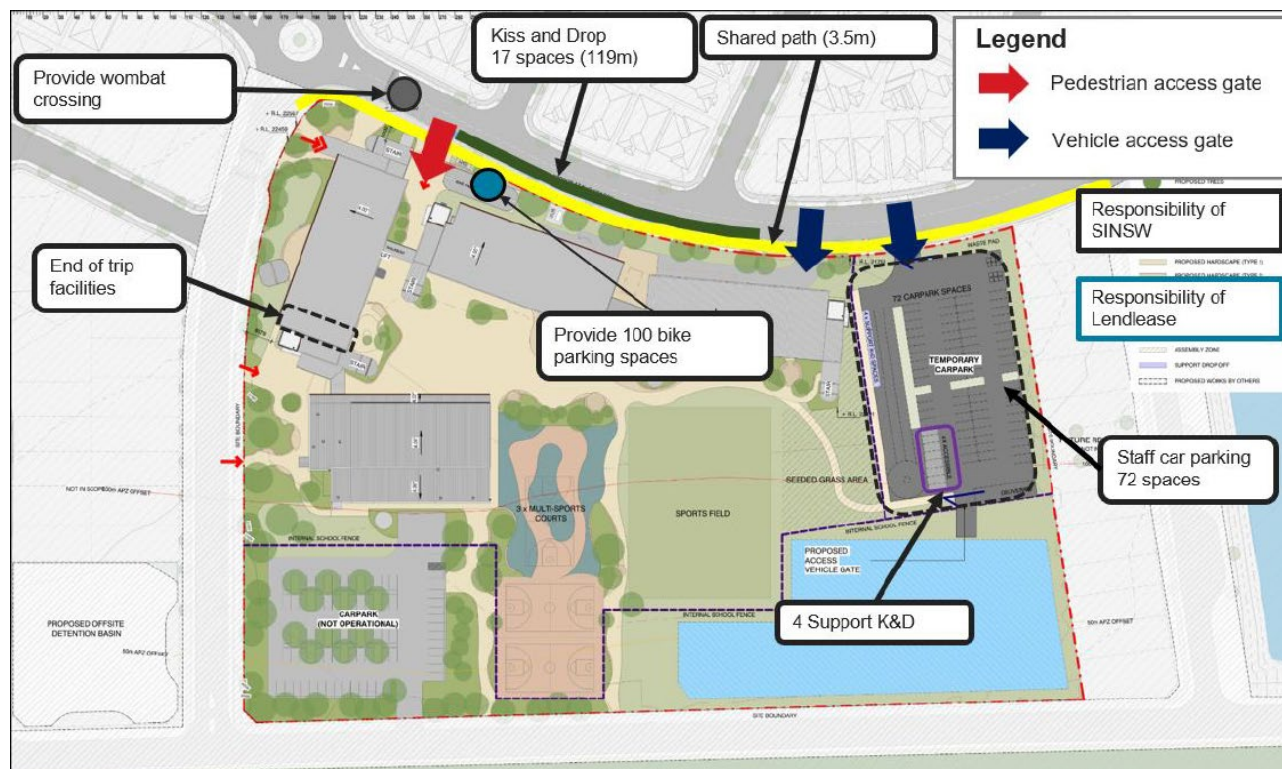


Figure 39: Site Access and Parking Arrangements (Stage 2 temporary works)

On-going Parking and Traffic Management

School Transport Plan

The STP will be provided for as per Stage 1 and Stage 2 with permanent works.

10.1.3 Traffic, Access and Parking Mitigation Measures

The TIA concludes the activity in Stage 1 and Stage 2 with temporary works is not likely to have significant environmental impacts in relation to traffic, access and parking subject to implementation of the mitigation measures in **Table 33**

Table 34: Traffic, Access and Parking Mitigation Measures – Stage 1 and Stage 2 with Temporary Works

ID	Mitigation Measure	Timing
Traffic and Transport – Stage 1 and Stage 2 with Temporary Works		
GE2-3	The carpark on Park Edge Road is to be non-operational until the vehicular crossover to Park Edge Road is operational.	Prior to operation
TT-1	Waste Collection - All waste collection is to occur outside of school operational hours i.e. between 7pm and 7am.	During Operation
TT-2	Behaviour Change - Implement the School Transport Plan programs outlined in Table 11-8 of the TIA, prior to the relevant stage of operation.	During Operation
TT1-1	Walking and Cycling - Provide pedestrian entrances on	Prior to

ID	Mitigation Measure	Timing
	Armoury Road (main entrance),	commencement of operation
TT1-2	Walking and Cycling - Provide: 1x wombat crossing on Armoury Road, south of school main entrance. 1x wombat crossing at the southern side of the intersection of Wianamatta Parkway and Armoury Street.	Prior to commencement of operation
TT1-3	Walking and Cycling - A secure covered bicycle storage area (with 100 racks) close to the school gates on Armoury Road. Provide spaces for future bicycle racks close to the pedestrian entry on Infantry Street.	Prior to commencement of operation
TT1-4	Walking and Cycling - Provide shared path with 3.5m width on Armoury Road outside of school site.	Prior to commencement of operation
TT1-5	Walking and Cycling - Provide 2x end of trip facilities in the administrative building	Prior to commencement of operation
Stage 2 with Temporary Works		
TW2-2	Temporary Carpark – a 72-space temporary carpark must be constructed to the north west corner of the site with a vehicular crossover to Armoury Road. The temporary car park is to include temporary Supported learning kiss and drop facilities	Prior to operation
TW2-3	Temporary waste area – a temporary waste area must be constructed and operational within the temporary car park	Prior to operation
TT2-4	Temporary kiss and drop facilities – 17 temporary kiss and drop spaces are to be provided along the Armoury Road frontage	Prior to operation
TT2-5	Bus stop – Existing bus stop on Armoury Road, south of Infantry Street to be expanded to 80m in length to allow for school bus to utilise in the am and pm peak periods.	Prior to operation
Stage 2 – Decommissioning of Temporary Works		
DE2-2	Rectification of temporary works – all temporary works are to be demolished/ rectified to permanent works once the permanent external road works are operational and the Park Edge Road carpark vehicular cross over is operational. The area of the temporary carpark and temporary OSD basin is to be replaced with turf.	After external road network and offsite OSD are operational and Park Edge Road carpark vehicular cross over is operational.
School Transport Plan		
ST1-1	A Travel Co-ordinator is required for the duration of construction and the first year of post occupancy	During operation
ST2-1	Compliance with the School Travel Plan prepared by Stantec dated, 18 December 2024.	During operation

10.2 Noise and Vibration

Stage 1 and Stage 2 with temporary works involves operation of the school while rectification of temporary works, including construction and demolition is being undertaken once the external works by others is operational. Temporary noise impact to the school buildings and play areas are expected. To minimise the noise impacts to the school community during rectification works, the Construction Environment Management Plan is to be updated prior to the commencement of construction/ demolition of rectification works to include measures to be implemented while the school is operational, such as acoustic fencing/ barriers between the construction and operational areas.

Stage1 and Stage 2 with temporary works also requires staging of noise and vibration mitigation measures associated with the different staging of school building construction.

10.2.1 Noise and Vibration Mitigation Measures

Table 34 outlines the key mitigation measure added to address concurrent construction of Stage 1 and Stage 2 with temporary works with the operation of the school. A comprehensive list of general and specific mitigation measures for noise and vibration in Stage 1 and Stage 2 with temporary works is provided in **Appendix 1**.

Table 34: Noise and Vibration Mitigation Measures – Stage 1 and Stage 2 with Temporary Works

ID	Mitigation Measure	Timing
Noise and Vibration – Stage 1 and Stage 1 with Temporary Works		
NV2-4	To minimise the noise impacts to the school community during rectification works, the Construction Environment Management Plan is to be updated prior to the commencement of construction, demolition of rectification works to include measures to be implemented whilst the school is operational, such as acoustic fencing/ barriers between the construction and operational areas.	During construction/ demolition of rectification works

10.3 Contamination and Hazardous Materials

No additional assessment to Stage 1 and Stage 2 with permanent works.

10.4 Hydrology and Water Quality

10.4.1 Temporary OSD Basin

Stage 1 and Stage 2 with temporary works includes an interim solution to allow for the construction of the school, prior to the formal relocation of Basin E.

The temporary basin is 10,000m³ equivalent to the existing OSD is to be constructed in Stage 1 and Stage 2 with temporary works to the north-east of the site (**Figure 40**).

The temporary basin is to be constructed and operational, prior to any decommissioning of the existing OSD basin commences.

Decommissioning of the existing OSD basin in Stage 2 with temporary works will be monitored by the project ecologist to ensure all fauna within the OSD basin is relocated.

Upon completion and operation of an off-site OSD basin by a third party (not part of this REF), the temporary on-site basin will be decommissioned.

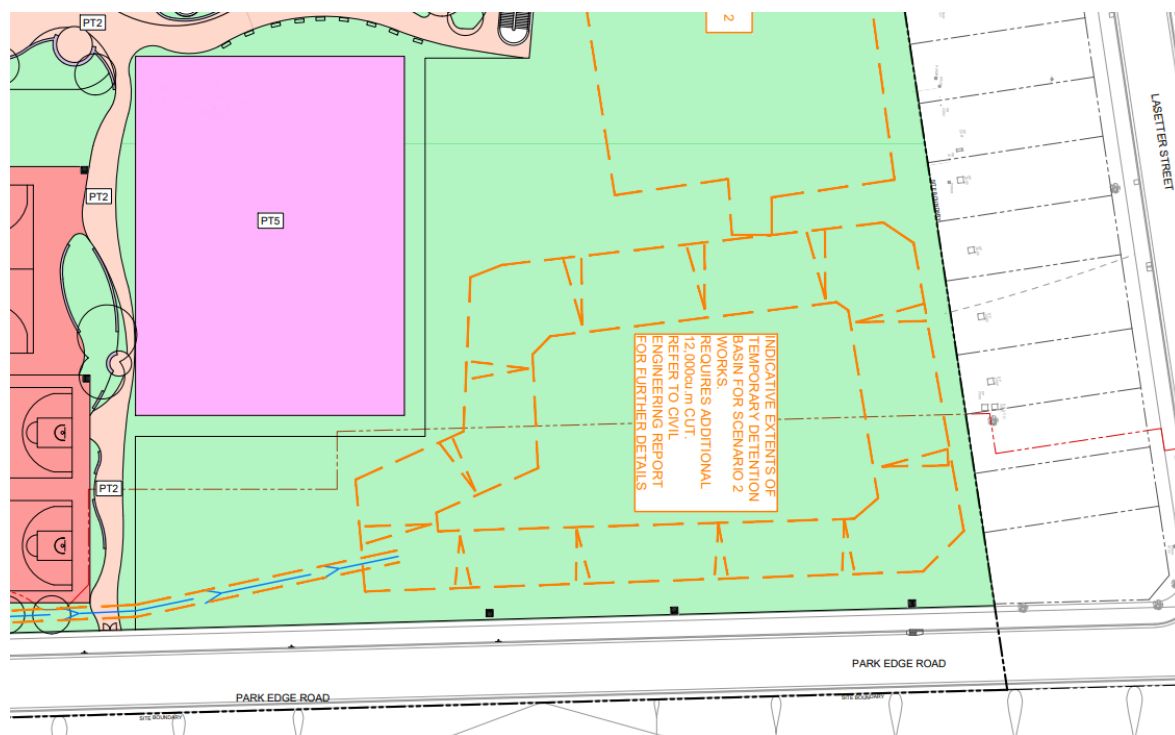


Figure 40: Temporary OSD location (north-east corner of site)

10.4.2 Mitigation Measures

The Detailed Site Investigation (**Section 9.3** of this REF), hydrology and water quality (**Section 9.4**) and geotechnical report (**Appendix 16**) concludes the activity is not likely to have significant environmental impacts in relation to contamination, hydrology or water quality subject to implementation of the additional mitigation measures in **Table 35**

Table 35: Geotechnical Mitigation Measures – Stage 2 with temporary works

ID	Mitigation Measure	Timing
General – Stage 2 with temporary works		
GE2-5	Existing OSD Basin - The existing OSD basin is not be decommissioned until either the off-site OSD basin is operational or a temporary OSD basin is operational within the boundary of the site.	Prior to the decommissioning of the existing OSD basin
GE2-6	An easement for access to the temporary basin will need to be registered to provide Council access.	Prior to occupation

10.5 Flood

No additional assessment to Stage 1 and stage 2 with permanent works.

10.6 Bushfire

The revision of the APZ to only be located within the subject site, removes any additional assessment, impact or mitigation measures required for Stage 2 with temporary works.

10.7 Aboriginal Heritage

No additional assessment to Stage 1 and stage 2 with permanent works.

10.8 Environmental Heritage

No additional assessment to Stage 1 and stage 2 with permanent works.

10.9 Ecology

No additional assessment to Stage 1 and stage 2 with permanent works.

10.10 Social Impact

No additional assessment to Stage 1 and stage 2 with permanent works.

10.11 Other issues

Table 35: Environmental Assessment – Other Issues

Issue	Consideration
Visual Amenity and Privacy	No additional assessment to Stage 1 and stage 2 with permanent works.
Overshadowing	No additional assessment to Stage 1 and stage 2 with permanent works.
Soils and Geology	Additional earthworks/ soil disturbance to construct a 10,000m ³ temporary OSD basin. Whilst the OSD is temporary measure, the resultant impact will be additional requirements for imported fill during the decommissioning period to back fill the temporary OSD basin.
Waste	<u>Construction</u> Stage 1 and Stage 2 with temporary works construction includes temporary works, such as the excavation of the temporary OSD basin and earthworks required for the temporary carpark, including an additional vehicle crossover on Armoury Road. The temporary waste area is not to be decommissioned until the carpark and waste area on Park Edge Road is operational. <u>Operation</u> Stage 1 and Stage 2 with temporary works operational waste will be stored and collected in the Armoury Road Temporary Carpark. The waste storage area is located in the north western corner and will provide waste storage volumes, collection frequency and management arrangements as per Stage 1 and Stage 2 with

Issue	Consideration
	permanent works. Upon operation of external works and vehicular cross over to the Park Edge Road carpark, waste provisions will revert to Stage 1 and Stage 2 with permanent works and the temporary waste area will be demolished/ rectified. Demolition, construction and operational waste for Stage 1 and Stage 2 with temporary works are subject to mitigation measures (Appendix 1).
Air Quality	No additional assessment to Stage 1 and Stage 2 with temporary works.
Wind	No additional assessment to Stage 1 and Stage 2 with temporary works.
Land Use	No additional assessment to Stage 1 and Stage 2 with temporary works.
Coastal Risks	N/A
Aviation	N/A

11. Environmental Impact Assessment

11.1 Cumulative Impact

As defined in the Part 5.1 Guidelines, 'Cumulative Impact' is defined as the following:

Impacts that are a result of incremental, sustained and combined effects of human action and natural variations over time, both positive and negative, or by the compounding effects of a single project or multiple projects in an area, and by the accumulation of effects from past, current and relevant future projects. Refer to definition for 'relevant future projects' to understand scope of projects to be included.

The term 'relevant future projects' is defined under the guidelines as:

The following types of development are 'relevant future projects':

- *other State significant development and State significant infrastructure projects*
- *projects classified as designated development and require an EIS*
- *projects that require assessment under Division 5.1 of the EP&A Act that are likely to significantly affect the environment and require an EIS*
- *projects that have been declared to be controlled actions under the EPBC Act*
- *any major greenfield and urban renewal developments that are scheduled for the area (e.g. new areas zoned for urban development). These types of projects are generally large in scale and could potentially contribute to or compound material impacts. They are also generally publicly notified and should therefore be known or reasonably foreseeable.*

The establishment and construction of a New High School for Jordan Springs is proposed to support the rapid development and growing population of Jordan Springs East and Ropes Crossing. Jordan Springs East has been subject to substantial development over recent years and in relation to the subject site, it formed part of a precinct-wide bulk earthworks development that resulted in the clearing of the land. In this regard, there is no established vegetation on the site, with the exception of recently planted street trees and turf.

The primary cumulative impacts associated with the works relate to the potential impacts that are associated with the construction works, as well as the potential impacts resulting from the operation of the new school.

The impacts of the construction works are temporary in nature and are expected to occur for a period of 12-24 months. The impacts associated within construction activities can also be mitigated through the implementing of measures throughout the construction process, as set out in **Appendix 1** of this REF report.

The proposed construction works are not considered to result in significant adverse amenity impacts on the surrounding development and residents. It is considered that the benefits associated with the establishment and operation of the new school will outweigh the short-term construction impacts. Therefore, any cumulative impacts associated with the development are considered to be minor, temporary and acceptable, subject to the implementation of the mitigation measures that are set out in **Appendix 1** of this REF report.

11.2 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 42** and where mitigation measures have been proposed in response to the factor, these have been identified.

Table 36: Environmental Factors considered

Environmental Factor	Consideration	Mitigation Measure Reference
Any environmental impact on a community?	The community impacts that could arise from the proposed activity relate to traffic, access and parking, noise and vibration, stormwater management, air quality, 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. In the long-term, the New High School for Jordan Springs will have a beneficial impact for the community, through the provision of educational services to children and families that are moving into the recently established suburb. The new high school will also create employment opportunities for adults who reside within the area and surrounding suburbs. During construction works, there are anticipated to be some impacts relating to noise, dust and traffic. These impacts are temporary and are considered to be acceptable, subject to the implementation of mitigation measures.	Multiple Refer to Appendix 1
Any transformation of a locality?	The works relate to the establishment and construction of a new high school. The school will provide for the educational and employment needs of the local area. As set out in Section 9 and 10 of this REF report, the proposal has been designed to minimise impacts on the surrounding area. The school has been setback a considerable distance from the site boundaries, so as to mitigate view and visual impacts from surrounding properties. The cumulative impacts associated with the development have been determined to be mostly temporary in nature and offset by the future benefits associated with the provision of a new high school for the area.	Multiple Refer to Appendix 1
Any environmental impact on the ecosystems of the locality?	The proposal will not result in environmental impacts on the ecosystems of the locality, provided that mitigation measures relating to erosion and sediment control, removal of hazardous materials (if encountered during works) and other construction management measures are implemented.	Multiple Refer to Appendix 1
Any reduction of the aesthetic, recreational, scientific or other environmental quality or value of a locality?	The proposal will not result in a reduction of the aesthetic, recreational or scientific value of the locality. The proposal will enable the	Multiple

Environmental Factor	Consideration	Mitigation Measure Reference
	establishment of a new high school for the area that will contribute to the aesthetic, recreational and scientific value of the locality.	Refer to Appendix 1
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?	The site is not located within a heritage item and is not part of a heritage conservation area. The proposal is also unlikely to impact on any areas of Aboriginal cultural significance, considering an AHIP (C0000362) was issued over the site on 5 June 2014, which is valid for 15 years. Notwithstanding, if during construction works any Aboriginal objects or relics are uncovered, a mitigation measure has been included to cease works immediately and contact the relevant authority.	Multiple Refer to Appendix 1
Any impact on the habitat of protected animals, within the meaning of the <i>Biodiversity Conservation Act 2016</i> ?	The subject site and wider precinct have recently been subject to clearing. In this regard, the site is a highly modified environment that comprises limited ecological values. The areas to the east of the site are zoned for Regional Open Space and consists of established trees and vegetation. No works are proposed within these areas of the site and therefore, subject to the implementation of mitigation measures, the impacts will be mitigated. In this regard, it is unlikely that the proposal will impact on the habitat of protected animals, within the meaning of the <i>Biodiversity Conservation Act 2016</i>.	Multiple Refer to Appendix 1
Any endangering of any species of animal, plant or other form of life, whether living on land, in water or in the air?	As above, the proposal is unlikely to result in impacts on the habitat of protected animals, due to the recent clearing of the site. In this regard, it is unlikely that the proposal will endanger any species of animal, plant or other form of life, whether living on land, in water or in the air.	Multiple Refer to Appendix 1
Any long-term effects on the environment?	As set out in this assessment, the proposed establishment and construction of a new high school for Jordan Springs will not result in any long-term effects on the environment.	Multiple Refer to Appendix 1
Any degradation of the quality of the environment?	The demolition and construction phase of the works will result in some short-term degradation. This can be appropriately managed by the contractor.	Multiple Refer to Appendix 1
Any risk to the safety of the environment?	Subject to compliance with the mitigation measures, the proposal will not result in any risk to the safety of the environment. The activity has been developed having regard to the environmental constraints of the	Multiple

Environmental Factor	Consideration	Mitigation Measure Reference
	site and surrounding area, notably bushfire, flooding and geotechnical considerations.	Refer to Appendix 1
Any reduction in the range of beneficial uses of the environment?	The site is currently vacant and will therefore not reduce the range of beneficial uses of the environment. Development for the purpose of a school is permissible with development consent in the UR zone.	Multiple Refer to Appendix 1
Any pollution of the environment?	Impacts associated with pollution is capable of being managed through the implementation of mitigation measures during the construction phase.	Multiple Refer to Appendix 1
Any environmental problems associated with the disposal of waste?	Waste will be managed in accordance with the Waste Management Plan (WMP) prepared by Elephants Foot. The WMP has considered the waste generation associated with the demolition, construction and operational phases.	Multiple Refer to Appendix 1
Any increased demands on resources (natural or otherwise) that are, or are likely to become, in short supply?	The proposal is unlikely to result in any increased demands on resources (natural or otherwise) that are, or are likely to become, in short supply.	Multiple Refer to Appendix 1
Any cumulative environmental effects with other existing or likely future activities?	Cumulative impacts associated with the works have been considered as part of Section 11 of this REF report. The cumulative impacts are likely to be short-term and given the long-term benefits associated with the establishment and construction of a new high school, are considered to be acceptable.	Multiple Refer to Appendix 1
Any impact on coastal processes and coastal hazards, including those under projected climate change conditions?	Not applicable.	Multiple Refer to Appendix 1
Applicable local strategic planning statement, regional strategic plan or district strategic plan made under Division 3.1 of the Act?	A review of the relevant strategic plans and legislative context is provided as part of Section 7 of this REF Report. The proposed activity is generally consistent with the provisions of the Sydney Region Plan, the Wester City District Plan and the Penrith Local Strategic Planning Statement.	Multiple Refer to Appendix 1
Any other relevant environmental factors?	Not applicable.	Multiple

Environmental Factor	Consideration	Mitigation Measure Reference
		Refer to Appendix 1
Any environmental impact on a community?	The community impacts that could arise from the proposed activity relate to traffic, access and parking, noise and vibration, stormwater management, air quality, 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. In the long-term, the New High School for Jordan Springs will have a beneficial impact for the community, through the provision of educational services to children and families that are moving into the recently established suburb. The new high school will also create employment opportunities for adults who reside within the area and surrounding suburbs. During construction works, there are anticipated to be some impacts relating to noise, dust and traffic. These impacts are temporary and are considered to be acceptable, subject to the implementation of mitigation measures.	Multiple Refer to Appendix 1

12. Justification and Conclusion

The proposed New High School for Jordan Springs at the corner of Armoury Road and Infantry Street, Jordan Springs 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; and
- Adequate mitigation measures have been proposed to address these impacts.

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.