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Staging Report - Revised

New High School for Jordan Springs

Corner Armoury Road and Infantry Street, Jordan Springs

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1 Introduction

1.1 Commission

DFP has been commissioned by NSW Department of Education (DoE) to prepare a Staging Report for the construction and operation of a New High School for Jordan Springs (activity). The activity is being approved under Part 5 of the EP&A Act 1979.

1.2 Purpose of this Report

An RFI was issued by DoE on 11 March 2025 which requested clarification of the staging for the activity and a single set of mitigation measures. This revised staging report details the amended approach to staging of the development. The option of two scenarios has been removed from the activity application.

The purpose of this report is to provide DoE with all relevant information in regard to construction and operation necessary to assess the proposed activity. This report has been prepared to support the REF report and to provide a clear description of the staging where required, for construction and operation of the new school.

This report also nominates additional mitigation measures relating to each Stage.

The report has been prepared in conjunction with the REF and all Appendices within the REF.

2 Activity Background

2.1 Activity Description

The proposed activity for the construction and operation of a New High School for Jordan Springs is proposed to have 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, playing field, three (3) outdoor sport courts, 72 operational at grade parking spaces (including two (2) accessible spaces), 100 bicycle spaces and landscaping.

The activity involves two (2) stages. Stage 2 has been further detailed to allow for either temporary works or permanent works to be undertaken pending the status of external works by others as detailed further in this report.

The school will only be completed in its final form (Stage 2 – permanent works) once the external works are completed (by a third party).

2.2 Other works

A summary of External works proposed to be undertaken by a third party consist of:

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

External works by a third party are further detailed in **Section 4.1** of this report.

3 Construction and Operation Staging of the Activity

3.1 Outline of Stages

The Activity scope of works includes two (2) Stages, to allow construction and operation of the school.

Stage 1 relates to works that are not reliant on external works being completed by others.

Stage 2 involves two options, pending the operational status of the external works.

Stage 2 – General works relates to the hall, carpark fronting the future Park Edge Road and multi sports courts being constructed. However, the operational status of the Park Edge Road carpark would be dependent on the status of the external works being operational.

In addition, Stage 2 works involve the following:

Stage 2 with temporary works (external works by others are not operational) would involve temporary measures, including a temporary carpark access off Armoury Road, temporary kiss a drop spaces on Armoury Road and a temporary OSD basin to the north-east of the site. Decommissioning of these works would also need to be undertaken once the external works by others are operational.

Stage 2 with permanent works (external works by others are operational) would involve a vehicular crossover to Park Edge Road to make the car park operational, bus zone along Armoury Road and all pedestrian entry points being operational.

The school will only be completed in its final form in Stage 2 with permanent works.

Upon the occupation of Stage 2 the school would have the capacity to accommodate up to 1,000 students.

The various stages of construction and occupation / operation of the school are detailed on the Staging Plans prepared by DJRD and summarised in **Sections 4, 5 and 6** below. Copies of these plans are provided as **Appendix 3** to the REF.

Approximate proposed timing of staging for occupation is as follows:

Stage 1 – Construction completed – Late 2025

Stage 1 – Operational – Mid-Late 2026

Stage 2 with temporary works – Construction completed –Mid 2026

Stage 2 with temporary works– Operational – Mid-Late 2026

External works completed by others - Unknown

Stage 2 with permanent works – Construction completed – 6 months after dedication of new roads and external works completed by others

Stage 2 with permanent works - Operational – On completion of Stage 2 with permanent works construction.

5 Stage 1

5.1 Stage 1 Summary

Stage 1 involves works that are not reliant on the external works by others being operational.
Stage 1 works involve:

1. Site Works

Demolish existing roadways, disconnect services and undertake earthworks within the Stage 1 boundary of the site. Undertake piling/ piers to support school buildings 1, 2 and 3.

No earthworks are to be undertaken in the stage 2 area of the site.

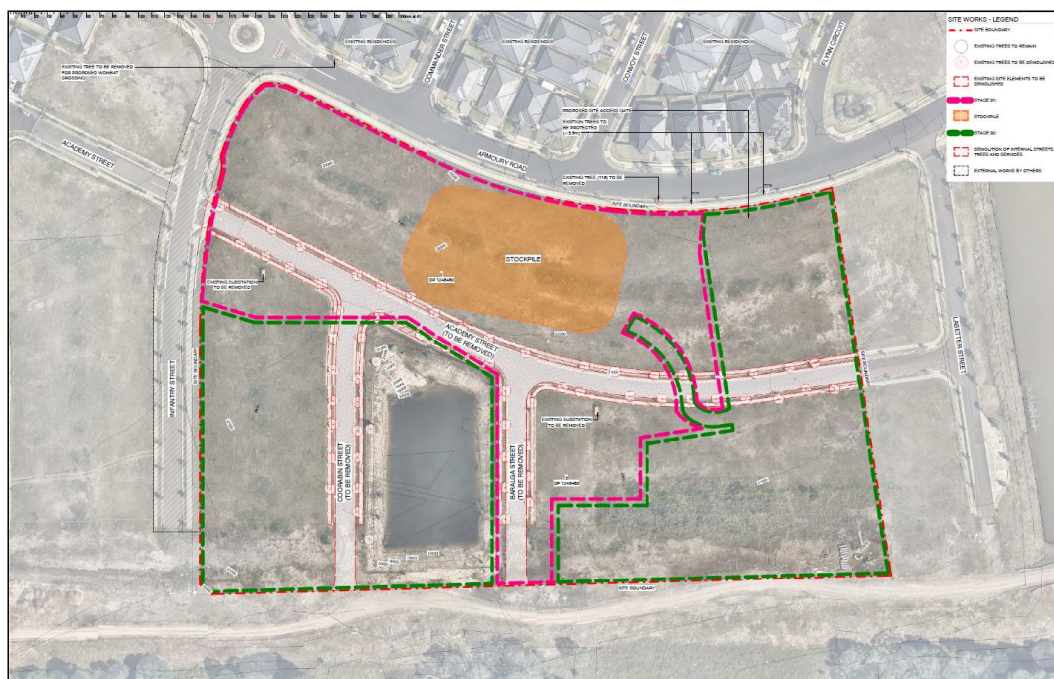


Figure 2 Stage 1 and 2 site works

2. Construction of the New Jordan Springs High School, including:

(a) Three (3) multi-storey classroom buildings

Construct three (3) three storey buildings. Building 1 to from Infantry Street, Buildings 2 and 3 to front Armoury Road.

(a) **One (1) sport's field**

Turf and line marking of one (1) sports field, west of Building 3.

(b) Pedestrian entry from Armoury Road

Construct main pedestrian entry accessed via Armoury Road.

(c) 100 bicycle parking spaces across the site

Installation of 50 bicycle racks to accommodate 100 bicycles spread across the site.

(d) Landscaping

Landscaping throughout stage 1 boundary, including, trees, plants, shrubs, turf, pathways, ramps, fencing and gates.

(b) Wombat crossing on Armoury Road

Wombat crossing to be constructed on Armoury Road, north on the Infantry Street intersection.

Stage 1 will continue to utilise the existing OSD basin until either the temporary onsite OSD basin or offsite OSD basin are constructed and operational in Stage 2. Stage 1 will not be operational until Stage 2 is completed and also operational.

5 Stage 1

Refer to **Figures 3-6** for Stage 1 construction and operation plans.

5.1.1 Stage 1 –Specific Mitigation Measures

Table 1 outlines specific Mitigation Measures relevant for Stage 1 works.

Table 1 Stage 1- Mitigation Measures submitted with REF – New High School for Jordan Springs		
ID	Mitigation Measure	Timing
General		
GE1-1	Existing OSD Basin – The existing OSD basin is to remain operational until either the temporary OSD basin or the off-site basin is constructed and operational as part of Stage 2 works.	During Construction Prior to operation of temporary or off site OSD basin
GE-13	The school is not to be operational until Stage 1 and Stage 2 (with either temporary or permanent work) are completed to ensure at the time of operation all of the facilities and amenities are provided to the school community.	Prior to Operation
Traffic and Transport		
TT1-1	Walking and Cycling - Provide pedestrian entrances on Armoury Road (main entrance),	Prior to commencement of operation
TT1-2	Walking and Cycling - Provide: <ul style="list-style-type: none"> 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
Noise and Vibration		
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

6 Stage 2

6.1 Stage 2 summary

The sequencing of Stage 2 construction is variable pending the status of the external works by others being constructed and operational, being 'Stage 2 with temporary works' and 'Stage 2 with permanent works'.

Stage 2 site works involve demolishing existing roadways, disconnecting services, undertake earthworks within the Stage 2 boundary of the site and filling of the existing on-site OSD basin.

The extent of earthworks will increase if Stage 2 with temporary works proceeds, as excavation will be required for the temporary on-site basin and temporary carpark.

Throughout 'Stage 2 with temporary works' and 'Stage 2 with permanent works' the existing OSD basin is not to be decommissioned until either the off-site basin is operational or the temporary OSD basin is operational within the boundary of the site.

Stage 2 - with permanent works involve the construction of the school hall, multi sports courts, Park Edge Road carpark with vehicular cross over to Park Edge Road, kiss and drop spaces on Park Edge Road and Infantry Street, a bus bay on Armoury road and all pedestrian entry points operational.

Should the external works by others not be operational at the time of Stage 2 construction, then Stage 2 with temporary works will be pursued.

Stage 2 - with temporary works involve the construction of the sports hall, multi sports courts, construction of Park Edge Road carpark but not vehicular carpark (non-operational), temporary kiss and drop facilities on Armoury Road, temporary carpark to the north west of the site, with a waste area and Support Learning kiss and drop spaces accessed via Armoury Road and a temporary OSD basin to the north east of the site.

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

It is proposed to obtain two (2) Crown Certificates for Stage 2 – temporary works, to enable the operation of the temporary OSD basin prior to the existing OSD basin being decommissioned.

1. Site works

Demolish existing roadways, disconnect services, piling and piers for the school hall and undertake earthworks within the Stage 2 boundary of the site.

2. Construction and operation of temporary on-site OSD Basin

Construct a temporary on-site OSD basin to the north-east of the site, capable of accommodating 10,000m³ of water.

3. Decommissioning of existing OSD Basin

Upon operation of the temporary OSD basin the existing OSD basin is to be dewatered and decommissioned and backfilled.

Note - The following activities **are not to be** undertaken until the existing on-site OSD basin has been decommissioned.

4. Construction and Operation of the New Jordan Springs High School, including:

(a) One (1) school hall

Construct a single storey hall, located towards Infantry Street, east of Building A and west of the carpark.

(b) Three (3) outdoor sport's courts

Construction and line marking of three (3) multi sports courts, north of the school hall.

6 Stage 2

- (c) **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)**

Construct a carpark to the south-east of the site. The carpark is to contain 72 parking spaces (inclusive of 2 accessible spaces). A waste storage area is to be provided within the carpark and will be accessible for a garbage truck to enter and exit the site in a forward direction. No vehicular cross over to this carpark is to be constructed, because it would not be operational until external works, detailed in **section 4.1** of this report are operational.

- (d) **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**

Construct a temporary carpark to the north-west of the site. The carpark is to contain 72 parking spaces (inclusive of 2 accessible spaces). A waste storage area is to be provided within the temporary carpark and will be accessible for a garbage truck to enter and exit the site in a forward direction. A new temporary crossover to Armoury Road will be constructed subject to s138 approval from Council.

- (e) Temporary Kiss and drop facilities on Armoury Road**

Construction/ line-marking of 17 temporary kiss and drop spaces on Armoury Road, subject to a s138 approval from Council.

- (f) Associated landscaping**

Landscaping including, trees, plants, shrubs, turf, pathways and ramps.

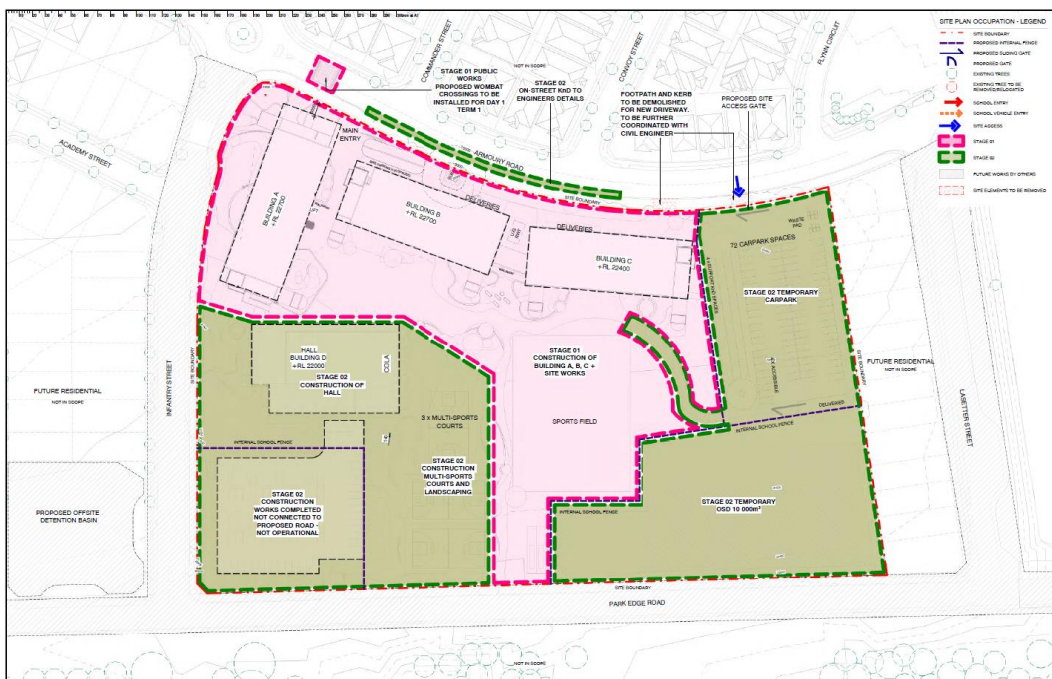


Figure 3 Stage 1 and Stage 2 with temporary works construction plan (Source DJRD)

6 Stage 2



Figure 4 Stage 1 and Stage 2 with temporary works operational plan (Source DJRD)

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

Separate Crown Certificates and Section 138 approval are required for the below works.

1. Decommissioning of temporary OSD basin once off site basin is constructed and operational.

Decommission, including dewatering of the temporary on-site OSD Basin, and relocation of fauna if present. Upon completion of decommissioning, backfill the existing on-site OSD basin.

2. Connection of the southeast carpark to Park Edge Road;

A permanent crossover to connect the south-east carpark to Armoury Road, will be constructed subject to s138 approval from Council.

3. Works to be completed once the Park Edge Road carpark is operational

(a) Rectification works along Armoury Road to remove temporary kiss and drop facilities and cross over for temporary carpark

Temporary kiss and drop facilities and cross over to temporary carpark on Armoury Road are to be rectified. Subject to s138 approval from Council.

(b) Demolition of temporary carpark, waste area and supported kiss and drop spaces, once permanent car park is operational

Demolish temporary carpark, waste area and kiss and drop spaces within the temporary carpark. Remove waste and lay turf.

(c) Bus zone on Armoury Road

Once the temporary works on Armoury Road are rectified, a bus zone, capable of accommodating three (3) buses is to be implanted along the Armoury Road frontage.

6.2.2 Stage 2 – with temporary works Specific Mitigation Measures

Table 2 outlines specific Mitigation Measures relevant for Stage 2 with temporary works.

6 Stage 2

Table 2 Stage 2 with Temporary Works- Mitigation Measures

ID	Mitigation Measure	Timing
TW2-2	Temporary OSD basin. A temporary OSD basin must be constructed and operational within the boundary of the site, located to the north east corner of the site.	Prior to decommissioning of the existing OSD basin
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
TT2-3	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 0 only required if temporary works are constructed		
DE2-1	Decommissioning of temporary OSD Basin – The temporary OSD basin is not to be decommissioned until the offsite OSD basin is operational. A separate Crown Certificate is to be obtained for the decision works.	Prior to Decommissioning of temporary OSD basin
DE2-2	Rectification of temporary works – all temporary works are to be demolished/ rectified once the permanent external road works are 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

6.3 Stage 2 – with Permanent Works

6.3.1 Proposed activity works - Stage 2 with permanent works

Stage 2 with permanent works is not to be undertaken until the external works by others, detailed in **Section 4.1** of this report, are completed and operational.

1. Decommissioning of existing on-site OSD basin

Decommission, including dewatering of the existing on-site OSD Basin, and relocation of fauna if present. Upon completion of decommissioning, backfill the existing on-site OSD basin

Note - The following activities **are not to be** undertaken until the existing on-site OSD basin has been decommissioned.

2. Site works

Demolish existing roadways, disconnect services, piling and piers for the school hall and undertake earthworks within the Stage 2 boundary of the site.

3. Construction and Operation of the New Jordan Springs High School, including:

(a) One (1) school hall

Construct a single storey hall, located towards Infantry Street, east of Building 1 and west of the carpark.

6 Stage 2

- (b) Three (3) outdoor sport's courts

Construction and line marking of three (3) multi sports courts, north of the school hall.

- (c) Associated landscaping

Landscaping to the south-east of the site, including, trees, plants, shrubs, turf, pathways and ramps.

4. Park Edge Road carpark:

- (a) **72 at grade car parking spaces, including two (2) accessible parking spaces, and waste services, located on the southeast corner of the site.**

Construct a carpark to the south-east of the site. The carpark is to contain 72 parking spaces (inclusive of 2 accessible spaces). A waste storage area is to be provided within the carpark and will be accessible for a garbage truck to enter and exit the site in a forward direction.

4. Connection of the southeast carpark to Park Edge Road;

A permanent crossover to connect the south-east carpark to Armoury Road, will be constructed subject to s138 approval from Council.

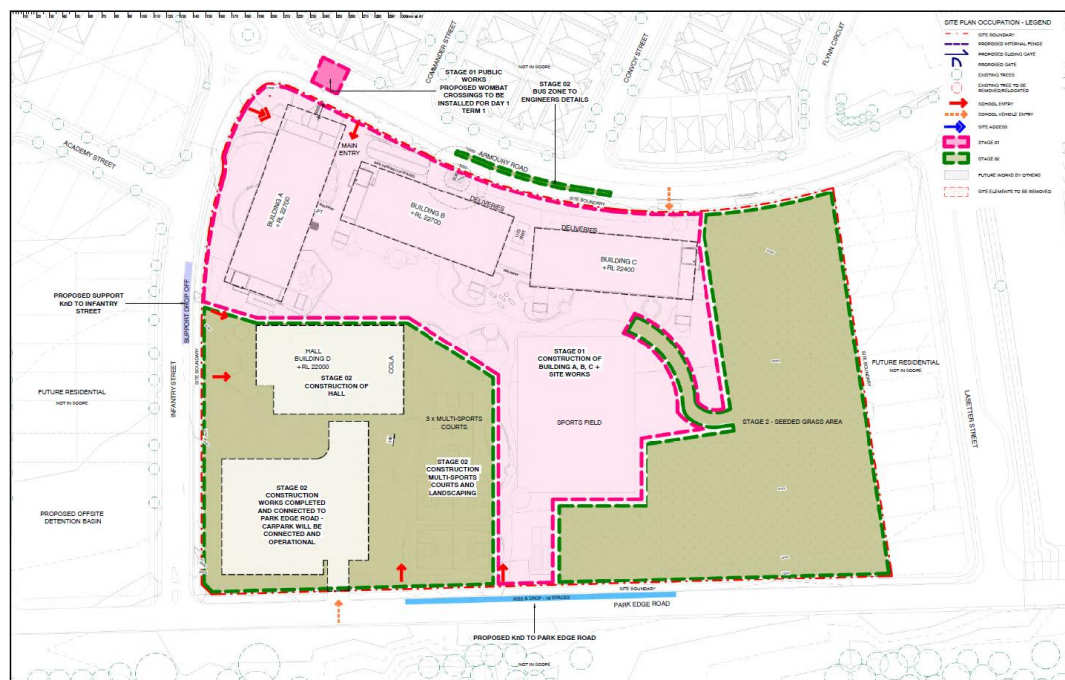


Figure 5 Stage 1 and Stage 2 with permanent works construction plan (Source DJRD)

6 Stage 2



Figure 6 Stage 1 and Stage 2 with permanent works Operational Plan (Source DJRD)

6.3.2 Stage 2 with permanent works specific –Mitigation Measures

Table 3 outlines specific mitigation measures relevant for Stage 2 with permanent works.

Table 3 Stage 2 - with Permanent Works Mitigation Measures

ID	Mitigation Measure	Timing
General		
PW2-1	A separate Crown Certificate will be required for these works if the temporary works have been undertaken.	Prior to the 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 the 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 the 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 the 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 the commencement of Operation

7 Staging Impacts – Construction, Decommissioning and Operation

7.1 Mitigation Measures

Mitigation measures from assessment for the Activity relevant for all stages are set out in REF Appendix 1.

7.2 Noise and Vibration

A Noise and Vibration Impact Assessment (NVIA) has been prepared by Marshall Day (**Appendix 21** of the REF) to assess the noise and vibration impacts to/from the proposed activity during construction and operation. The NVIA concluded that construction noise can be managed through a detailed Noise and Vibration Management Plan. The revised mitigation measures (**Appendix 1** of the REF) require that a detailed Noise and Vibration Management Plan be prepared for each relevant stage (including rectification works, if required) to ensure that the staged construction would have minimal environmental impacts. Should the temporary works proceed, pending the timing of the external works by others being completed, there will be pause in construction between the completion of stage 2 with temporary works and the rectification of the temporary works, this was assessed in the NVIA, previously as 'Scenario 2, Stage 3'.

The NVIA stated that operational noise generally complied with the Noise Policy for Industry and that informal play would moderately exceed the PNTL of residences at Lasetter Street (both temporary and permanent works) and Infantry Street (permanent works). However, the NVIA concluded that the project would not significantly affect the environment and included mitigation measures such as: stagger recess and lunch breaks, glazing of classrooms, and close openings to the metal/ woodwork and hall when high noise level activities occur.

The NVIA carried out its assessment based on the previous 'Scenario 1 and Scenario 2' now Stage 1 and Stage 2 (with either permanent or temporary works). It is noted that the updated REF removes the two scenarios and two sets of mitigation measures and now includes one consolidated set of mitigation measures. However, it is considered that the assessment carried out in the NVIA remains applicable to the updated REF because it has assessed the impact of staged construction and operational noise. The revised mitigation measures continue to capture all considerations of the NVIA to ensure that the works would result in minimal environmental impact. With the exception of the mitigation measures recommended in the NVIA relating the construction and operation of the classrooms, metal/ woodwork work rooms (Stage 1), hall (Stage 2) and rectification works (Stage 2 temporary works), all other noise and mitigation measures are required to be enforced throughout the project.

The change from Scenarios to staging does not result in any additional assessment or mitigation measures being required.

7.3 Bushfire

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

Buildings have been located away from the bushfire threat, outside of the nominated APZ's and are proposed to be constructed to BAL 19 standards as assessed in the BHA.

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

7 Staging Impacts – Construction, Decommissioning and Operation

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

Mitigation measures are included in **Appendix 1** of the revised REF to ensure the APZ, BAL, landscaping and servicing requirements are undertaken in accordance with Planning for Bushfire Protection 2019.

The revised REF and staging of the activity do not impact on the APZ requirements for the site, BAL construction level, perimeter roads or landscaping requirements. Location of the buildings and APZ in Stage 1 and Stage 2 (with either temporary or permanent works) have remained the same as the original assessment of the previous 'Scenario 1' and 'Scenario 2'.



Figure 7 Revised APZ mapping

7 Staging Impacts – Construction, Decommissioning and Operation

7.4 Flood

A Flood Impact Assessment (**Appendix 28** of the revised REF) was prepared as part of the REF in relation to the two previous scenarios. The revised REF and inclusion of 'Stages' rather than 'scenarios' does not amend the proposed finished floor levels of the buildings or the emergency evacuation routes.

Proposed finished floor levels of the buildings in both Stage 1 and 2 are unchanged from the exhibited REF being higher than the corresponding PMF level for the location of the building. Staging of the construction and operation of the school has no impact to the flood levels impacting the site.

It is considered that the FIA is still relevant to the revised REF and mitigation measures have been included in the revised mitigation measures. A new mitigation measure has been included to require a Construction Flood Management Plan, prepared as part of the Construction Environment Management Plan suite in accordance with the Department of Education's standard mitigation measures.

7.5 Stormwater

The REF has been updated to remove the 'scenarios' and to only include one option which includes two stages, with stage 2 dependant on the timing of external works by others being operational, including an off-site OSD basin.

The stormwater management plans and civil plans prepared for the original REF, included temporary works to be undertaken, should the external works by others not be completed and included mitigation measures regarding the operation of the temporary on-site basin prior to the decommissioning of the existing OSD basin.

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 (**Figure 8**), until such time as the new off-site OSD basin has been constructed by a third party. The existing OSD basin will be decommissioned once the temporary OSD basin is operational.

The revised REF includes the temporary basin, in Stage 2, which differs from the original Scenario 2, where the temporary basin was being constructed in Stage 1. Revising the staging to accommodate the temporary basin in stage 2, provides additional time for the external works to be completed, which may negate the requirement for temporary works.

The location and size of the temporary onsite OSD basin has not been changed in the revised REF and as such, it is considered the assessment of stormwater requirements and civil earthworks do not require updating. The proposed size of the temporary basin is 1:1 of the existing OSD basin.

7 Staging Impacts – Construction, Decommissioning and Operation

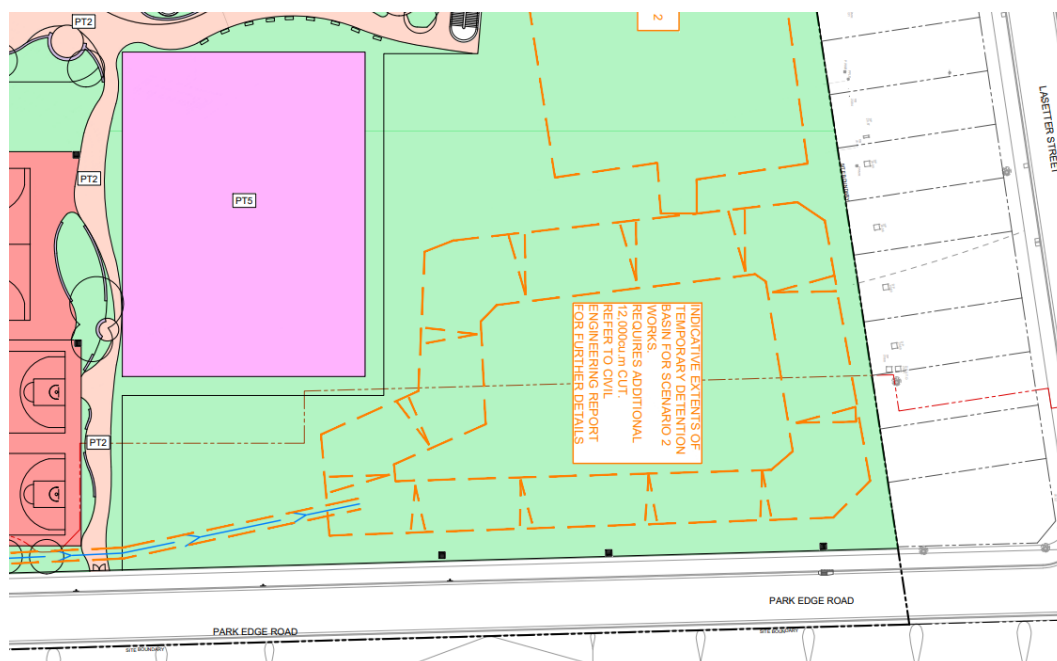


Figure 8 Temporary OSD location (north-east corner of site)

The revised REF, mitigation measures and this staging report, include details on the timing of decommissioning of the existing OSD basin, pending the operation of either the external works or temporary on-site detention basin.

An additional mitigation measure has been implemented in this regard, requiring the existing OSD basin to remain operational for Stage 1 works, until either the off-site basin or on-site temporary basin are constructed and operational in Stage 2 (see updated **Appendix 1** and below). The remainder of mitigation measures relating to the existing basin (decommissioning) and, if required, proposed temporary OSD basin (construction, operation and decommissioning) remain unchanged, however have been relocated to the respective stage of the revised REF, including for rectification works of the temporary OSD basin.

7.6 Traffic and Parking

A Traffic Impact Assessment (TIA) has been prepared by Stantec Australia, dated 13 December 2024 and includes a Construction Traffic Management Plan (CTMP) and School Travel Plan (STP). Refer **Appendix 20** of the revised REF.

Both the temporary and permanent works were assessed in the Traffic Impact Assessment. Staging of the activity does change the assessment or outcome of the Traffic Impact Assessment. Mitigation Measures have been included in **Appendix 1** of the revised REF in relation to the operational status of traffic and parking infrastructure and where required, decommissioning/ demolition of temporary infrastructure.

Construction vehicles entering the site during construction works will vary from standard utility vehicles to 12.5m heavy rigid vehicles (HRV's) and do not change when stages are introduced to the activity. **Figure 9** details the construction vehicle routes for arrival and departures of construction vehicles for all stages of construction.

7 Staging Impacts – Construction, Decommissioning and Operation

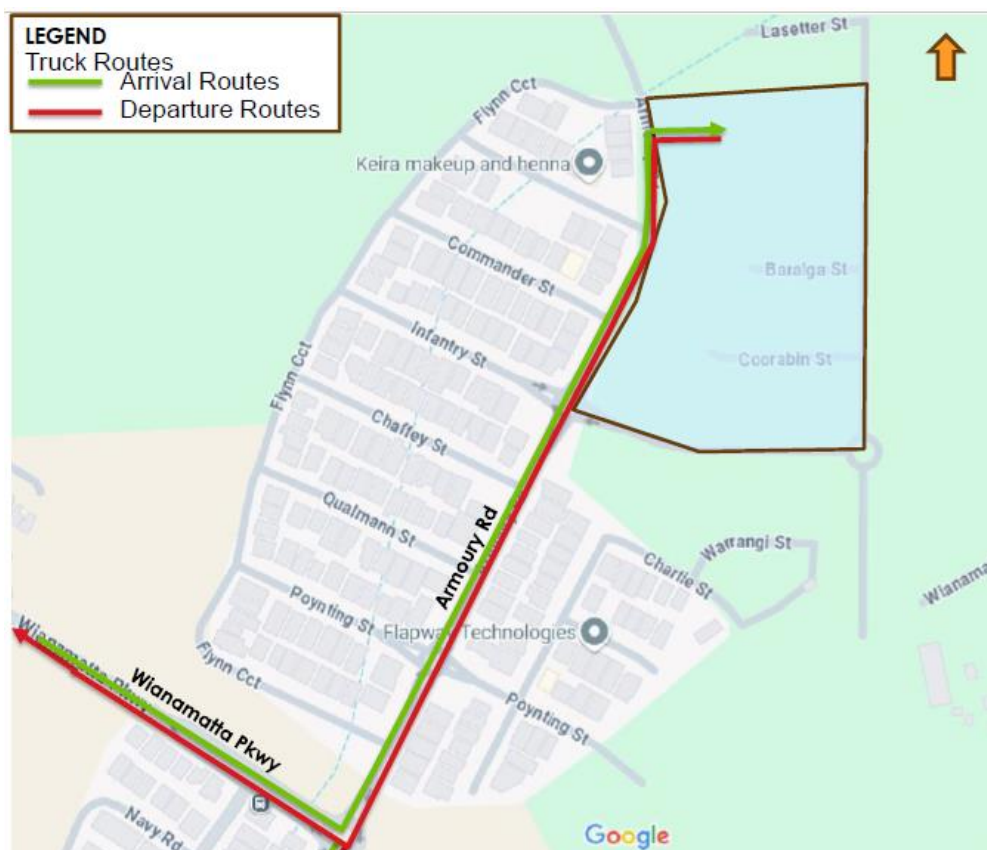


Figure 9 Proposed Construction Vehicle Site Access

The preliminary construction traffic management plan submitted with the original REF 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.

A School Transport Plan (STP) has been prepared by Stantec. The STP has been developed specific actions to assist in increasing the rate of use of public transport and active travel to school and will be implemented upon operation of either Stage 2 with Permanent works or Stage 2 with temporary works as Stage 1 of the activity will not be operational without Stage 2.

Parking and kiss and drop facilities will vary from Stage 2 with temporary works, to Stage 2 with permanent works, pending the external works by others being completed. This was assessed within the TIA as part of the original REF as 'Scenario 1' and 'Scenario 2'.

Stage 2 with temporary works will provide a temporary operational carpark, including supported learning kiss and drop facilities, kiss and drop facilities accessed off Armoury Road and a non-operational carpark to the south east of the site, known as Park Edge Road carpark. Stage 2 with temporary works will utilise an expanded existing bus stop on Armoury Road, south of the Infantry Street Intersection. Refer **Figure 10** and **Section 6.2**.

7 Staging Impacts – Construction, Decommissioning and Operation

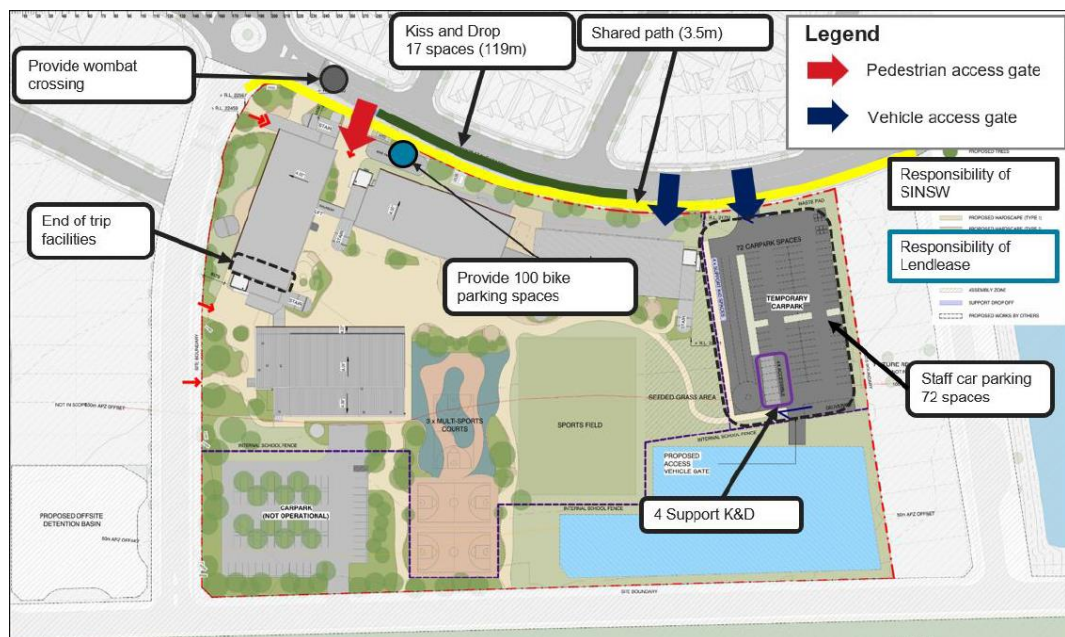


Figure 10 Site Access and Parking Arrangements – Stage 2 with temporary works

Stage 2 with permanent works relies on external works by others being completed and operational and consists of a carpark and waste area accessed off Park Edge Road. A bus zone will be implemented on Armoury Road. Kiss and drop facilities on Park Edge Road and Infantry Street are part of the external works by others. See **Figure 11** and **Section 6.3**.

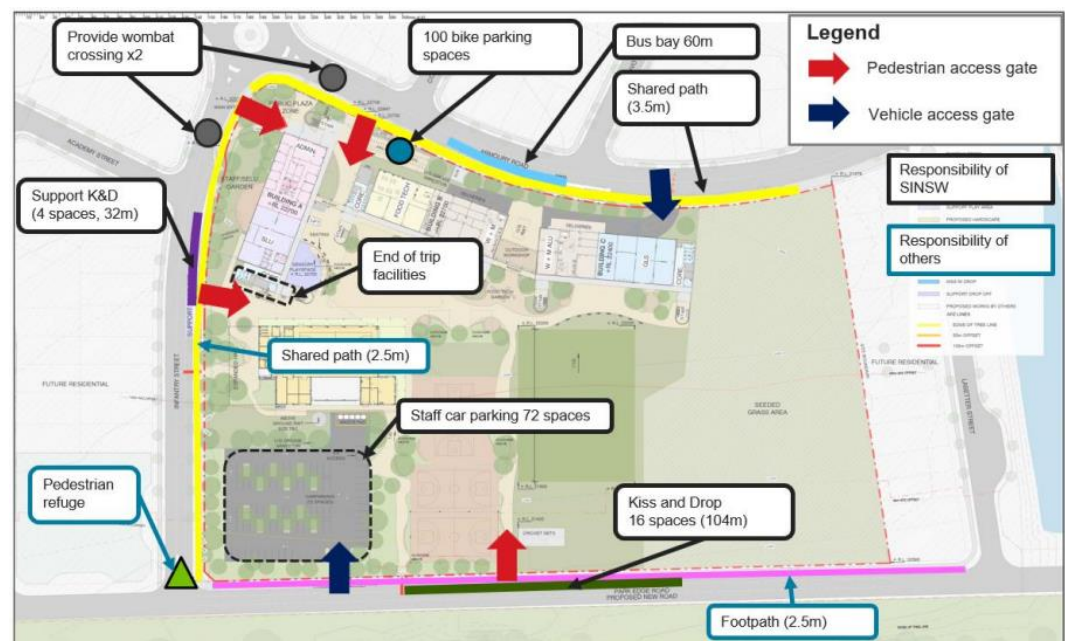


Figure 11 Site Access and Parking Arrangements – Stage 2 with permanent works

Should the temporary works proceed in Stage 2, rectification works will need to be undertaken, once the external works are completed and Park Edge Road carpark is operational, including, decommissioning/ demolition of the temporary carpark, waste area and Supported learning kiss and drop spaces, and rectification of the temporary kiss and drop spaces on Armoury Road.

7 Staging Impacts – Construction, Decommissioning and Operation

Where temporary traffic and parking infrastructure is implemented, the school is to communicate with the school community, the expected travel route to utilise the kiss and drop facilities to minimise traffic impacts to residential traffic in the surrounding area.

It is considered the Traffic Impact Assessment sufficiently addresses the activity, given that both temporary and permanent infrastructure options have been assessed and do not change with staging introduced to the activity.

7.7 Waste

Waste Management for demolition, construction and operation phases of the activity were assessed in the Waste Management Plans prepared by Elephants Foot (**Appendix 18 and 19** of the REF). Staging of the activity does not change the overall assessment of the volume of waste, type of waste or disposal/ recycling methods of waste, however the volumes of waste will vary in each stage due to a change in stage boundaries. 'Stage 1 with Stage 2 temporary works' now includes the temporary carpark and temporary OSD basin in Stage 2 rather than the previous Scenario 2, Stage 1.

Temporary works, including additional excavation and rectification works were calculated and assessed in the Waste Management Plans.

Waste collection points for both Stage 2 temporary works and Stage 2 permanent works including locations and collection times were assessed in the Waste Management Plans and original REF and do change with the Stages being introduced to the activity.

The stockpile for Stage 1 has been slightly relocated to the south, to accommodate the revised stage boundaries.

The impact of waste during demolition and construction on surrounding residents 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.

Removal of construction waste from the site is to be undertaken during the permitted construction hours of Monday – Friday 7am – 6pm and Saturday 8am – 1pm. No waste is to be removed on Sundays or public holidays.

Operational waste is to be collected outside of peak school drop/ off and pick up times and staff arrival/ departure times. Mitigation measures have been included in Appendix 1 of the REF in this regard.

Should Stage 2 with temporary works proceed, the waste area within the temporary carpark is not to be decommissioned/ demolished until the Park Edge Road carpark and waste area is operational. The waste area within the carpark on Park Edge Road is not to be operational until such time as the external works by a third party are completed and the vehicle cross over to Park Edge Road is operational.

As both the temporary and permanent waste arrangements were assessed in the Waste Management Plans, it is considered the information provided is sufficient for the revised REF and no additional assessment of waste is required.

No further assessment of waste is considered necessary for the revised REF.