NSW Department of Education

Review of Environmental Factors

Bungendore High School Temporary North Campus

Document version: Revision 2

Date: 19/08/2025

NSW GOVERNMENT

Acknowledgement of Country

The NSW Department of Education acknowledges the Ngunnawal, Ngambri, Ngarigo and Waljumba people, the traditional custodians of the land on which the Bungendore High School Temporary North Campus is proposed.

We pay our respects to their 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 Urbis on behalf of the NSW Department of Education (department) and assesses the potential environmental impacts which could arise from Bungendore High School Temporary North Campus at 4-6, 10 Majara Street, part Lot 1 DP 1276279 (Majara Street road reserve) and part Lot 1 DP 1276282.

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.

Author	Erin Crane
Qualification	B. Business/Commerce (Property), Western Sydney University & PGDip Planning, University of Technology Sydney
Position	Associate Director, Urbis
Signature	
Date	19 August 2025

Document Control

Document version: Revision 2

Date: 19/08/2025

Version history

Version	Date	Description	Prepared by	Approved by
1	03/06/2025	Draft	Urbis	Alaine Roff
2	19/08/2025	RTS	Urbis	Alaine Roff

Table of Contents

Tables

Figures

Appendices

Appendix	Name
1	Mitigation Measures
2	Architectural Plans
3	Architectural Design Report
4	10.7 Planning Certificates
5	Hydraulic Services Report
6	Survey
7	Accessibility Assessment Report
8	Building Code of Australia Assessment Report
9	Ecological Self Assessment
10	Bushfire Advice Letter
11	Civil Engineering Drawings
12	Civil Engineering Report
13	Contamination Advice Letter

Appendix	Name
14	Flood Assessment Letter
15	Geotechnical Memorandum
16	Heritage Impact Statement
17	Hazmat Advice Letter
18	Noise and Vibration Assessment Report
19	Construction Waste Management Plan
20	Operational Waste Management Plan
21	Preliminary Construction Management Plan
22	Streamlined Social Impact Assessment
23	Transport Impact Assessment
24	Preliminary Construction Traffic Management Plan
25	Electrical and ICT Services Report
26	AHIMS Search
27	Certificates of Title
28	Arboricultural Impact Assessment
29	Public Domain Works Plan

Abbreviations

Abbreviation	Description
AHD	Australian Height Datum
AHIMS	Aboriginal Heritage Information Management System
BC Act 2016	*Biodiversity Conservation Act 2016*
BC Regulation	Biodiversity Conservation Regulation 2017
BAM	Biodiversity Assessment Method
BCA	Building Code of Australia
BDAR	Biodiversity Development Assessment Report
CA	Certifying Authority
CM Act	*Coastal Management Act 2016*
CEMP	Construction Environmental Management Plan
CPTED	Crime Prevention Through Environmental Design
CWC	Connecting with Country
CWMP	Construction Waste Management Plan
The department	NSW Department of Education
DCCEEW	Department of Climate Change, Energy, the Environment and Water
Design Guide	*Design Guide for Schools* published by the Government Architect in May 2025
DPC	Department of Premier and Cabinet
DPHI	Department of Planning, Housing and Infrastructure

Abbreviation	Description
DSI	Detailed Site Investigation
EIS	Environmental Impact Statement
EMP	Environmental Management Plan
EPA	Environment Protection Authority
EP&A Act	*Environmental Planning and Assessment Act 1979*
EP&A Regulation	*Environmental Planning and Assessment Regulation 2021*
EPBC Act	*Environment Protection and Biodiversity Conservation Act 1999*
EPI	Environmental Planning Instrument
EPL	Environment Protection License
ESD	Ecologically Sustainable Development
Ha	Hectares
LEP	Local Environmental Plan
LGA	Local Government Area
MNES	Matters of National Environmental Significance
NCC	National Construction Code
NPW Act	*National Parks and Wildlife Act 1974*
NPW Regulation	National Parks and Wildlife Regulation 2009
NSW RFS	NSW Rural Fire Service
OEH	(Former) Office of Environment and Heritage
OWMP	Operational Waste Management Plan
PCEMP	Preliminary Construction Environmental Management Plan
Planning Systems SEPP	State Environmental Planning Policy (Planning Systems) 2021
Proponent	NSW Department of Education
RAP	Remediation Action Plan
REF	Review of Environmental Factors
RF Act	*Rural Fires Act 1997*
Resilience and Hazards SEPP	State Environmental Planning Policy (Resilience and Hazards) 2021
Roads Act	*Roads Act 1993*
SCPP DoE	*Stakeholder and community participation plan,* published by the NSW Department of Education October 2024
SCPP DPHI	*Stakeholder and community participation for new health services facilities and schools* published by the Department of Planning, Housing and Infrastructure October 2024
SEARS	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SSD	State Significant Development
TI SEPP	State Environmental Planning Policy (Transport and Infrastructure) 2021

Abbreviation	Description
WM Act	*Water Management Act 2000*

Executive Summary

The Proposal

The proposed activity relates to the construction and operation of the new Bungendore High School Temporary North Campus (the **activity**). The new high school will accommodate the operational needs of the Bungendore High School on a **temporary basis** (together with the existing high school located within the grounds of Bungendore Public School) as student enrolments continue to grow. These facilities will be utilised until such time as the permanent Bungendore High School is established at Birchfield Drive.

Specifically, the project involves the following:

- Use of the former Council administration building as part of the new Bungendore High School Temporary North Campus;
- New demountable classrooms;
- Landscaping, outdoor play areas, shade structure and basketball court;
- On site staff parking which utilises the existing car park and access from Majara Street; and
- Public domain upgrades to part Lot 1 DP 1276279 (Majara Street Road reserve) and part lot 1 DP 1276282 to enable kiss and drop from Majara Street and pedestrian connectivity to surrounding areas.

The site is located at 4-6 and 10 Majara Street, as well as part of Lot 1 DP 1276279 (Majara Street road reserve) and part Lot 1 DP 1276282 (the **site**). The site is approximately 9,910m^2 in size and is within the Queanbeyan-Palerang Regional Council Local Government Area.

Planning Pathway

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

A portion of the site (part Lot 1 DP 1276282) is zoned RE1 Public Recreation under the provisions of the *Queanbeyan-Palerang Regional Local Environmental Plan 2022* (**QPRLEP 2022**). RE1 Public Recreation is not a prescribed zone under Section 3.34 of the T&I SEPP, so development for the purpose of a new public schools is not permitted without consent in this location. Works within this portion of the site only include the extension of a pedestrian pathway, which will enable connection to the existing pedestrian pathway around Mick Sherd Oval. The pedestrian pathway will be delivered in association with the school (and has been included within the scope of this REF for completeness) but will also be available for general use by the public in association with the recreation function of this land. These works are permitted without consent pursuant to Section 2.73 (3(a(i)) and 3(a(vi) of the T&I SEPP.

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* (Department of Planning and Environment (**DPE**), June 2022) and the *Guidelines for Division 5.1 assessments - consideration of environmental factors for hospital and school activities Addendum* (Department of Planning, Housing and Infrastructure (**DPHI**) October 2024).

Consultation

Consultation has been undertaken in accordance with statutory requirements under the T&I SEPP and having regard to the *Stakeholder and community participation plan for new health services facilities and schools* (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)**.

During the statutory consultation period, the Department received 2 community submissions and 4 agency submissions. On 28 July 2025, A Request to Consider Submissions Memo was issued by the Department's Assessment Team to the Senior Project Director. Matters raised by the assessment team, as well as the community and agency submissions have been responded to in this updated revision of the REF.

In addition, non-statutory consultation has been undertaken with a range of community and government stakeholders throughout the design process, which is outlined in in Section 6 of this document.

Environmental Impacts

This REF is supported by a series of technical reports that evaluate and propose measures to mitigate any environmental impacts arising from the proposed activity. These reports have identified several potential impacts, all of which can be effectively managed through adoption of the required mitigation measures. The key issues assessed are as follows:

- **Traffic**
  The proposal will result in increased vehicle and pedestrian movement within the township of Bungendore, however vehicle trips will be distributed across the road network and ride-share is anticipated based on the close proximity to the Bungendore High School South Campus and Bungendore Primary School. Majara Street has recently been reopened for pedestrian and vehicle access.
- **Access and Parking**
  The proposal includes a single driveway on the southern boundary leading to an existing car park with 28 spaces, including one accessible space. The norther driveway will be closed to main traffic but used for service vehicles, with no expected negative impact as the car park is for staff only and contains sufficient turning points for manoeuvrability. Pedestrian access is available via the main entrance on Majara Street which includes an accessible access. A new pedestrian crossing on Majara Street will support safe road crossing. Six on-street spaces will be short-term parking during school travel times for student pick-up and drop-off.
- **Construction Related Impacts**

Construction related impacts can result in some disruption, however impacts are anticipated to be minor in nature, reflecting the limited scope of construction works and proposed construction timeframes. Construction related noise impacts may exceed target noise management levels in some instances, however can be managed through the preparation and implementation of a Construction Noise and Vibration Management Plan to ensure noise impacts are minimal.

Other impacts have been considered as detailed in this REF at Section 7.

Justification and Conclusion

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

The environmental impacts of the proposal are not likely to be significant. Therefore, it is not necessary for an 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 and approval of the Activity under the Commonwealth EPBC Act is not required.

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

1. Introduction

The NSW Department of Education (the **department**) proposes to construct and operate a new Bungendore High School Temporary North Campus (the **activity**) located at 4-6 and 10 Majara Street, Bungendore as well as part Lot 1 DP 1276279 (Majara Street road reserve) and part Lot 1 DP 1276282 (the **site**).

The proposed activity is consistent with the State Government's plan to rebuild essential services. The 2024-25 budget is delivering record education funding including $1.4 billion for new and upgraded schools in regional NSW. The focus is on ensuring that the growing communities are receiving access to world class public education.

Bungendore's growing population has placed increasing pressure on existing schools, necessitating the establishment of a new permanent high school to accommodate local students. Currently, many students must travel long distances to attend high school in nearby towns, creating logistical challenges for families and limiting access to extracurricular and community based educational opportunities. While a site has been identified at Birchwood Drive in Bungendore for a new permanent high school, an interim solution to cater for the growing population is required.

The proposed activity is for the construction and operation of the new Bungendore High School Temporary North Campus. The high school will accommodate the operational needs of the high school on a temporary basis (together with the existing high school located within the grounds of Bungendore Public School) as student enrolments continue to grow. These facilities will be utilised until such time the permanent high school at Birchwood Drive is established.

This Review of Environmental Factors (**REF**) has been prepared by Urbis Ltd on behalf of the department to determine the environmental impacts of the proposed Bungendore High School Temporary North Campus. For the purposes of these works, the department is the proponent and the determining authority under Division 5.1 of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**).

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

The potential environmental impacts have been assessed in the accordance with the *Guidelines for Division 5.1 Assessments* (DPE, June 2022), Guidelines for Division 5.1 assessments - consideration of environmental factors for hospital and school activities Addendum (DPHI, October 2024), EP&A Act, the *Environmental Planning and Assessment Regulation 2021*, and the *Commonwealth Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

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

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

Commonwealth Minister for the Environment on whether assessment and approval is required under the EPBC Act.

This REF is supported by a series of technical reports that evaluate and propose measures to mitigate any environmental impacts arising from the proposed activity. These are appended to the REF.

2. Site Analysis

2.1 Site Description

The project site, and land to which the REF applies (the site) includes Nos. 4-6, and 10 Majara Street, part Lot 1 DP 1276279 (Majara Street road reserve) and part Lot 1 DP 1276282 as identified in **Figure 1**Error! Reference source not found.**.** The site is predominately rectangular in shape with a small protrusion on the western boundary which will accommodate a pedestrian pathway. The site has a combined area of approximately 9,910m^2.

Existing development on the site includes the former Queanbeyan-Palerang Regional Council (**Council**) administration building and at grade car parking located within 10 Majara Street. The building is a single storey brick structure with a pitched roof and gable features. Nos. 4-6 Majara Street are vacant lots. Part Lot 1 DP 1276279 forms part of the site, which is Majara Street road reserve, a public road under the ownership of Queanbeyan Palerang Regional Council (**QPRC**). Part Lot 1 DP 1276282 also forms part of the site which forms part of the wider Mick Sherd Oval.

The site features managed exotic grass (such as lawns) and planted native and exotic trees, concentrated along the existing building frontage. Based on a flora and fauna surveys undertaken in relation to a Biodiversity Development Assessment Report (Kleinfelder, 2024), no threatened flora species or habitat for threatened fauna species were identified on site.

The site is relatively flat, with a slight rise in topography along the eastern boundary towards the rail line.

The site is located within the township of Bungendore within the Queanbeyan Local Government Area (**LGA**). Immediately adjoining the site to the east is the Southern NSW railway line that provides train services to Canberra and Sydney. Low density residential land is located east of the subject site. To the west of the site is the Mick Sherd Oval and the Bungendore Public Swimming pool. The State heritage listed Bungendore Train Station and local heritage listed stationmaster's cottage is located to the south. The Bungendore Primary School, located on the corner of Gibraltar Street and Majara Street approximately 170m south of the site currently accommodates Bungendore High School on a temporary basis.

Photographs of the existing site condition and surrounding context are provided in **Figure 2**.

Figure 1: Aerial View

Picture 1 View north east from adjoining public space towards the subject area

Picture 2 View north east towards subject site (subject area on opposite side of existing building)

Picture 3 View south east towards the railway station and Stationmasters Cottage.

Source: Google Streetview

Picture 4 View north east towards the existing Council administration building.

Source: Google Streetview

Picture 5 View south to area proposed for new walkway

Source: Google Streetview

Picture 6 View south west to area proposed for new walkway.

Source: Google Streetview

Figure 2: Site Photographs

2.2 Locality Context

The site is centrally located within the Bungendore township, approximately 300m north east of the town's commercial centre, 23km northwest of Queanbeyan and 40km east of Canberra. The surrounding locality is currently undergoing a transformation from rural land to residential development following the rezoning of land located in the northern outskirts of Bungendore in 2020.

The immediately surrounding land is described as follows:

- **North:** Land to the north includes existing low density residential neighbourhoods and public open space. Further north is the new Elm Grove Estate residential subdivision where the permanent Bungendore High School will be located on Birchfield Drive.
- **East:** Directly east of the site beyond the railway line is more low-density residential development and rural, agricultural land.
- **West:** West of the site is the Mick Shard Oval and Bungendore Swimming Pool. Commercial and retail development is present along Gibraltar Street.

- **South.** The existing Bungendore Primary School is located south of the subject site, which currently accommodates the Bungendore High School (Southern Campus) on a temporary basis. Also located south is the Bungendore Train Station and more low-density residential dwellings continuing into the south of the town.

The site is not within proximity to any licensed premises, sex-service establishments, or potentially hazardous land uses such as petrol stations.

The local and regional location of the site in the context of the Bungendore township and Canberra is shown below in **Figure 3**.

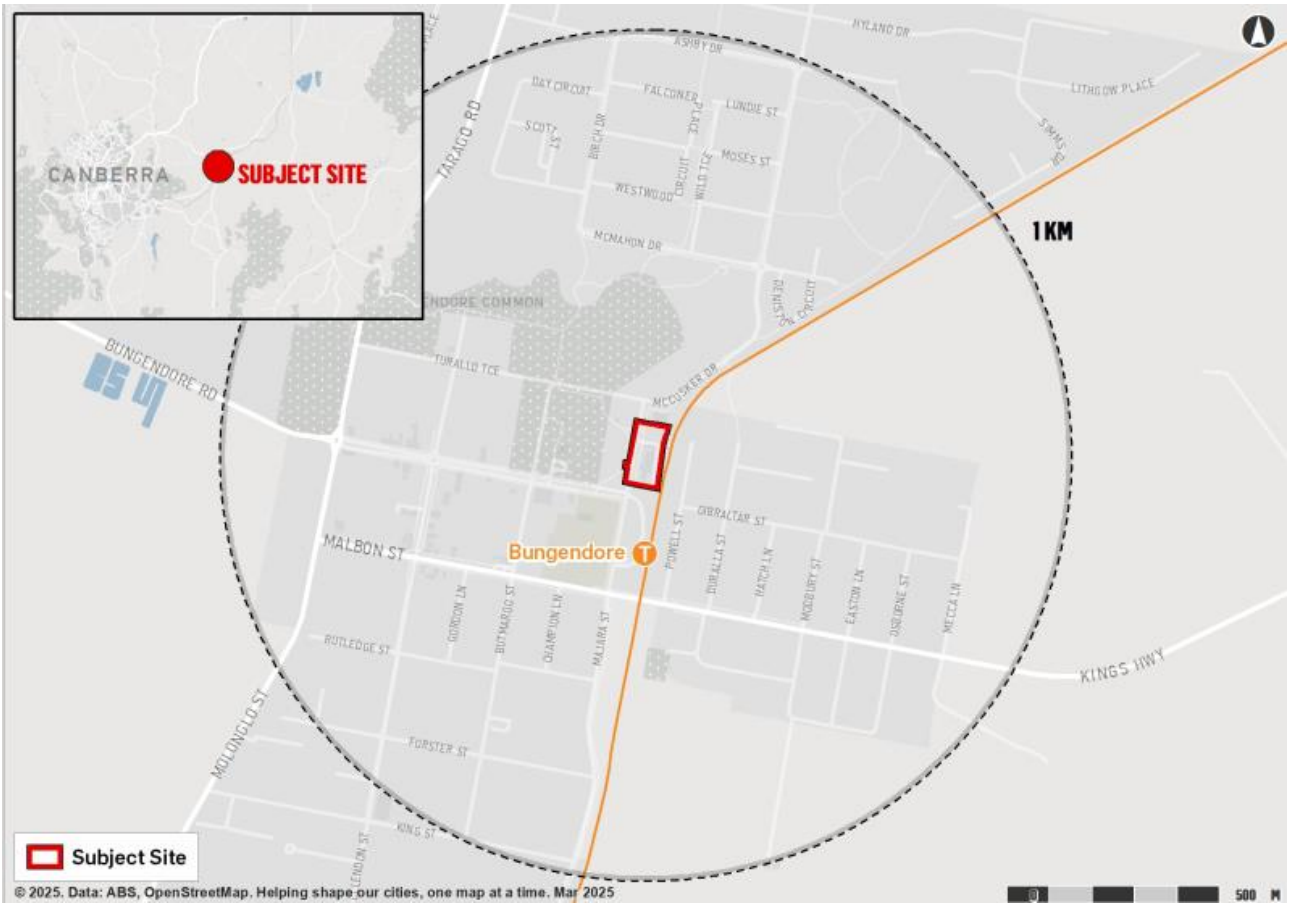


Figure 3: Locality Plan

2.3 Site Constraints and Opportunities

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

- A small portion of the site (part Lot 1 DP 1276282) forms part of Mick Sherd Oval which forms part of the local heritage listed Bungendore Soldiers Memorial (Item 197). The site is also within proximity to other heritage items including the Bungendore Stationmaster's Cottage (Item 199) located directly to the south of the site and the railway station, rail yard and ancillary buildings (Item 200) located directly east of the site and the south. The

Bungendore Railway Station & Yard Group is also listed on the NSW State Heritage Register (01105).

- The site's location is close to the existing primary school and high school and will potentially intensify pedestrian activity and traffic movements in this location.
- As the proposed activity primarily utilises an existing building, there are limited opportunities for alternate layouts and additions.
- The use of this site for a school has been subject to historic planning approval processes (including a historic State Significant Development Application for a permanent high school) and community sentiment regarding the appropriateness of this site for a school was mixed at that time.
- The site and the Majara Street road reserve include easements as indicated on the architectural plans. No buildings, works, structures, earthworks, trenches or other activities are proposed which will impinge upon any easement or encumbrance over the site.

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

- The site is free of any significant environmental constraints including bushfire, flooding or ecological values which would prohibit a school in this location.
- The site's central accessible location, close to the Bungendore commercial centre and active transport options.
- It's close proximity and relationship with the Bungendore Public School which includes the temporary Bungendore High School (South Campus).
- Establishment of the proposed temporary Bungendore High School (North Campus) at this location will accommodate the needs of the High School and enable high quality education facilities until such time the permanent high school is established at Birchfield Drive.

A summary of the key site considerations and constraints as per the Planning Certificate is provided in **Table 1**.

Table 1. Key Site Attributes per 10.7 Planning Certificates.

Affectation	Yes	No
Critical habitat	☐	☒
Conservation area	☐	☒
Item of environmental heritage	☐	☒*
Affected by coastal hazards	☐	☒
Proclaimed to be in a mine subsidence district	☐	☒
Affected by a road widening or road realignment	☐	☒
Affected by a planning agreement	☐	☒
Affected by a policy that restricts development of land due to the likelihood of landslip	☐	☒
Affected by bushfire, tidal inundation, subsidence, acid sulfate or any other risk	☐	☒

Affected by any acquisition of land provision	☐	☒
Biodiversity certified land or subject to any biobanking agreement or property vegetation plan.	☐	☒
Significantly contaminated	☐	☒
Subject to flood related development controls	☐	☒

The 10.7 Certificate for Lot 1 DP 1276282 notes that this lot is not heritage listed. However, Council's LEP Heritage Map indicates that this land forms part of the Bungendore Soldiers Memorial (Local Heritage Item 197). Heritage impacts have been considered in relation to this item as outlined further in* ***Section 7.9* *of this REF.*

2.4 Public Transport and Active Travel

The site has access to existing public transport with bus and train services all located within a 200m walking distance radius. The Bungendore train station provides regional services to Sydney as well as more local services to Tarago, Queanbeyan and Canberra. Bus routes include the 830, 840X, 844 and 844X which run services to Queanbeyan and Canberra from Gibraltar Street and Majara Street outside the train station.

The 844 and 844X services are infrequent however, with certain AM and PM peak services not extending into Bungendore but rather terminating in Queanbeyan. Similarly, the 844 and 844X services only operate every 3 hours. It should be noted that Transport for NSW (TfNSW) are currently in the process of introducing increased bus services for Bungendore which is expected to be implemented by 2026.

The pedestrian network around the site includes footpaths on the eastern side of Majara Street with additional formal footpaths around the Mick Sherd Oval. There is a pedestrian refuge to the north of the subject site to enable the crossing of Majara Street. Council's *Bungendore Bicycle and Pedestrian Facilities Plan* proposed future footpaths and shared footpaths to be delivered by Council to improve north-south connectivity.

2.5 Land Ownership

The development site's legal identification and their respective owners (at the time that this REF has been prepared) is provided below in **Table 2**.

Table 2. Land Ownership Details.

Street Address	Legal Description	Land Owner
4-6 Majara Street	Lot 13 DP 1139067	NSW Minister for Education and Early Learning
4-6 Majara Street	Lot 14 DP 1139067	
10 Majara Street	Lot 3 DP 830878	
Part Lot 1 DP 1276282 (part of Mick Sherd Oval)	Part Lot 1 DP 1276282	

Part Lot 1 DP 1276279 (Majara Street road reserve between Turallo Terrace and Gibraltar Street)	Lot 1 DP 1276279 Public road reserve owned by QPRC	Queanbeyan Palerang Regional Council

In April 2022, the subject site formed part of a broader site area which was compulsory acquired by the NSW Minister for Education and Early Learning for the purpose of a permanent high school, in connection with the historic State Significant Development Application (SSDA) outlined below in **Section 2.6**. The SSDA has now been withdrawn, and the permanent high school is being proposed at Birchfield Drive, Bungendore.

The subject site is now only required by the department for the Bungendore High School Temporary North Campus on a temporary basis. As such, the land acquired under the historic acquisition process will be returned to the preceding owners: 4-6 and 10 Majara Street will be returned to Council; and Lot 1 DP 1276282 will be returned to Crown Land in due course. All works are contained on the lots specified in the table above. There are no works proposed on land currently owned by Crown Land.

Council, at its meeting dated 12 February 2025, approved the Deed of Settlement with the Minister for Education and Early Learning to facilitate the return of the former Bungendore Council properties to Council (Council Resolution 647/25). It is understood that the Deed of Settlement outlines the actions to occur to reinstate the assets and return each property to Council Ownership, care and control over a 5 year period.

Majara Street road reserve (Lot 1 DP 1276279) was originally acquired by the department for the SSD but has recently been transferred back to Council and gazetted as a public road on 28 March 2025. Owner's consent has been obtained from Council for inclusion of part Majara Street as part of the site area. All works proposed within the public road reserve will be subject to final detailed design.

The transfer of land at 4, 6 and 10 Majara Street between the NSW Minister for Education and Early Learning and Council does not form part of the scope of this REF and the exact timing of ownership transfer will be subject to the relevant agreement(s) between parties. The community will be kept informed of this outcome and future site uses as appropriate by Council in the future.

2.6 Development History

Urbis has reviewed Council's DA Tracker as well as the Major Project's portal. A summary of relevant applications relating to the subject site is provided below in **Table 3**.

Table 3. Relevant Related Applications

DA Reference	Development Description	Current Status	Distance from Site	Address
SSD-14394209	**New High School in Bungendore**	**Withdrawn**	**The site**	**6-14 Butmaroo Street, 2 Majara Street, 4-6 Majara Street, 10 Majara Street, Butmaroo Street, portion of Majara Street (between Turallo Terrace and Gibraltor Street**

2.7 Related Applications

Urbis has reviewed Council's DA tracker and confirms that no nearby development consents are expected to have a cumulative impact on the surrounding environment or built form when coupled with the proposed activity.

A permanent high school is being proposed by the department on land owned by the NSW Minister for Education and Early Learning further north at Birchfield Drive within the Elm Grove Estate, Bungendore. This permanent high school is the subject of a separate REF seeking activity approval under Part 5 of the EP&A Act. The permanent high school is approximately 2.5km north from the development site. The cumulative construction impacts of both activities has been considered to be negligible. To ensure construction traffic impacts are managed, a mitigation measure has been proposed for the permanent high school to ensure that construction vehicle access is limited to outside of the primary pick-up and drop-off periods for the existing Bungendore Public School and Bungendore High School (i.e. 8:35am to 9:05am, and 3:10pm to 3:40pm).

As outlined above, the subject site of this proposal was previously subject to a State Significant Development (SSD) application (SSD-14394209) for the construction of a new permanent high school.

The scheme proposed under SSD-14394209 was significantly larger than works proposed under this application, incorporating additional sites including No. 2 Majara Street, No. 68 Turallo Terrace and encroached further into the Mick Sherd Oval. The application was withdrawn in 2024, following a decision from the department to pursue the permanent high school at Birchfield Drive, Bungendore.

It is noted that significant technical assessment was undertaken relating to the subject site in support of the historic SSDA. Some of that information remains relevant to this proposed activity (albeit a significantly reduced scope from the SSDA) as most investigations were conducted within the last 3 years. Where technical consultant advice relating this this activity has relied upon previous investigations or technical reports, this has been acknowledged within the relevant appendices.

3. Proposed Activity

3.1 Overview

The proposed activity is for the construction and operation of the new Bungendore High School Temporary North Campus. The high school will accommodate the operational needs of the high school on a temporary basis (together with the existing high school located within the grounds of Bungendore Public School) as student enrolments continue to grow. These facilities will be utilised until such time the permanent high school at Birchfield Drive is established. A site plan is provided in **Figure 4**.

Specifically, the project involves the following:

- Use of the former Council administration building as part of the new Bungendore High School Temporary North Campus;
- New demountable classrooms;
- Landscaping, outdoor play areas, shade structure and basketball court;
- On site staff parking which utilises the existing car park and access from Majara Street; and
- Public domain upgrades to part Lot 1 DP 1276279 (Majara Street Road reserve) and part lot 1 DP 1276282 to enable kiss and drop from Majara Street and pedestrian connectivity to surrounding areas.

The Bungendore High School Temporary North Campus facilities proposed will supplement the existing high school facilities located within the Bungendore Primary School site.

Table 4 provides a summary of key aspects of the activity.

Table 4: Summary of the activity

Project Element	Description
Site Area	Approximately 9,910m^2
Project Name	Bungendore High School Temporary North Campus
Project Summary	• Use of the former Council administration building as part of the new Bungendore High School Temporary North Campus, • New demountable classrooms, • Landscaping, outdoor play areas, shade structure and basketball court, • On site staff parking which utilises the existing car park and access from Majara Street, and • Public domain upgrades to part Lot 1 DP 1276279 (Majara Street Road reserve) and part lot 1 DP 1276282 to enable kiss and drop from Majara Street and pedestrian connectivity to surrounding areas.
Use	Educational establishment
Student and Staff Numbers	Approximately 110 students and 15 staff members. Exact student and staff numbers are subject to finalisation of enrolments and operational requirements.
Car Parking and Bicycle Spaces	28 car parking spaces (staff car park) 5 kiss and drop parking spaces (Majara Street)

Project Element	Description
	20 Bicycle parking spaces
Play Space	Approximately 1,052m^2
Canopy Cover	No proposed tree removal or planting.
Off Site Works	There are no specific off-site works identified as part of the REF scope. It is however noted that the extension of the existing 40km school zone speed limit has been suggested as a transport related mitigation measure which may require the placement of signage outside of the site boundary. The school signage zone has been indicated in Appendix B of the Transport Impact Assessment, however will be determined in consultation with the relevant parties in accordance with mitigation measure TTMM5.

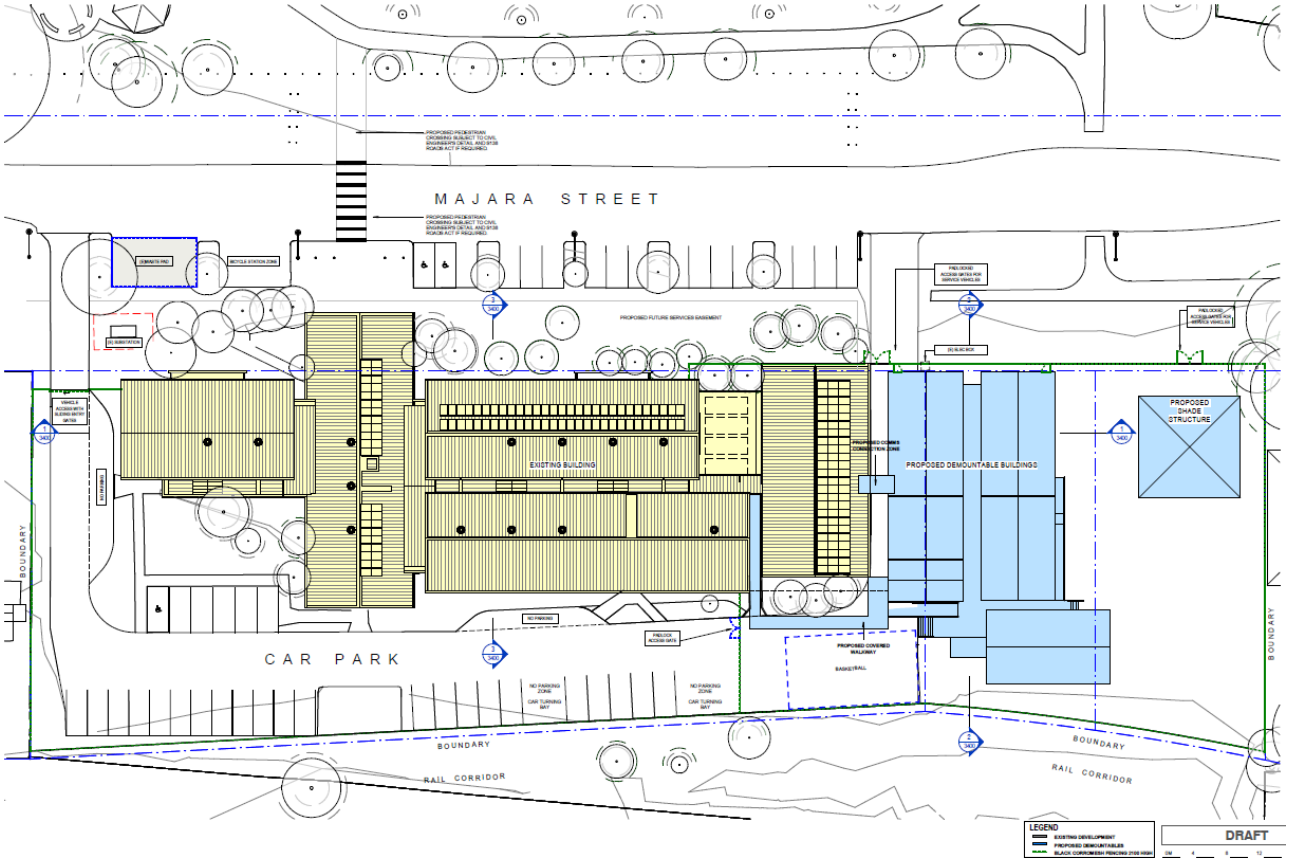


Figure 4: Proposed Site Plan

3.2 Design Development

The built form for the proposed activity includes the use of the existing single storey administration building, the establishment of single storey demountable structures with an associated walkway, and a standalone shade structure. By utilising the existing building and limiting the demountable structures to single storey, the visual impacts on the streetscape and the adjoining Mick Sherd Oval will be minimal.

The external facades for the demountable classrooms will be consistent with the temporary nature of the buildings. Materials including steel, wood and fibreboard will enhance the energy efficiency and reduce visual bulk of the structures. A landscaped front setback along Majara Street provides a defined separation between the temporary school buildings and the public domain. An existing 2.1m high black corro-mesh fence will be retained providing adequate and safe separation between the school grounds and the adjoining rail corridor that traverses the sites eastern boundary.

The layout of the demountable classrooms to the north of the existing public administration building allows for an open space play area and basketball court which will be located on the existing hard stand. The buildings will be connected by a covered walkway with a connection proposed between the proposed demountable buildings and the existing public administration building.

Design Guide and Design Quality Principles

The built form of the proposed activity responds to the design quality principles outlined in Schedule 8 of the TI SEPP and the associated Government Architect Design Guide for Schools dated May 2025 as follows:

Table 5: SEPP & Design Guide principles

Design quality principle	Response
1. Context, Built Form, and Landscape	The design integrates with its urban and natural surroundings, addressing the transitioning context of the area from semi-rural to urban. The single storey demountable buildings are appropriately scaled relative to the existing buildings on site and surrounding low density residential developments. Generous landscaped setbacks reduce the visual bulk and ensure a sympathetic relationship with adjacent properties. Retained and additional endemic vegetation enhances biodiversity and softens the built form.
2. Sustainable, Efficient, and Durable	The project incorporates environmentally sustainable design features. Given the temporary nature of the activity, a low intervention design approach will minimise the need for soil disturbance on site and will avoid impacts to any existing vegetation. The existing building includes solar panels and rainwater tanks which will continue to be utilised. Durable materials are selected for longevity, with shading devices minimising energy consumption and ensuring thermal comfort.
3. Accessible and Inclusive	The existing public administration building design prioritises inclusivity and accessibility, with covered walkways connecting buildings, and pathways designed for universal access. The main pedestrian entry is strategically located for connectivity with a new pedestrian crossing which connects the site to the adjoining Mick Sherd Oval and other community facilities. The demountable classrooms ensure universal access by incorporating hand-railed ramps for wheelchair and low mobility users.

4. Health and Safety	The layout incorporates clear sightlines, passive surveillance, and well-lit pathways to enhance safety. A secure perimeter fence and controlled entry points ensure a safe environment for students and staff. The existing building and design of the demountable classrooms minimises exposure to external hazards, and noise mitigation measures ensure a high level of internal acoustic comfort.
5. Amenity	The site provides a variety of indoor and outdoor learning spaces, including a basketball court and landscaped play areas. Given the siting of the existing building, which has classrooms on the eastern and western facades, it will ensure reasonable solar access and natural ventilation for these learning and recreational spaces. Shade is provided through existing trees and architectural features, as well as new shade structures, enhancing outdoor comfort.
6. Whole of Life, Flexible, and Adaptive	The proposed activity is utilising an existing public administration building and establishing demountable classrooms which can be easily removed in future. The existing building could also be re-purposed in future to suit administrative, office or a variety of community uses as desired. The robust material palette of the existing building and the demountable classrooms ensures long-term durability, while sustainability measures, such as rainwater harvesting and energy generation, support ongoing efficiency and resilience.
7. Aesthetics	The design of the existing public administration building and demountable classrooms reflects its operational use, and the proposed activity does not seek to change its current aesthetics. Existing vegetation and landscaping complement the built form, integrating the temporary high school into its urban and natural environment.

A further response to the SEPP and Design Guide Principles is included in the Architectural Design Report at Appendix 3.

Connecting with Country

The Connecting with Country principles established by the NSW Government Architect have been embedded into the proposed activity design. Given the temporary nature of the activity, a low intervention design approach has been adopted which will minimise the disturbance of soils and vegetation on site. The proposed land use enables the gathering of community for educational purposes and will improve the quality of education facilities available to the local community.

Sustainability and Climate Change

The proposed activity incorporates a range of Environmental Sustainability Design (**ESD**) measures to align with sustainability principles and meet relevant environmental performance targets. Key measures include:

- Existing photovoltaic (solar) array installed on the existing public administration building will reduce reliance on grid electricity, contributing to a reduction in carbon emissions and long-term operational costs.

- The installation of rainwater harvesting systems will support irrigation and potentially non-potable uses, reducing mains water consumption.
- The use of durable, low-maintenance materials minimises the environmental footprint associated with the construction and operation of the school.
- Existing trees will remain and large landscaped areas have been incorporated to reduce irrigation needs, enhance biodiversity, and create shaded areas that mitigate the urban heat island effect.

While the proposed activity is temporary in nature, these measures demonstrate a holistic approach to environmental sustainability by addressing energy, water, and ecological impacts.

The withdrawn SSD proposed a larger scale permanent high school in this location. The climate change risk assessment which was undertaken for the SSD included an analysis that identified no high or extreme risks due to climate change impacts after design elements were considered for the project. These design elements, including the design of mechanical heat rejection systems and landscaping provisions, have been considered during design development of this project. Furthermore, emergency management plans and real-time weather monitoring systems further enhance resilience, ensuring the school is well-prepared for current and future climate challenges.

Considering the proposed activity is at a much smaller scale than that proposed under the SSD, these measures reflect a proactive, integrated approach to creating a climate-adaptive and sustainable educational facility.

Landscaping

The landscaping approach includes retaining existing trees and vegetation, and reinstating any areas which are disturbed as part of construction works. The proposed activity does not require the removal of any existing trees on the site or on the road reserve. Any existing gardens will be cleared of debris and dead planting/foliage to make it safe for use as a school. Any replacement planting of turf or low-lying plants will be complementary and consistent with current native species. An extract of the Public Domain and Landscape Plan (**Appendix 2**) is provided below at **Figure 5.**

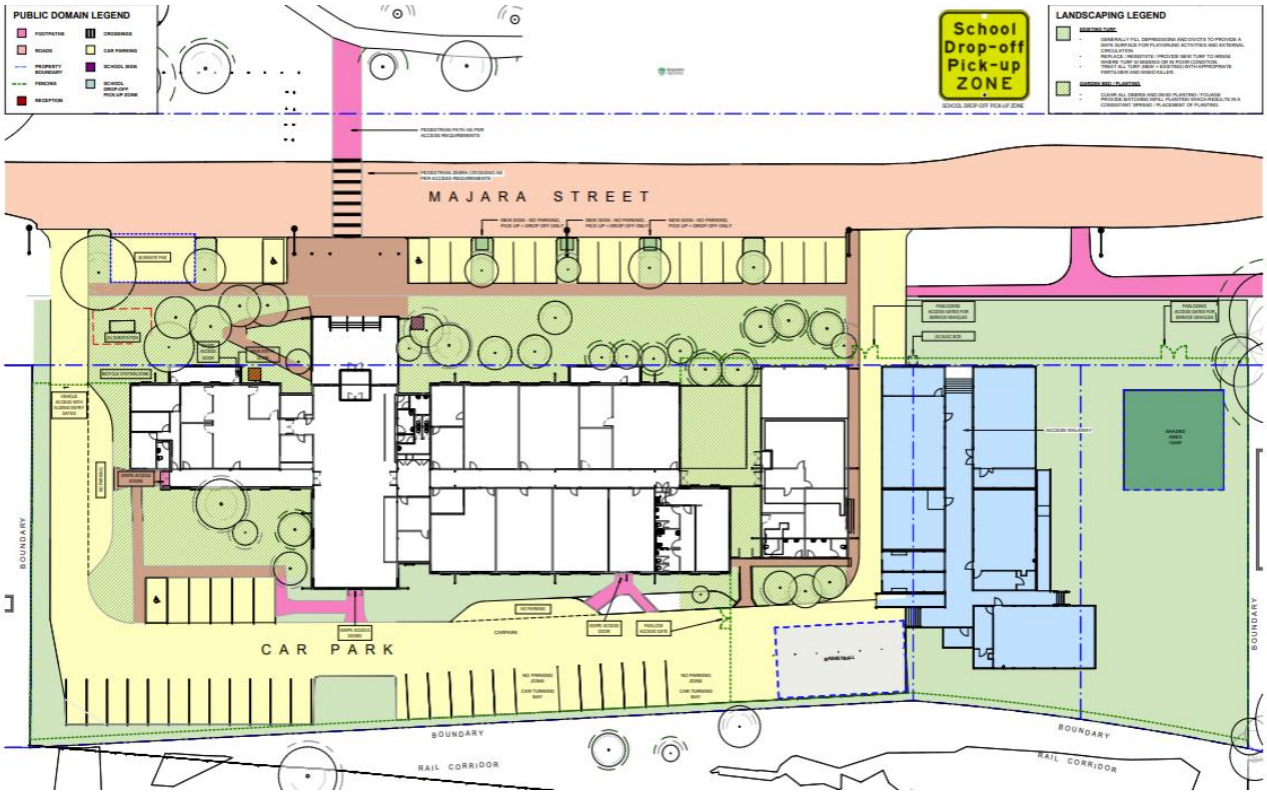


Figure 5: Public Domain/Landscape Plan

3.3 Site Layout and Learning Areas

As depicted above **Figure 5**, the site layout seeks to utilise the existing single storey administration building for use as the Bungendore High School North Campus, which will be complemented by the establishment of single storey demountable structures to the north of the existing building as well as a shade structure.

The existing administration building will accommodate:

- Staff facilities and clerical areas
- Hall
- Sick bays
- Library
- Canteen
- Staff and student toilets
- 5 General Learning Spaces (GLS)
- Visual art workshop
- Indoor and outdoor performance spaces
- Storage rooms

The proposed demountable structures will accommodate:

- One GLS
- Science room including prep space
- Wood/metal room
- Food technology room including prep spaces
- Commercial kitchen

- Storage rooms
- Toilets

An extract of the proposed floor plan is provided in **Figure 6** below.

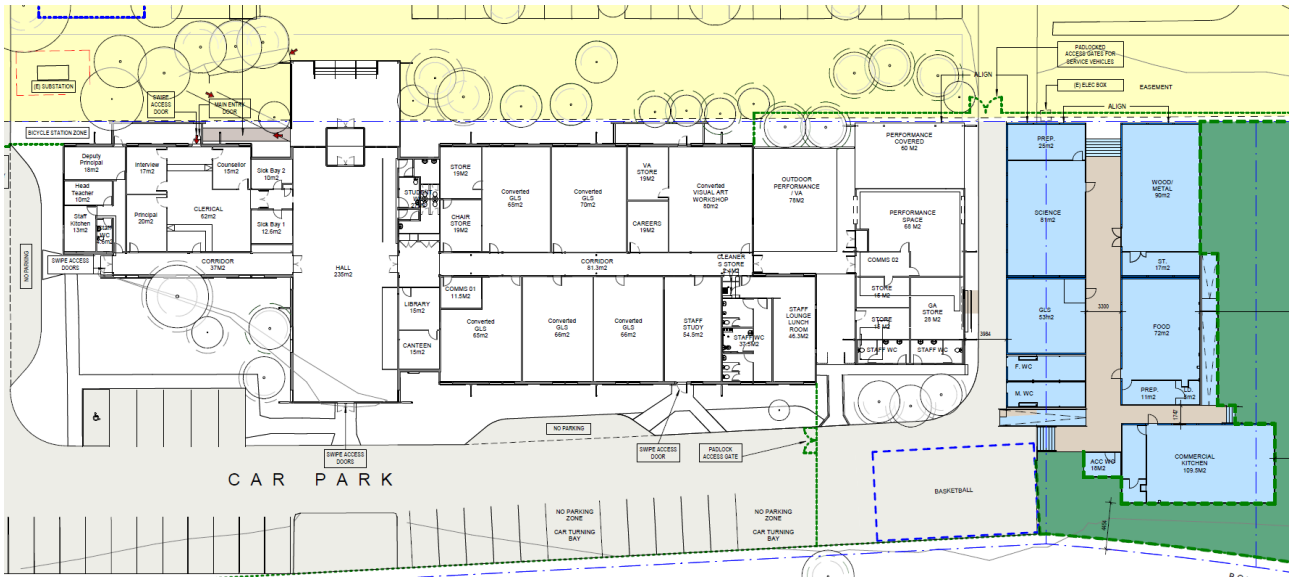


Figure 6: Floor Plan

The proposed demountable structures, as well as the proposed shade structure are set back slightly behind the existing setback of the main entrance of the administration building to maintain the existing street character along Majara Street.

The proposed structures will not exceed the existing building height of the admin building (approximately 6.48m). The proposed demountable structures provide an internal clearance of 2400mm with low angled roofs which means they will sit substantially below the height of the existing building. The western building elevation, depicted from Majara Street is provided below at **Figure 7**.

Figure 7: Western Elevation

The proposal will utilise the existing car park at the rear of the administration building for staff parking. The car park will be accessed from a single access driveway to the south of the existing administration building. 90 degree kiss and drop parking will be available on Majara Street, and other existing parking on Majara Street will be available for general use. Other pedestrian upgrades include the installation of a pedestrian crossing and a short connecting footpath from the pedestrian crossing to the existing footpath in Mick Sherd Oval.

As shown on the architectural plans, the school site will be secured by 2100mm high black corro-mesh fencing, which will be established as part of an early works package which is not subject to this REF.

The school grounds will include secured outdoor play area to the north of the demountable structures, as well as a basketball court at the rear of the existing administration building.

3.4 Signage

The proposed activity will involve the installation of three (3) signs as displayed on the site plan. The signs include building identification signage, parking signage identifying the location of pick up and drop off areas, and identification signage directing users to the school reception. The signs will not be illuminated. Details of these signs are provided below in **Figure 8** and on the Architectural Plans (**Appendix 2**).

Figure 8: Signage Details

3.5 Access and Parking

Pedestrian Access

The main pedestrian entry point will be from the Majara Street frontage of the existing administration building. Student and staff pedestrian entry will be available through the main doors under the existing gable awning. An existing accessible entry ramp is provided at this location.

Reception entry will be available to the left (south) of the main entrance from Majara Street. A concrete path is proposed to enable connectivity between the main entry doors and reception entry. Other pedestrian entries to the side and rear of the existing administration building will be staff only and require secure access. The pedestrian entries have been adequately separated from the main vehicular entries to avoid any possible conflicts between pedestrians and vehicles.

The proposed activity includes establishing a pedestrian crossing, directly in front of the main entry to enable safe access across Majara Street. The proposal also includes a short connecting pedestrian pathway in part Lot 1 DP 1276282 to join into the existing pathway around Mick Sherd Oval. This will provide safe pedestrian passage and a continuous pedestrian pathway between the north and south High School Campuses.

The proposal includes a nominated bicycle parking zone nearest to the front entry under the existing building awning, providing approximately 20 bicycle parking spaces.

Vehicle Access and Parking

The existing driveway entry from Majara Street near the southern boundary of the project site will provide access to the staff car park located behind the existing administration building. The car park will provide twenty-eight (28) parking spaces including one (1) accessible space. The existing car park currently includes secondary driveway access at the north of the administration building, creating a loop arrangement. However, the northern access driveway will not be utilised as a vehicular exit for the activity due to the proposed location of the demountable buildings. Instead, this driveway will be used for service access only. The car park will include no parking signage and turning bays to ensure vehicles and enter and exit the site in a forward direction from the southern driveway.

There is existing 90 degree parking along the Majara Street frontage (eastern side of Majara Street). 9 of these existing parking spaces will be designated as ‘no parking’ to avoid vehicle conflict with the new pedestrian crossing. 2 accessible spaces will be provided on the eastern side of Majara Street with associated kerb ramp to ensure accessibility to the building. The remainder of

the existing 90 degree spaces on the eastern side of Majara will remain. 6 parallel kiss and drop parking spaces are proposed on the western side of Majara Street

The proposed waste collection point is located on the eastern side of Majara Street on the existing hard-stand driveway area just north of the administration building. Waste vehicles will pull up on Majara Street for collection. Waste collection vehicles will not block access to nearby properties, roadways, footpaths or the main pedestrian entrances to the school.

Secondary vehicle access points are located to the north of the site for service vehicles only. These gates will be padlocked and only accessible outside of school hours to prevent any conflicts between pedestrians, students and vehicles.

Refer to **Figure 9** below for the proposed Public Domain Works Plan

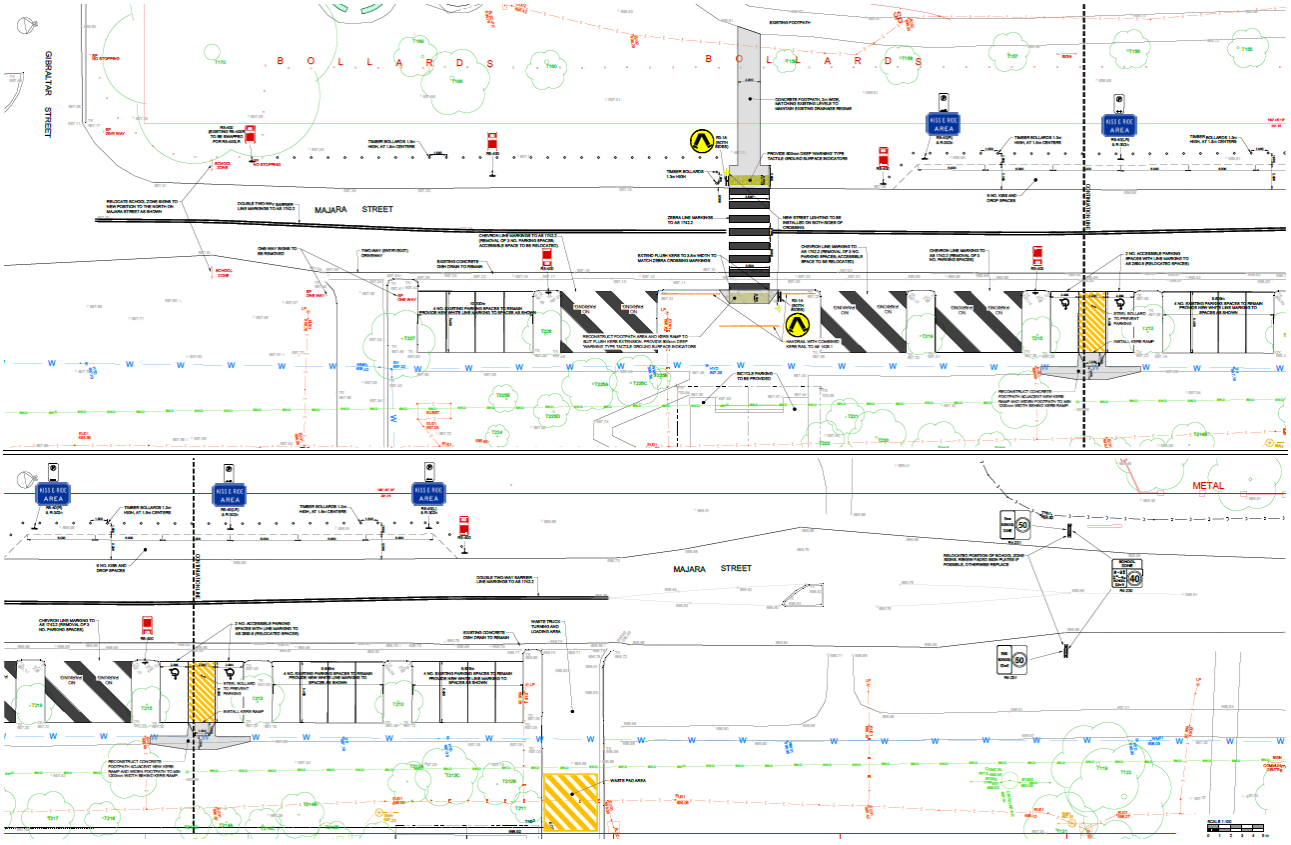


Figure 9. Public Domain Works Plan

3.6 Construction Activities

The proposed 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

There is adequate parking on site within the existing car park to accommodate construction worker parking during construction periods. Public parking is available on surrounding local streets such as Majara Street, Turallo Terrace and Gibraltar Street for any parking spill over.

Generally, construction vehicles will originate from a wide variety of locations throughout the Queanbeyan Region. However, all construction vehicles will be restricted to the State and Regional Road network where practicable. It is expected that vehicles will approach the site from the surrounding major roads, such as Tarago Road and Kings Highway, to reach the relevant access point. Appropriate site fencing and traffic management will be utilized to ensure no conflicts occur between construction activities and the general public.

The current approximate construction program milestones of the proposal are provided in the below table.

For further details, refer to the Preliminary Construction Management Plan (**PCMP**) and Preliminary Traffic Construction Management Plan (**PCTMP**) provided at **Appendix 21** and **Appendix 24** respectively.

Table 6. Construction Program.

Milestone	Start	Finish
Construction contract award	July 2025	July 2025
Site Establishment works	July 2025	August 2025
Main Construction works	August 2025	December 2025
Site Demobilisation	December 2025	January 2026

Demolition

There are no proposed demolition works as part of this REF.

Earthworks

Minor excavation works will be required to establish footings for the proposed demountable buildings as well as to accommodate utilities and services. All disturbed areas will be managed with appropriate erosion and sediment control measures during construction and reinstated with turf/landscaping prior to operation.

3.7 Utilities and Services

The following utility connection works are proposed, and will be subject to the relevant authority approvals:

- **Electrical:** Electrical services will utilise the existing kiosk substation and main switchboard within the existing building, with appropriate connections provided to the new demountable buildings. If the maximum demand of the total site, including the new demountable buildings cannot be provided by the existing kiosk and main switchboard an upgrade to the existing kiosk substation may be required. If required, this will be coordinated and approved through the relevant utility provider and this has been included as a mitigation measure.
- **ICT:** The ICT services to the Bungendore High School Temporary North Campus will be provisioned with a new wireless connection to the existing high school at the corner of Gibraltar and Majara Street. The wireless link will provide both internet connectivity and connectivity to the school's server.

- **Potable Water:** Potable water is available to the existing building. Potable water will be provided to the proposed demountable buildings from the existing 100mm water main along Majara Street via a new connection within the site.
- **Sewer**: Sewerage connection is available to the existing building. The proposed demountable buildings will include a new connection to the existing sewer main at the Majara Street frontage.
- **Stormwater:** The site includes established stormwater connections to the existing stormwater drainage on Majara Street. The proposed demountable buildings include proposed rainwater tanks and on site detention, as outlined further in **Section 7.6.**

3.8 Waste Management

Operational Waste

Wheelie garbage bins (WGBs) will be distributed throughout the site and a combination of WGBs suitable to use for waste streams and separation will be used. During the school's ongoing operation and maintenance, small amounts of hazardous waste may be produced, including light bulbs, batteries, electronic waste, oil, chemicals, or paint. These materials will be deployed in locations where the waste is generated (i.e., close to visual art classrooms and science labs etc.), and will be collected by a qualified contractor or Council operated chemical clean-out.

Operational waste will be collected regularly by a waste contractor from a dedicated waste storage area on Majara Street.

For further information, refer to the Operational Waste Management Plan (**OWMP**) provided at **Appendix 20.**

Construction Waste

The project will prioritise waste reduction, reuse, and recycling, ensuring compliance with NSW EPA regulations. Waste will be sorted on-site, with materials like concrete, timber, and metals recycled where possible. Excavated materials will be assessed for reuse, while hazardous waste will be strictly managed. Regular inspections, staff training, and record-keeping will support compliance, with periodic reviews ensuring best practices are maintained throughout construction.

For further information, refer to the Construction Waste Management Plan (**CWMP**) provided at **Appendix 21.**

3.9 Operation

Split Campus Arrangement

The Bungendore High School Temporary North Campus will operate as part of a split campus arrangement along with the existing Bungendore High School (South Campus), which is located within grounds of the Bungendore Primary School on the corner of Majara and Gibraltar Street. Additional high school facilities are required as student enrolments continue to grow.

It is anticipated that the proposed Bungendore High School Temporary North Campus will commence operations at the start of the 2026 academic year for approximately 110 students and 15 teachers, however exact student and staff numbers will be subject to final enrolments and the

operational needs of the school. These facilities will be utilised until such time the permanent high school at Birchfield Drive is established.

The Bungendore High School Temporary North Campus is anticipated to accommodate two year groups. Students will be permanently located at their nominated campus (i.e. either north or south campus) for the duration of the academic year to avoid the need for student movements between campuses on a regular basis. Teachers may move between campuses, subject to operational needs and timetabling.

Students at the Bungendore High School Temporary North Campus will utilise the existing bus services available to the South Campus on Majara and Gibraltar Street. In the morning, students would be dropped off by busses at the South Campus and could make their way to the North Campus via pedestrian pathways.

Hours of Operation

The anticipated school hours are outlined in **Table 7** below.

Table 7. School Hours of Operation.

Activity	Hours of Operation
School Hours	8.00am – 4.00pm, Monday to Friday
Recess and Lunch	Staggered throughout the school day
Administration	8.00am – 4.00pm
Waste Collection	Proposed outside of school hours Monday to Friday

Other Land Uses

Out of school hours care (OOSH) is not proposed under this REF. There are no proposed regular after school hours uses/activities or events proposed as part of the activity. These types of uses would be subject to the operational needs of the school and should these uses be proposed in future, further approvals may be required.

Temporary Use and Future Site Uses

The proposed operation of the Bungendore High School Temporary North Campus is temporary, until such time the permanent high school facilities at Birchfield Drive, Bungendore are operational. As such, when the site is no longer required for use as a high school by the department, it is anticipated that the department will remove the demountable structures and reinstate the land at 4-6 Majara Street. The Majara Street road reserve will be restored to the satisfaction of Council as per mitigation measure TTM11*. The existing administration building will remain on site at 10 Majara Street.

As outlined above in **Section 2.5,** the department intends to transfer the land back to the preceding owners, including Council (for 4-6 and 10 Majara Street) and Crown Land (Lot 1 DP 1276282). This transfer process will occur in due course, subject to appropriate agreements with the relevant parties.

Lot 1 DP 1276279 (Majara Street road reserve) has recently been transferred from the NSW Minister for Education and Early Learning to Queanbeyan Palerang Regional Council (QPRC) on 28 March 2025 and reopened as public road.

The transfer of land between the NSW Minister for Education and Early Learning and other parties does not form part of the scope of this REF. Discussions are ongoing between the parties and the community will be kept informed of this outcome and future site uses as appropriate by Council in the future.

4. Proposal Need and Alternatives

4.1 Proposal Need

Communities near the ACT-NSW border face increased demand for school enrolments, with around 5,354 NSW students currently traveling to the ACT for schooling, 70% of whom are from the Queanbeyan Palerang Regional LGA. The ACT has updated its enrolment policy to limit capacity for NSW students, making increased access to local schools a key priority in the South West Tablelands Regional Plan 2036. The Bungendore Structure Plan 2048 projects an additional 3,568 residents in the next decade, increasing the need for social infrastructure, including schools. The Queanbeyan Palerang Local Strategic Planning Statement aims for Bungendore families to have local primary and secondary school options by 2040, necessitating the expansion of the secondary school in the town.

The site was previously subject to a SSDA which proposed a larger scheme than the current proposed activity. The SSD included the construction of a new permanent high school and incorporated additional sites such as part of the Mick Shard Oval, Bungendore Public Swimming Pool and a site further north on Butmaroo Street. The SSD include a much larger scale scheme and significantly more facilities, however, was subject to mixed community sentiment. The department ultimately decided to pursue the permanent high school elsewhere in Bungendore (further north on Birchfield Drive) and the SSDA was withdrawn.

In the meantime, the immediate need for additional high school capacity remains. The proposed activity, which is for the temporary use of an existing public administration building as a high school, will ensure the schooling needs of the Bungendore community are met while a permanent location is established.

4.2 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**. It is noted that an alternative site for the temporary high school was not considered due to the department's ownership of the subject site and its location within the town centre, as well as the cost and time associated with acquiring any further land for a temporary purpose.

The site is well located to accommodate the Bungendore High School North Campus on a temporary basis due to the proximity to the existing high school and primary school. Staff are able to safely move between campuses if required (the proposed being only 200m from the existing high school). It also enables synergies for parents who have students between campuses or at the high school and primary school.

Table 8: Assessment of Options and Alternatives

Option	Discussion	Preferred Option
Option 1: The Proposed Activity	The proposed activity will ensure the educational needs of the community are met while ensuring minimal environmental impacts. The proposal utilises a currently vacant underutilised public administration building and temporary demountable	Option 1 is preferred as it will ensure the secondary schooling needs of the community are met while a permanent high school is being constructed elsewhere.

Option	Discussion	Preferred Option
	buildings requiring minimal construction works and disruption to the community.	
Option 2: Previous SSD	SSD-14394209 proposed the construction of a new permanent high school on the site and incorporated additional sites such as parts of Bungendore Common to the north and the Mick Sherd Oval. While this option will secure appropriate education establishments for future students, its location is not deemed appropriate given the mixed community sentiment and lengthy, complex planning approval pathway.	Option 2 is not preferred as it was subject to mixed community sentiment and a lengthy and complex planning approval pathway. The department ultimately decided to pursue the permanent high school elsewhere in Bungendore (further north on Birchfield Drive) and the SSD application was withdrawn.
Option 3: Do Nothing	If the proposed activity does not proceed, Bungendore will continue to lack sufficient educational establishments, requiring students to travel to the nearest schools in Queanbeyan or Canberra.	Option 3 is not preferred as it would result in a shortfall of education facilities for the students at Bungendore High School based on the anticipated enrolments for the 2026 academic year.

5. Statutory and Strategic Framework

In accordance with the Guidelines for Division 5.1 assessments (June 2022), an REF report must identify the relevant EPI provisions in relation to permissibility and consistency. This section of the report outlines the relevant EPIs in regard to the proposed activity.

5.1 Permissibility and Planning Approval Pathway

The *State Environmental Planning Policy (Transport and Infrastructure) 2021* (TI SEPP) aims to facilitate the effective delivery of infrastructure and educational establishments across the state and provides that various developments for the purposes of a government school are permitted without consent. The proposed activity is development permitted without consent as outlined at **Table 9**.

Table 9: Description of Proposed Activities under the TI SEPP

Division and Section within TI SEPP	Description of Works
Chapter 3 Division **Section 3.37A – New government schools—** **Development permitted without consent**	The proposed activity is for a new government school on behalf of a public authority on land zone R2 Low Density Residential and SP2 Infrastructure Zone, which are prescribed zones under the TI SEPP. The site does not contain an existing or approved school. The proposed activity includes utilising an existing single storey structure and construction of new single storey demountable buildings, thereby not exceeding the maximum 4 storey height prescribed by the TI SEPP. 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 **Section 3.23.2** of this REF. It is noted that a portion of the site (part Lot 1 DP 1276282) is zoned RE1 Public Recreation which is not a prescribed zone under Part 3.4 of the TI SEPP. This portion of the site only includes a proposed pedestrian pathway, which is permitted without consent under Section 2.73 of the TI SEPP and has been included in this REF as associated infrastructure for completeness. The school land use will therefore only apply to the lots within the prescribed zones.
Chapter 2 Division 12 Parks and Public Reserves **Section 2.73 Development permitted without consent**	As outlined above, the proposed activity includes a pedestrian pathway over part Lot 1 DP 1276282 which is land zoned RE1 Public Recreation and forms part of Mick Sherd Oval. Pedestrian pathways are permitted without consent under Section 2.73 3(a)(i) when carried out on or behalf of a public authority on parks or public reserves. The land is owned by the NSW Minister for Education and Early Learning and is therefore permitted without consent. Being an RE1 zone, part Lot 1 DP 1276282 will not form part of the school land use, however the pedestrian pathway has been included within this REF scope and as part of the identified project site for completeness, as it provides relevant pedestrian infrastructure and a connection to the Bungendore South Campus High School.

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

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 7**7 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 site is not located in a regulated catchment and therefore section 171(A) does not apply.

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 7**7.

5.2 Environmental Protection and Biodiversity Conservation Act 1999

The provisions of the EPBC Act do not affect the proposal as it is not development that takes place on or affects Commonwealth land or waters. Further, it is not a 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 10**.

Table 10: 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

5.3 Other Approvals and Legislation

Table 11 identifies any additional approvals that may be required for the proposed activity under relevant State legislation.

Table 11: Consideration of other approvals and legislation

Legislation	Relevant?	Approval Required?	Applicability
State Legislation			
National Parks and Wildlife Act 1974	No	No	Previous Aboriginal archaeology investigations have been undertaken at the site as part of the preceding SSD application, outlined in **Section 7.8** of this REF. These investigations established a low likelihood for Aboriginal archaeology and confirmed at the time that the SSD proposal would have no impact on Aboriginal cultural heritage. An updated AHIMS search has been undertaken in relation to the proposed activity, which confirms there have been no additional sites identified since the time of the SSD proposal. Given this activity is a significantly reduced scope than that considered as part of the SSD, no further assessment or approval is required under the *National Parks and Wildlife Act 1974.*
Rural Fires Act 1997	No	No	The site is not bushfire prone land, and no approvals or licences are required for the activity in relation to the RF Act. Refer to **Section 0** of this REF for further detail regarding bushfire risk.
Biodiversity Conservation Act 2016	Yes	No	The Biodiversity Conservation Act 2016 provides the framework for managing biodiversity impacts from development and land clearing. This framework outlines a process to avoid, minimise and offset biodiversity impacts through the Biodiversity Offset Scheme (BOS). As part of the withdrawn SSD application that proposed a larger scheme, a Biodiversity Development Assessment Report (BDAR) was prepared that confirmed the following: • Flora surveys recorded 42 species including six natives and 33 exotic species, with no threatened flora species found. • Fauna surveys indicated no threatened species • No critical habitats were found. A Biodiversity Advice Letter (Self-Assessment) has been obtained from Kleinfelder (**Appendix 9**) in relation to the proposed activity. The advice confirms that the activity will not result in any serious or irreversible impacts on any threatened vegetation communities or flora or fauna. No further assessment or approval is required in relation to this Act.
Heritage Act 1977	Yes	No	A small portion of the subject site (part Lot 1 DP 1276282) is identified on Council's LEP Mapping in relation to the local heritage item I197 "Bungendore Soldiers Memorial" (Gibraltar Street). However, the memorial itself is located further west within Mick Sherd Oval. Works within this portion of the site only include a pedestrian path. The site is surrounded by several heritage items located to the south, west and east including: • Local Item I199 "Bungendore Stationmaster's cottage" (No. 16 Majara Street). • State Item I200 "Railway Station, rail yard and ancillary buildings" (Gibraltar Street) • Local Item I197 "Bungendore Soldiers Memorial"

Legislation	Relevant?	Approval Required?	Applicability
			(Gibraltar Street) The proposed works on the subject site have been evaluated for the potential heritage impact that will occur on the local and State heritage items located in the vicinity. This is outlined within the Heritage Impact Statement (**HIS**) (**Appendix 16**) and described further in **Section 7.9** of this REF. Overall, the proposed works were evaluated to have an no detrimental heritage impact on the heritage items in the vicinity.
Roads Act 1993	Yes	No	Majara Street road reserve (Lot 1 DP 1276279) has recently been transferred to Council and gazetted as a public road on 28 March 2025. The proposed activity involves the construction of a pedestrian crossing on Majara Street, kiss and ride zone and the installation of required signage and linemarking. Approval under Section 138 of the Roads Act is not required for these works; however, landowners consent from Council will be necessary.
Local Government Act 1993	Yes	Yes	An approval under Section 68 of the LG Act will be required as the proposed activity includes the carrying out of sewerage work and stormwater drainage work that connects to Council's systems.
Crown Land Management Act 2016	No	No	At the time of preparing this REF, the subject site is owned by the Minister for Education and Early Learning (4-6 and 10 Majara Street and part Lot 1 DP 1276282 forming part of Mick Sherd Oval) and Council (Lot 1 DP 1276279, Majara Street former road reserve). As the land is currently not Crown Land, the CLM Act is not relevant.
Contaminated Lands Management Act 1997	Yes	No	The subject site has been subject to a historic Detailed Site Investigation, Remediation Action Plan and Interim Site Auditor Statement relating to the historic SSD application. Updated contamination advice has been sought from Lanterra (**Appendix 13**) which included a 'gap analysis' of the reporting history, as well as a review of the scope of this REF activity. Lanterra confirmed that the area previously identified for remediation as part of the SSD scope (land north of the community centre at 2 Majara Street) is now outside of the project boundary for this proposed activity. Lanterra also confirmed that further soil testing, environmental reporting or site auditor advice is not necessary prior to works commencing given the extensive investigations to date, the revised project scope and site area. The site is therefore suitable for the proposed activity from a contamination perspective, subject to implementing relevant mitigation measures including an unexpected finds protocol. Refer to **Section 7.3** of this REF for further details regarding contamination.

Table 12 includes an assessment of the proposed activity in relation to relevant State Environmental Planning Policies (SEPPs).

Table 12: Consideration of relevant SEPPs

SEPP	Relevant?	Application
State Environmental Planning Policy (Biodiversity and Conservation) 2021	No	The Biodiversity and Conservation SEPP contains provisions in relation to clearing vegetation, Koala habitat protection and coastal management controls. Relevant to the proposed activity, the removal of vegetation is not required in order to facilitate the proposed temporary use. Therefore, no further approvals are required, and the proposed activity is suitable in relation to the provisions of this SEPP.
State Environmental Planning Policy (Resilience and Hazards) 2021	Yes	Section 4.6 of the Resilience and Hazards SEPP requires the consent authority to consider whether the land is contaminated and if it requires remediation. As outlined above in this table, subject site has been subject to a historic Detailed Site Investigation, Remediation Action Plan and Interim Site Auditor Statement relating to the historic SSD application which is outlined further in **Section 7.3** of this REF. Updated advice from Lanterra (**Appendix 13**) and 'gap analysis' review confirms that no further soil testing, environmental reporting or site auditor advice is necessary prior to works commencing. The subject site is suitable for the proposed activity from a contamination perspective, subject to implementing relevant mitigation measures including an unexpected finds protocol.
State Environmental Planning Policy (Sustainable Buildings 2022	No	Chapter 3 of the Sustainable Buildings SEPP applies the erection of a non-residential buildings with an EDC greater than $5 million. The proposed activity will not exceed an EDC $5 million, therefore Net Zero and Embodied Emissions Reporting is not required in relation to this activity.
State Environmental Planning Policy (Industry and Employment) 2021	Yes	The proposed school signage is ancillary to the proposed activity for the construction of a school. An assessment against the relevant signage provisions of the Industry and Employment SEPP is provided in Table 12 below.

Table 13 below provides an assessment of the proposed new signage against the relevant design criteria provided in Schedule 5 of the Industry and Employment SEPP.

Table 13: Industry and Employment SEPP Schedule 5 Assessment

Criteria	Complies	Proposal
Character of the area		
Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	Yes	The proposed signage for the school is compatible with the existing and desired future character of the area. Building identification signage is proposed at the main entry and reception for wayfinding which will be clear, functional an integrated with the style of the existing building.
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	Yes	The scale and location of the signage is consistent with the scale of similar schools in the area.
Special areas		
Does the proposal detract from the amenity or visual quality of	Yes	The proposed signage does not detract from the amenity or visual quality of any environmentally

Criteria	Complies	Proposal
any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?		sensitive areas, natural or other conservation areas, open space area, waterways or rural landscapes. The proposed signage will not adversely impact local heritage values or affect any important site lines.
Views and vistas		
Does the proposal obscure or compromise important views? *Does the proposal dominate the skyline and reduce the quality of vistas?* *Does the proposal respect the viewing rights of other advertisers?*	Yes	Signage will be placed on an existing building so will not impact views, skylines or vistas. There is no relevant advertising signage that requires consideration
Streetscape, setting or landscape		
***I**s the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?* *Does the proposal contribute to the visual interest of the streetscape, setting or landscape?* *Does the proposal reduce clutter by rationalising and simplifying existing advertising?* *Does the proposal screen unsightliness?* *Does the proposal protrude above buildings, structures or tree canopies in the area or locality?* *Does the proposal require ongoing vegetation management?*	Yes	The proposed signage is compatible with the scale of the existing streetscape and setting. The proposed signage will incorporate quality materials and finishes and provide a coherent and integrated colour scheme based on the logo and colours of the school. The proposal will appropriately reflect the existing character of the building and will not present visual clutter. The proposed signage will not protrude above any buildings or tree canopies or require ongoing vegetation management.
Site and building		
Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located? *Does the proposal respect important features of the site or building, or both?* *Does the proposal show innovation and imagination in its relationship to the site or building, or both?*	Yes	The signage will be appropriately scaled and designed for its intended purpose, occupying only a small portion of the buildings' external façades. It will remain below the roofline and will not be a dominant visual feature. Strategically positioned at school entrances and on building elevations, the signage will clearly identify the school and building entry points.
Associated devices and logos with advertisements and advertising structures		
Have any safety devices, platforms, lighting devices or logos been designed as an	Yes	N/A. Associated devices are not proposed.

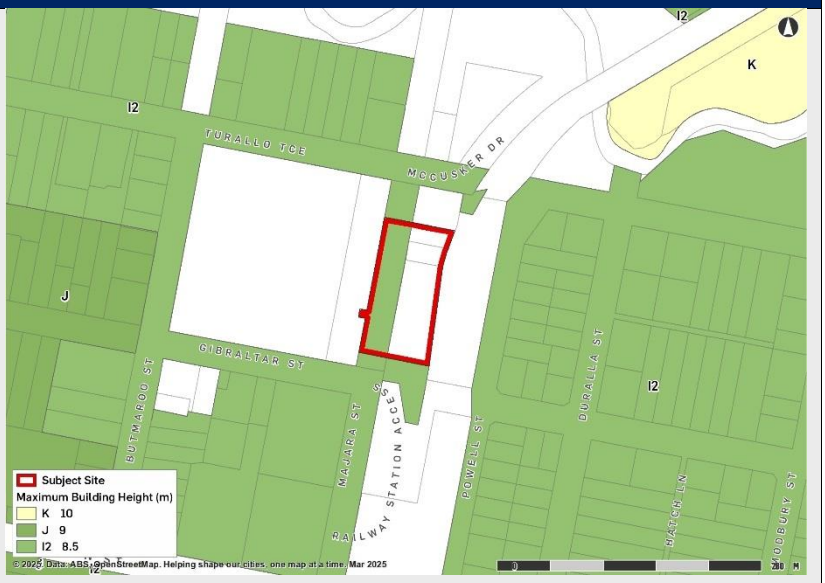
Criteria	Complies	Proposal
integral part of the signage or structure on which it is to be displayed?		
Illumination		
Would illumination result in unacceptable glare? *Would illumination result in unacceptable glare?* *Would illumination detract from the amenity of any residence or other form of accommodation?* *Can the intensity of the illumination be adjusted, if necessary?* *Is the illumination subject to a curfew?*	Yes	N/A. Illuminated signage is not proposed.
Safety		
Would the proposal reduce the safety for any public road? *Would the proposal reduce the safety for pedestrians or bicyclists?* *Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?*	Yes	The proposed signage will not distract motorists. The signage will not be in motorist line of sight while driving. No safety implications for pedestrians or vehicular users are envisaged.

Table 14 below includes an assessment of the proposed activity in relation to the Queanbeyan Palerang Regional Local Environment Plan 2022 (QPR LEP).

Table 14: Queanbeyan Palerang Local Environmental Plan 2022

Clause	Assessment
Clause 2.3 Land Use Zoning	The site is zoned • SP2 Infrastructure (4-6 and 10 Majara Street) • R2 Low Density Residential (part Lot 1 DP 1276279 former Majara Street road reserve) and • RE1 Public Recreation (part Lot 1 DP 1276282) A zoning map is provided below at **Figure 10.**

Clause	Assessment
	 **Figure 10. Zoning Map** The proposed activity is defined as an educational establishment which is prohibited within the R2 Low Density Residential zone under the QPLEP 2022. The proposed land use (educational establishment) is proposed over the land zoned SP2 and R2, which are prescribed zones in accordance with Section 3.34 of the TI SEPP. Therefore, the proposed activity for the purposes of a new educational establishment is permissible without consent. The works proposed within the RE1 Public Recreation (part Lot 1 DP 1276282) is limited to a pedestrian pathway. This portion of the site does not form part of the educational establishment land use however has been included within the REF as associated infrastructure for completeness. Pedestrian paths are permissible without consent under Chapter 2 Division 12 of the TI SEPP. The proposed educational establishment is well suited to the R2 and SP2 zone and aligns with the zone objectives as it will provide critical education infrastructures which will meet the day-to-day needs of residents, while being compatible with the amenity of the surrounding context. The proposed pedestrian pathway within the RE1 zoned land us highly compatible with the intent of the zoning as it will improve pedestrian infrastructure in a recreation setting.
Clause 4.3 Height of Buildings	Lot 1 DP 1276279 Majara Street road reserve is subject to an **8.5m** maximum height of building. The remainder of the site has no height control. No buildings are proposed within Lot 1 DP 1276279 where the height of building control applies. The proposed demountable buildings and shade structure are single storey and sit below the existing single storey administration building, consistent with the surrounding low density character. A height of building map is provided below at Figure 11.

Clause	Assessment
	 **Figure 11. Height of Building**
Clause 4.4 Floor space ratio	The site is not subject to a floor space ratio control.
Clause 5.21 Flood planning	The site is not subject to flood related development controls in accordance with the 10.7 Planning Certificates.
Clause 7.1 Earthworks	Earthworks proposed in association with the activity will include minor excavation for building footings and services. The proposed mitigation measures outlined in the REF will ensure that any disturbance of soil will be adequately managed. Refer to **Section 7.6** of this REF for further details.
Clause 7.12 Essential Services Infrastructure	Development consent must not be granted to development unless the consent authority is satisfied all essential services (water, sewer, electricity, drainage and vehicle access) are available. While the proposed activity is 'development permitted without consent' all essential service infrastructure is available to the site as outlined in **Section 3.7** of this REF.

5.4 Palerang Development Control Plan 2015

The Guidelines for Division 5.1 assessments – Consideration of environmental factors for health services facilities and schools set out the considerations in relation to assessing the proposed activity and the extent of environmental impacts. At a local context, the Palerang Development Control Plan 2015 (**PDCP 2015**) provides an insight into how to manage certain environmental impacts in relation to aspects such as water management While there are no specific controls which relate to the proposed school land use, the relevant sections of the PDCP 2015 have been assessed in **Table 15**below. Refer to the relevant technical report where further detail is required.

Refer to Section 7 of this REF for a comprehensive environmental assessment in accordance with the Guidelines for Division 5.1 assessments – Consideration of environmental factors for health services facilities and schools.

Table 15: Palerang Development Control Plan 2015

Provision	Assessment	Complies? (Yes/No)
Part B General Provisions		
B5 Crime Prevention Through Environmental Design	The project incorporates CPTED principles to ensure safety, security, and a welcoming environment for students, staff, and the community. CPTED principles and design responses are detailed within the Architectural Design Report at **Appendix 3**.	Yes.
B9 Flood Planning B9.1 General 1) Consideration will be given to development on land below the flood planning level, but only if it is not located within a floodway or high hazard area as stated in the Floodplain Development Manual 2) Any portion of any building that may be subject to the effects of flood waters is to be built from flood compatible materials (see Appendix B for suggested materials) 3) All services associated with the development are to be adequately flood proofed 4) No on-site sewage management system shall be located within a flood planning area	A Flood Advice Letter accompanies this REF at **Appendix 14** which confirms that the proposed activity area is flood free in the 1% AEP (with and without climate change) and PMF events, no offsite impacts to the floodplain environment are expected. Notwithstanding, during an unlikely major flood event, pre-emptive closure of the school is preferred and the procedures outlined in the Operational Flood Evacuation Response Plan (FERP) produced by Martens & Associates dated September 2021 is recommended as a flood-related mitigation measure. Refer to **Section 7.5** of this REF for further detail.	Yes.
B10 Heritage – European (non-Indigenous), Aboriginal (Indigenous) and Natural	The heritage impacts of the proposed activity have been evaluated in a Heritage Impact Statement (**Appendix 16**). Refer to **Section 7.9** of this REF for further detail.	Yes.
B12 Landscaping 1) Landscape design should consider usability, privacy and opportunities for social and recreational activities. Neighbours' amenity should also be respected. 2) Development on a site is to be located to retain as many of the significant existing trees as practicable.	The proposed site landscaping and layout are designed to enhance usability and privacy for school occupants while minimising impacts on neighbouring properties. Landscaping works are minimal but intend to retain established trees and re-instate any disturbed vegetations.	Yes
Part C Development Specific Provisions – Not applicable to the proposed activity as the DCP does not include specific provisions for educational establishments.		
Part D Area Specific Provisions – Not applicable to the proposed activity as the site is not located within any of the specific areas.		

5.5 Strategic Plans

Table 16 below considers strategic plans that are relevant to the proposed activity.

Table 16: Consideration of applicable Strategic Plans

Strategic Plan	Assessment
South East and Tablelands Region Plan 2036	The South East and Tablelands Regional Plan 2039 is the NSW Government's strategy for directing land use planning decisions in the region over the next 20 years. The Plan outlines four strategic goals for the region: • A connected and prosperous economy • A diverse environment interconnected by biodiversity corridors • Health and connected communities and, • Environmentally sustainable housing choices The Plan contains numerous directions that are directly relevant to the proposed activity, specifically Direction 21: *Direction 21: increase access to health and education services* Schools near the NSW-ACT border are experiencing rising enrolments, and many have the potential to utilise existing infrastructure more efficiently. When planning for schools within regional NSW, the specific needs and characteristics of local student population trends will be taken into account. *Actions* *2.1.2 Work with ACT government to meet the growing and changing education needs of cross border communities* The Queanbeyan-Palerang LGA has a target to provide an additional 12.050 new dwelling to accommodate 25,050 more people by 2036. The township of Bungendore has been identified as a residential growth area. This anticipated increase in population for Bungendore has resulted in a demand for expanded school infrastructure.
Future Transport Strategy 2056	The Future Transport Strategy 2056 is an update of the NSW Long Term Transport Masterplan. It establishes a 40-year vision, along with directions and an outcomes framework for enhancing transport customer mobility in NSW. The Strategy will be implemented through a series of accompanying plans, including Services and Infrastructure Plans, as well as issue-based or place-based Supporting plans. The proposed activity promotes active transport and the use of public transport, facilitated by the temporary school's location in Bungendore, near residential areas, Bungendore Station and Bungendore Public School.
Bungendore Structure Plan 2048	The Bungendore Structure Plan 2048 has been developed to guide Bungendore's growth in a coordinated and efficient manner. According to the plan, the current growth rate will result in an additional 4,152 residents in Bungendore by 2041, which translates to 1,384 new dwellings. This population increase will heighten the demand for services such as schools and therefore confirming the need for additional school infrastructure. The plan highlights the State Government's commitment to establishing a high school in Bungendore to meet the needs of the growing population, which will complement the existing primary school. The proposed activity, which seeks establish a temporary high school in an existing public

Strategic Plan	Assessment
	administration building, will ensure the needs of the community are met with a permanent high school is being developed.
Queanbeyan-Palerang Local Strategic Planning Statement Towards 2040	The LSPS outlines a 20-year vision for Queanbeyan-Palerang, identifying key land-use planning priorities to guide its direction and content. By 2040, the LSPS envisions Bungendore as a lively town with a historic village character that appeals to both visitors and residents. Additionally, the LSPS emphasises the importance of providing families with the option for their children to attend local primary and secondary schools within the town. Specific planning priorities for Bungendore include: • Planning Priority 2: We have an active and healthy lifestyle: o 4.2.3 Undertake needs analysis for the main townships to identify necessary facilities to meet the needs of the existing and future population. Considering the increase in Bungendore's population, there is an identified need for increased school capacity within the town.

6. Consultation

6.1 Early Stakeholder Engagement

Table 17 provides a summary of early stakeholder (non-statutory) consultation undertaken to inform project activity and preparation of the REF.

Table 17: Summary of Early Stakeholder Engagement

Stakeholder	Engagement	Response
QPRC	**20 September 2024**: SINSW presented the proposed high school masterplan and temporary high school concept to QPRC.	The Council expressed its support for the proposal and identified suggestions for further development.
	20 November 2024: SINSW held a workshop with Council and Councillors.	Councillors requested community consultation on the concept plans and expressed support for the campus locations.
	January – March 2025: Several meetings were held in early 2025 between the QPRC General Manager and SINSW Senior Project Director.	Meetings were held between senior representatives of QPRC and SINSW to discuss the arrangements and administrative process for handing back the land adjacent to the North Campus.
	27 March 2025: SINSW presented to Council the updated north campus design in advance of the REF submission.	Council attendees expressed support for the design. Discussions included future traffic arrangements around Majara Street, and it was agreed that further meetings would be held with the QPRC team as the design progresses.
SINSW Transport	**7 November 2024**: Stantec presented the Rapid Transport Assessment (RTA) to the SINSW Transport team for review. **28 November 2024:** A consultation meeting was held to discuss key transport elements. **2 December 2024:** A follow-up meeting was conducted before the Technical Working Group (TWG) meeting.	Stantec and the project team incorporated feedback into ongoing design development, informing the Transport Impact Assessment (TIA) and PCTMP. The purpose of the 10 March 2025 meeting was for the project team to present the latest transport information. Key topics discussed included: 1. Traffic management 2. Proposed pedestrian crossing and associated traffic control

Stakeholder	Engagement	Response
	10 March 2025: The project team presented the Majara Street traffic management proposal for the new North Campus school.	options 3. Kiss-and-drop parking proposals 4. Bus scheduling arrangements It was agreed that further TWG meetings will be held as the project progresses from schematic design to detailed design.
Transport for NSW (TfNSW)	**2 December 2024:** The project team met with TfNSW representatives and QPRC traffic engineers to review design elements.	TfNSW provided positive feedback and suggestions, which have been incorporated into ongoing design documentation.
Aboriginal stakeholders	Yerrabingin prepared the Connecting with Country Report, detailing findings and design recommendations for the Bungendore Permanent School.	Feedback from the CWC process for the permanent school was also incorporated into the project design for the temporary school.
Community Engagement	**12 December 2024:** A community information session was held at Bungendore High School (temporary site).	Key themes discussed included: • Transport and accessibility • Planning pathways and project timeline • Location and size of amenities.
Bungendore High School	**26 March 2025**: The schematic design was presented to the Bungendore High School Principal. **11 April 2025**: The internal layouts were reviewed with the High School Principal and Architect.	Consultation remains ongoing, and feedback continues to be positive.
QPRC (Sewer & Water)	**13 February 2024:** The hydraulic consultant applied for a water pressure and flow assessment, DBYD & sewer diagram.	The findings have informed fire services and hydraulic design.

6.2 Statutory Consultation

Consultation has been undertaken in accordance with statutory requirements under the TI SEPP and having regard to the SCPP DPHI and the SCPP DoE. This included:

- sending notices to adjoining neighbours, owners and occupiers inviting comments within 28 days

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

The REF and proposed activity was exhibited from 24 June 2025 – 21 July 2025. During the statutory consultation period, the Department received 2 community submissions and 4 agency submissions. The community submissions and project response is summarised in the table below.

Table 18: Summary of Community Submissions

Stakeholder	Matters Raised	Response
Community member 1	Concern relating to acoustic impacts of heavy vehicle movements late at night. Request to limit waste collection to 4pm to 9pm. Speed management and safety at Tarallo Terrace.	Traffic and noise related mitigation measures have been updated to limit waste collection to 7am to 8am and 4pm to 9pm. The proposal will include the extension of the 40km/h school zone to Turallo Terrace (Refer to Appendix B for concept design of the proposed school zone). Relevant signage will be installed prior to operation of the school to ensure student safety. It is anticipated that the 40km/h zone will assist with speed management on Turallo Terrace and contribute to improved pedestrian safety during school zone hours.
Community member 2	Concern with delay of permanent High School on Birchfield Drive.	The permanent High School has been determined and is on track to open in 2027 at Birchfield Drive. The Bungendore High School Temporary North Campus (the scope of this REF) will meet the needs of students in tandem with the existing High School Campus in the interim.

The agency submissions are summarised in the table below.

Table 19: Summary of Agency Submissions

Stakeholder	Matters Raised	Response
Transport for NSW (17 July 2025)		
No objection raised subject to the following conditions, including: *1. Prior to operation of the temporary Bungendore North Campus, the DET must*		The Transport Impact Assessment includes a concept design of the proposed 40km zone, which has been updated since the submission of the REF. Refer to Appendix B of the TIA. A mitigation measure has been included (TTMM5)

Stakeholder	Matters Raised	Response
	ensure: *a) Implementation of an amended school zone that complies with current TfNSW requirements is required within the adjoining road network (i.e. Majara Street).* *b) Details of the amendments to the school zone and the associated speed zone reductions (e.g. location of required signage, pavement marking, etc.) are provided to TfNSW via this link for approval at least 12 weeks prior to occupation of the temporary site.* *c) Installation of all required/approved school zone signage, speed management signage and pavement markings are to be undertaken at the proponent's expense and are to be in place prior to commencement of occupation of the development.* *Note:* *Section 138 approval under the Roads Act,1993 will be required before commencing works in the road reserve.* *d) Following the installation of school zone signage, speed management signage and associated pavement markings, as required by condition b) above, an inspection with TfNSW is arranged for formal approval/handover of assets.*	which requires the school zone to be implemented prior to occupation of the school. The mitigation measure includes the suggested TfNSW consultation requirements and notes that a Roads Act Approval will be required. The contamination status of the rail corridor has been acknowledged and addressed in Appendix 13 and Section 7.3 of the REF.
	TfNSW provided the following additional comments. **Signage** *TfNSW considers additional signage is required which includes, but is not limited to:* *1. School zones are to be signposted with gated signage, i.e. two signs at either side of the school zone. An additional school zone sign is required at the western side.* *2. Pedestrian crossing warning signage* *3. "School Drop-off Pick-up zone" signage to include 'No parking' plate which highlights the times of restriction.*	1. As per the above response, the school zone layout has been updated to indicate signage locations and will be subject to further consultation with TfNSW as per TTMM5. 2 & 3. A revised Public Domain Works Plan, including additional signage has been provided at Appendix 29.
	Vehicle Access and Parking *TfNSW notes a second accessible parking*	The Majara Street parking arrangement has been reconfigured as per the Public Domain

Stakeholder	Matters Raised	Response
	space is proposed at the Majara Street frontage of the school. The existing accessible parking space is adjacent to a kerb ramp and believes the DET should consider a second kerb ramp to accommodate the second accessible space.	Works Plan (Appendix 29). A 1200mm kerb ramp has been included in the for the accessible parking on Majara Street.
	School Transport Plan *TfNSW has reviewed the Transport Impact Assessment and provides the following comments and suggestions for the School Transport Plan, to be developed to the satisfaction of the DET:* *1. Management of the parking should consider prioritising parking for those on a needs basis, for example, priority parking spaces are to be reserved for those who carpool.* *2. While TfNSW supports the mode share targets for students, it considers a target of 100% for staff driving to be too high. TfNSW would recommend that more ambitious (but achievable) mode share targets for staff should be set for the future (short and long term), and, for example, increasing carpooling.* *3. Travel Access Guide (TAG): TfNSW appreciates that a TAG will be prepared and included in welcome packs. The TAG should also:* *a. Provide further information on bicycle parking and EoT facilities, including a more detailed map showing locations and entrances in relation to cycle infrastructure.* *b. Promote and provide information on any carpooling options.*	1. This is an operational procedure and can be captured in the School Transport Plan. Parking is considered to be adequate for total staff demand in any case. 2 The Transport Impact Assessment includes a Travel Access Guide which was prepared with consideration of mode share targets. Due to the temporary nature of the school, the assumption that all staff may use private vehicles has been adopted and adequate parking will be provided in this regard. Staff carpooling targets are not considered appropriate given temporary nature of the school. 3. The Transport Impact Assessment now includes an updated Travel Access Guide.
	UGL Regional Linx (UGLRL) has been appointed by TfNSW to operate and manage the Country Rail Network to ensure any potential impacts to rail corridors are considered and addressed. TfNSW and UGLRL provided the following comments in relation to the rail corridor. **Access to the rail corridor** *The Lots 13 & 14 DP 1139067 and the Lot 3 DP 830878 are adjacent to the operational rail corridor. As such, it is essential that access to*	It is clarified that no access to the rail corridor is proposed and it is not anticipated airspace access will be required. Notwithstanding, should access be required, consent shall be sought from the relevant authority.

Stakeholder	Matters Raised	Response
	the rail land must be permitted in advance. *If access to the rail corridor is required, the applicant is advised to contact UGLRL's Development team via development@uglregionallinx.com.au for more information in this regard* *TfNSW and UGLRL recommend that the applicant must ensure its employees and all other persons do not enter any parts of the rail land during at all times unless otherwise permitted in writing in advance.*	
	Fencing *The fencing along the operational CRN rail corridor is essential to prevent unauthorised entry and ensure safety. UGLRL CRN Boundary Fences Civil Standards (CRN CS 510, CRN CM 511, and CRN CP 511) provide detailed specifications about material as well as reference drawings.* *Fencing along the rail corridor must be installed and/or maintained to comply with relevant UGLRL's CRN civil standards relating to Boundary Fences.* *Before commencing any fencing work (either new installation, upgrade, or renewal), the applicant must provide fencing design/site plans to UGLRL and TfNSW for approval. The applicant is advised to contact UGLRL's third-party works via thirdpartyworks@uglregionallinx.com.au for more information*	It is clarified that boundary fencing is not proposed as part of the REF scope. Fencing proposed under an alternate planning pathway (exempt development) will sit within the school site (not on the boundary) and will safely restrict access to the rail corridor.
	Lighting/non-reflective/building materials *The applicant must note that the rail corridor is currently operational; thus the glare from lighting and external finishes can potentially affect the drivers for the safe operations of trains.* *The design, installation and use of lights, signs, and reflective materials, whether permanent or temporary, which are (or from which reflected light might be) visible from the rail corridors must limit glare and reflectivity to the satisfaction of UGLRL on behalf of TfNSW. The applicant shall not use red, amber, or green lighting colours to*	It is clarified that no lighting is proposed within close proximity of the rail corridor. Any proposed demountable buildings will be of a low reflectivity powder coat aluminium finish.

Stakeholder	Matters Raised	Response
	avoid adverse effects on train running schedules and safety issues due to misidentification of lighting colours. The applicant is advised to contact UGLRL's Development team via development@uglregionallinx.com.au for more information in this regard.	
	Noise & Vibration *The proposed Bungendore High School Temporary North Campus site is located immediately adjacent to the operational rail corridor. Clause s2.100 (Impact of rail noise or vibration on non-rail development) of the State of Environmental Planning Policy (SEPP) (Transport & Infrastructure) 2021 states that before determining a development application for development to which this section applies, the consent authority must take into consideration any guidelines that are issued by the Planning Secretary for the purposes of this section and published in the Gazette.* *The proposed development is to comply with the deemed-to-satisfy provisions in the Department of Planning's document titled "Development Near Rail Corridors and Busy Roads-Interim Guidelines – Interim Guidelines (2008) (the Guideline) - Development Near Rail Corridors and Busy Roads – Interim Guideline (nsw.gov.au)".*	The Noise and Vibration Impact Assessment that was submitted with the REF has been prepared with consideration of the Guideline and adopts the relevant amenity criteria. Refer to Sections 2.1, 2.4.1.2, 2.4.1.3 and 3.4.2.1 where this is specifically referenced. The NVIA includes an assessment of internal noise amenity of learning spaces. Rail and road traffic noise levels are not expected to exceed the 40 dBLaeq 15 hr which is compliant with the maximum daytime internal airborne noise level for educational institutions outlined in the Development Near Rail Corridors and Busy Roads– Interim Guideline. The NVIA also confirms that rail vibration and ground-borne noise impact is considered acceptable for the Bungendore North Campus High School. The frequency of train services and the relationship to the Guideline has been further clarified in Section 7.2 of the REF. Given there are only two trains expected during typical school hours and internal noise amenity criteria can be met, noise and vibration impacts in relation to the rail corridor will be acceptable
	Cranes and Equipment *Cranes and other equipment capable of moving into or across the airspace above rail corridor may cause safety and other issues if their operation is not strictly managed.* *1. The applicant must submit an application to UGLRL on behalf of TfNSW prior to any use of cranes and equipment (Equipment) in the airspace over the rail corridor.* *2. The applicant is required to provide a safety assessment of the works necessary for the development, assessing any potential*	It has been clarified in Section 7.14 of the REF that construction access or access to the airspace of the rail corridor is not expected to be required. Notwithstanding, an additional mitigation measure has been included (CMM24) which requires consent to be granted for any access, if required.

Stakeholder	Matters Raised	Response
	impact or intrusion on the Danger Zone (as defined in the UGLRL Network Rules and Procedures and ensure that any works are undertaken by a qualified Protection Officer. *3. The use of Equipment must be in accordance with the AS 2550 series of Australian Standards, Cranes, Hoists and Winches, including AS2550 15-1994 Cranes – Safe Use - Concrete Placing Equipment.* *The applicant is advised to contact UGLRL's Development team via development@uglregionallinx.com.au for more information in this regard.*	
	Guidelines *The applicant must comply with the requirements of T HR CI 12090 ST Airspace and External Developments (Link: https://www.transport.nsw.gov.au/industry/asset-standards-authority/find-a-standard/airspace-and-external-developments-1) and Development Near Rail Corridors and Busy Roads- Interim Guidelines (Link development-near-rail-corridors-and-busy-roads-interim-guideline-2008.ashx (nsw.gov.au).*	Noted.
	Contamination of the rail land *TfNSW is currently conducting an environmental assessment to identify contamination on the CRN. All railway corridors are generally deemed to be contaminated unless proven otherwise by sample testing. Contamination risk arises from both the construction (e.g., unknown fill used in rail construction) and operations (e.g., transportation of contaminated material, spills) of the railway. Potential contaminants could include, but are not limited to, heavy metals, PAHs, phenolics (boiler ash), Organochlorine Pesticides (OCPs) and Organophosphorus Pesticides (OPPs). TfNSW is committed to ensuring the health and well-being of the community. TfNSW is not aware of whether there are contaminants found in the rail corridor or on the common boundaries with the development site.*	Both the REF and the Contamination Advice Letter and Gap Analysis (provided with the REF at Appendix 13) acknowledge the contamination status of the rail corridor, being declared significantly contaminated land by the EPA. The Contamination Advice Letter and Gap Analysis was prepared to include a summary of the historic SSD reporting which included a DSI, RAP and Site Auditor letter. The Contamination Advice Letter and Gap Analysis (as well as the other relevant historic reports) have been prepared with consideration of the broader site context including the proximity to rail line. The advice received confirms that the land is suitable for use as a school, satisfying Section 4.6 of the Resilience and Hazards SEPP. Notwithstanding the above, some further context has been added to the REF in Section 7.3 to

Stakeholder	Matters Raised	Response
	Furthermore, in accordance with State Environmental Planning Policy (Resilience and Hazards) 2021-Section 4.6 'Contamination and remediation to be considered in determining development application' (Previously State Environmental Planning Policy No. 55 – Remediation of Land), the consent authority must consider whether the land is contaminated.	discuss actions taken by TfNSW in relation to managing the rail corridor to ensure safety to rail users and surrounding land uses. This includes TfNSW preparing a Voluntary Management Proposal which has been endorsed by the EPA. The Management Proposal applies to the rail corridor land and sets out TfNSW's contamination management obligations, including further investigative reporting and general site management.
Queanbeyan Palerang Regional Council (21 July 2025)		
	Comments provided regarding the proposed pedestrian crossing on Majara Street and location of the proposed waste pad. It was acknowledged by Council that these items were currently being discussed with the Department and any design amendments subject to review by the Local Traffic Committee. Council specifically noted matters which were not addressed in the exhibited plans, being: *1. The location of waste collection and bicycle parking within the road reserve, and* *2. The standard of the proposed pedestrian crossing of Majara Street.* Council also noted that **a**t the completion of the use of the temporary campus, the Majara Street road-reserve is to be restored. This is to include the removal of all temporary works and the reinstatement of any on-street parking spaces or other assets that were removed to facilitate this development.	The REF now includes a Public Domain Works Plan which reflects the preferred road design as reviewed by the Local Traffic Committee, at the meeting held of 5 August 2025. Specifically, this includes the relocation of the waste pad further north, kiss and drop parking now on the western side of Majara Street and revised 90 degree parking arrangement on eastern side of Majara Street to accommodate safe clearances to the crossing. It is understood that these design revisions have resolved the comments raised by Council. The Department will also restore the Majara Street road reserve to the satisfaction of Council once the school ceases operation. Refer to mitigation measure TTMM11.
Department of Climate Change, Energy, the Environment and Water (14 July 2025)		
	No concerns raised.	Noted.
Essential Energy (23 June 2025)		
	No objections raised. Comments provided regarding clearance requirements to substations.	Noted. It is proposed to utilise the existing substation on Majara Street which is adjacent to the existing administration building. No buildings are proposed within the substation clearance requirements.

On 28 July 2025, A Request to Consider Submissions Memo was issued by the Department's Assessment Team to the Senior Project Director. Technical matters and clarifications raised by the assessment team have been responded to in this updated revision of the REF.

7. Environmental Impact Assessment

This section of the REF outlines the potential environmental impacts of the proposed activity and identifies the relevant mitigation measures to avoid, mitigate or minimise the severity of impacts. This section should be read in conjunction with **Appendix 1** – Mitigation Measures. Appendix 1 provides a consolidated list of all proposed mitigation measures which will apply to the proposed activity. Site-specific mitigation measures have been identified where relevant within this section in response to the technical reports.

7.1 Traffic, Access and Parking

A Transport Impact Assessment (TIA) and Preliminary Construction Traffic Management Plan (PCTMP) has been prepared by Stantec and is provided at **Appendix 23** and **Appendix 24** respectively. The reports outline the proposed mitigation measures for the activity to minimise any adverse impacts, where required.

7.1.1 Construction Traffic

The PCTMP has been prepared to address the traffic and transport impacts during the construction stage of the proposed activity. The report also outlined the proposed mitigation measures for the activity to minimise any adverse impacts, where required.

Methodology

The PCTMP is based upon the following assumptions and methods:

- Construction work hours:
  - Monday to Friday (other than public holidays): 7am to 6pm
  - Saturday: 8am to 1pm
  - Sunday / public holidays: No work
- Some construction worker vehicles can be accommodated on site
- Public parking is available on surrounding local streets such as Majara Street and Gibraltar Street.
- The largest construction vehicles regularly accessing the site would include 12.5metre heavy rigid vehicles. It is likely that a limited number of larger special-purpose vehicles (e.g. floats for plant and equipment, large mobile cranes) will be required, however, these would be subject to a separate oversize and over-mass application process, with an analysis of the specific vehicle access and manoeuvring requirements.
- Up to 10 heavy vehicles (20 heavy vehicle movements) are expected per day.
- Construction vehicles will access the site via an entry point from Majara Street.

Assessment

The PCTMP has confirmed that the proposed activity will have negligible construction traffic impacts for the following reasons:

- Given the site's location nearby to a range of regional and State roads, and the low quantity of heavy vehicle truck movements per day associated with construction of the proposed activity, the impacts of heavy vehicle movements on the local road network is limited. Heavy vehicles are expected to approach the site from the surrounding major roads, such

as Tarago Road, Kings Highway and Bungendore Road, to reach the relevant access point on Majara Street.

- During the construction period, pedestrian and cyclist movements are to be maintained as much as possible. Where works require the closure of an existing pedestrian route, a suitable alternative is to be provided. Class A hoarding/ ATF fencing would be provided between pedestrian paths and any work site. Where overhead works are occurring, BClass hoarding will be provided where pedestrian movement is being maintained. It is not expected that cyclist or pedestrian routes would be impacted by the proposed construction works.
- Given the infrequent heavy vehicle movements associated with the construction works, the overall impact on existing public transport services on Malbon Street / Kings Highway (State Controlled Road running east/west through Bungendore township) is expected to be negligible.
- The existing Bungendore Public School and Bungendore High School is located at the intersection of Majara Street and Malbon Street, where heavy vehicle traffic may pose a safety risk for students walking or cycling to and from school. To mitigate potential conflicts, heavy vehicle movements related to the construction of the proposed activity will be restricted during peak school pick-up and drop-off periods. Specifically, construction vehicles will be prohibited from accessing Malbon Street between 8:35am and 9:05am, as well as between 3:10pm and 3:40pm. This measure ensures student safety while minimising disruptions to traffic flow in the area.
- No adverse effects are expected from the movement of heavy vehicles through adjacent council areas.

Overall, the traffic associated with the construction of the proposed activity is expected to have a negligible impact on the surrounding environment and community.

Mitigation Measures

The following site-specific mitigation measures are to be implemented to ensure pedestrian and vehicle safety during the school's construction.

#	Impact	Mitigation measure	Timing	Significance after mitigation
CMM 17	Construction Parking	Construction workers are to be guided to where appropriate parking is available around the site on induction and be encouraged to use public transport services. Appropriate arrangements are to be made for any equipment / tool storage and drop-off requirements. The Principal Contractor is required to outline a schedule of worker start and finish times and demonstrate that this does not have any significant impact on local traffic activity. It is also required that the Principal Contractor implement measures to reduce	Construction	Not significant

#	Impact	Mitigation measure	Timing	Significance after mitigation
		worker car travel, such as shuttle buses from key transport nodes or designated remote pick-up points as necessary.		
CMM 18	Addition of construction related vehicles to the local transport network	Construction vehicles are to follow specified routes in the PCTMP. The Principal Contractor will be required to provide Traffic Guidance Schemes for the proposed works. Construction vehicle access is to be limited to occur outside of the pick-up and drop-off periods for the existing Bungendore Public School and Bungendore High School i.e. 8:35am to 9:05am, and 3:10pm to 3:40pm.	Construction	Not significant
CMM 19	Obstructions to pedestrian and cyclist movements	Where pedestrian or cyclist routes are affected, accredited traffic controllers will be provided to manage the impact and minimise conflict between vehicles and pedestrians or cyclists.	Construction	Not significant

7.1.2 Operational Traffic Management

Methodology

The TIA evaluates the transport and traffic implications of the proposed Bungendore High School North Campus. The assessment examines walking, cycling, public transport, private vehicle access, and road network impacts while proposing mitigation measures to support safe and efficient transport integration with the surrounding environment.

The TIA follows the guidelines set out in:

- *TI SEPP*
- *NSW Government's Future Transport Strategy 2061*
- *QPRC Integrated Transport Strategy*
- *Bungendore Bicycle and Pedestrian Facilities Plan*

The assessment was conducted using the following methods:

- Analysing the current transport network, including pedestrian, cycling, public transport, and road infrastructure, to establish a baseline for comparison.
- Estimating future travel demand based on projected student enrolment (120 students at opening), staff numbers (15), and catchment demographics. This includes assessing walking, cycling, bus, and private vehicle mode shares. A higher than estimated student enrolment has been used as a conservative.

- Reviewing the SIDRA modelling undertaken for the scheme proposed under SSD-14394209, which assumed a student population of 450 students and 68 staff, to confirm the site and surrounding road networks suitability.
- Assessing the alignment of existing public and school bus services with the proposed school schedule, including discussions with TfNSW Bus Planning Team to adjust service routes and schedules.
- Evaluating on-site and street parking provisions for staff, students and visitors, including the kiss and drop parking spaces allocated on Majara Street to minimise congestion and ensure efficient operations.
- Reviewing pedestrian and cycling infrastructure, including proposed footpaths, crossings, and bicycle storage, to support safe and sustainable school travel.
- Identifying infrastructure upgrades, traffic management strategies, and sustainable transport initiatives to reduce the school's impact on the transport network, including improved pedestrian crossings, bus stop enhancements, and parking management.

Existing Environment

The part of the site that hosts the existing administration building currently provides vehicle access via two driveways that enter and exit from Majara Street to the west. Pedestrian access is also via Majara Street and there are existing footpaths that connects to sites to the north and south. There are currently no pedestrian crossings connecting the site to the Mick Sherd Oval however there is a pedestrian refuge island located approx. 26m north of the subject site.

The majority of the roads surrounding the site are two lane local roads that provide connections throughout the Bungendore township.

As shown in **Figure 12**, the surrounding regional road network includes:

- **Kings Highway:** A State arterial road that passes through the centre of Bungendore. It functions as an east-west link for regional travel, with Queanbeyan and Canberra to the west and Braidwood to the east. Within Bungendore, it generally has one lane of traffic in each direction with kerbside parking and a posted speed limit of 50 km/h which transitions to 100km/h as it moves away from built-up areas.
- **Tarago Road:** A regional arterial road located to the west of the school site, with north-south alignment configuration. To the south, it connects to major road corridors such as Kings Highway and Bungendore Road. To the north it leads to Tarago and continues further to Goulburn. It has one lane traffic in each direction and posted speed limit of 50 km/h which transitions to 80 km/h as it moves away from built up areas.
- **Bungendore Road:** Functioning as a regional sub-arterial road which extends north-west from Molongo Street, providing connections to localities such as Bywong and Gundaroo. It has one lane of traffic in each direction, with a posted speed limit of 50 km/h, transitioning to 100 km/h as it moved away from built up areas.
- **Majara Street:** A local collector road that borders the Bungendore Public School to the east and serves as a north-south link through Bungendore.
- **Turallo Terrace:** A local collector road that is aligned in an east-west direction, providing connections to Tarago Road to the west and Majara Street to the east. It has one lane of traffic in each direction, with a posted speed limit of 50 km/h.
- **Gibraltar Street**: A local collector road that is aligned in an east-west direction with one lane traffic in each direction. The street as a posted speed limit of 50 km/h and a school

zone along the section between Butmaroo Street and Majara Street. Kerb-side parking is provided on either side and right-angled parking lots in the middle of the street, with a kiss and drop zone along the southern side front Bungendore Public School.

Traffic volumes on local roads are currently low but anticipated residential growth in the north of Bungendore and the new increased demand for the site as a result of the proposed activity will require mitigation strategies.

Figure 12. School site location and surrounding road network.

The site is located approximately 290m north of the Bungendore Train Station, equating to a four-minute walk. The station is serviced by the regional train and coach network, with three daily services in each direction operating between Sydney and Canberra.

The closest public bus stops to the site are located on Gibraltar Street and Majara Street within walkable distances of up to 180m on-path walk. This stop is serviced by the following public bus routes:

- Route 844: Provides three daily services between Queanbeyan and Bungendore, operating once in the morning and twice in the afternoon.
- Route 844X: An express service between Canberra CBD and Bungendore via Queanbeyan, also running three times daily.

The surrounding school bus network currently contains gaps in relation to the school catchment area, specifically in the north-west portion of the catchment (**Figure 13**). To improve bus access, the TfNSW Bus Planning Team are planning for improvements to:

- Aligning bus schedules with school hours.
- Introducing a new school bus service for Sutton, Gundaroo and Wamboin.

Students of the proposed Bungendore High School North Campus will utilise the existing bus services available for the South Campus on Majara and Gibraltar Street.

Figure 13. Existing public and school bus network for Bungendore High School intake area.

The existing cycling network is generally classified as off-road shared paths which run north-south through the region. On-road cycling routes are provided on Molongo Street. While cycling pathway exist in various parts of Bungendore, the network is fragmented and lacks consistent connectivity. It should be noted that students can utilise footpaths where available as children up to the age of 16 are allowed to cycle on footpaths in NSW.

The proposal includes a new pedestrian crossing on Majara Street, directly opposite the main entrance of the proposed activity providing safe connections to the adjoining Mick Shard Oval. 6 new designated kiss-and-drop 15-minute parking spaces will be installed on the eastern side of Majara Street which will be active between school travel periods from 8am-9am and 3pm-4pm Monday-Friday.

Assessment

Travel Demand and Mode Share

The TIA considers local travel demand catchments to determine projected transport patterns. The catchment analysis identifies residential areas in Bungendore, Wamboin, Bywong, and Sutton as key locations from which students will commute. **Figure 14** outlines the extent of the school intake area for the 2026 school operation year. It is estimated around 41% of students attending the Bungendore High School Temporary North Campus will reside within a 20-minute walk of the school site. A smaller proportion of students will come from rural properties and outlying areas, necessitating bus services.

Based on a show of hand survey that was conducted by teachers in classrooms in November 2024, travelling to school by private vehicle was found to have the highest proportion of mode share during both morning (44%) and afternoon (42%) peak periods. There are minor discrepancies between morning and afternoon which account for parents/guardians driving students to school in the morning. Around 33% and 28% of students travel via bus in the morning and afternoon respectively, whilst 24% and 29% of students either walk or cycle to and from school in the morning and afternoon respectively. In relation to staff, it is forecasted for all 15 staff members to use a private vehicle to travel to and from school (i.e., mode share of 100% driving).

Existing bus services and coverage is limited and there has been expressed support from TfNSW for changes to school bus service timing to better accommodate Bungendore High School students. Discussions are ongoing to implement new bus services, and the proposed activity is not anticipated to add additional pressure beyond what is existing to these services.

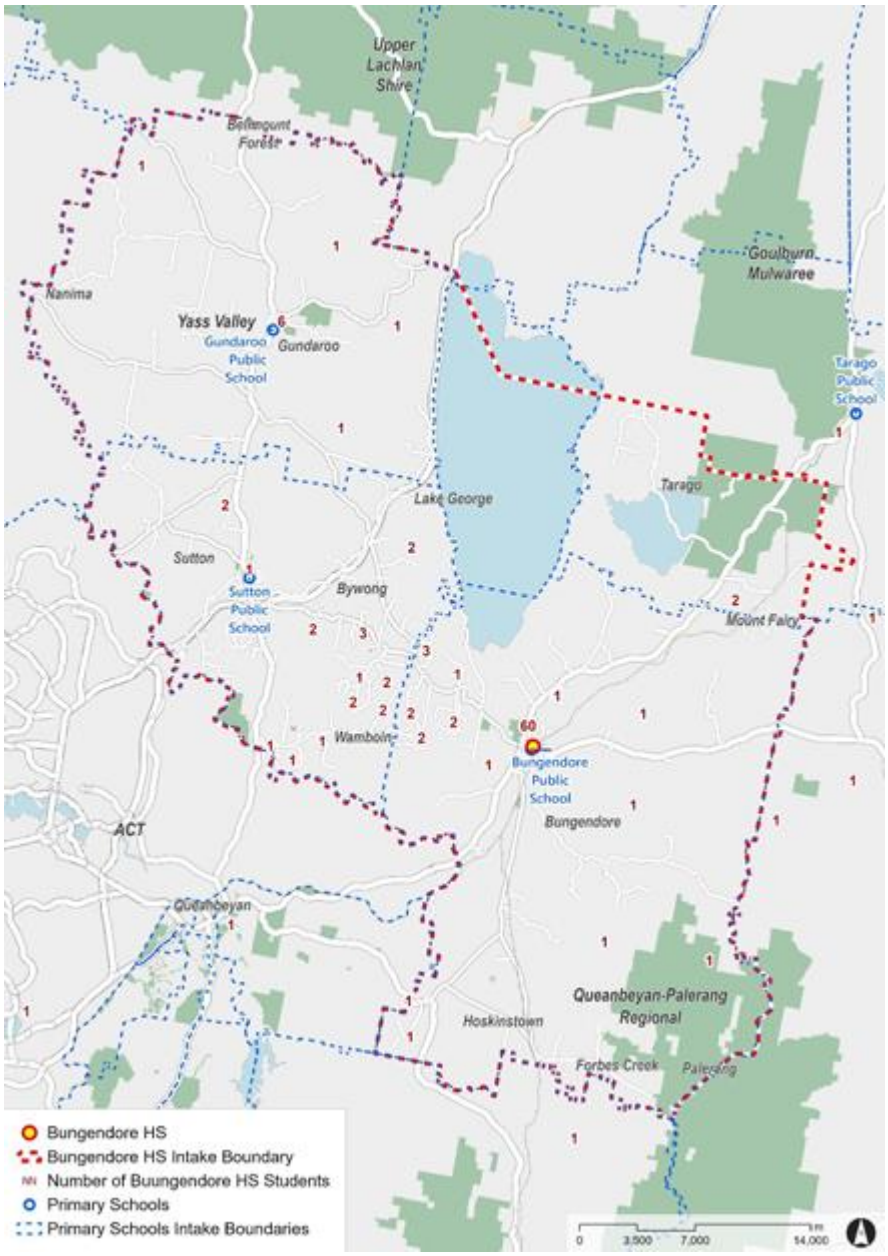


Figure 14. Bungendore High School Catchment Boundary.

Road Network and Traffic Impact Assessment

To inform the previous SSD application, which proposed a permanent high school on the site for a school population of 450 students, SIDRA modelling intersection analysis was undertaken to understand the impacts on the surrounding road network. This proposal also included the permanent closure of Majara Street. The assessment considered the following trip generation rates:

- 450 trips in the AM peak (225 inbound and 225 outbound)
- 386 trips in the PM peak (193 inbound and 193 outbound)

Intersection performance was assessed at the following six locations:

- Turallo Terrace / Butmaroo Street
- Turallo Terrace / Majara Street
- Gibraltar Street / Butmaroo Street
- Gibraltar Street / Majara Street
- Kings highway / Butmaroo Street
- Kings Highway / Majara Street

For 2023 (the previous anticipated year of opening) and 2033 (ten-year horizon from year of opening) the modelling results indicated that all six intersections were expected to operate satisfactorily during the AM and PM peak periods. Given the proposed activity is considerably lower than the modelled results, being approximately 45 student trips and 15 staff trips), the impacts on the surrounding road network and intersection performances are expected to result in an equal or better level of service for both AM and PM peak periods. This is also considering the inclusion of the portion of Majara Street that was previously closed, which has now been transferred back to Council and will operate as a public road.

Parking and Access Arrangements

The site access arrangements are outlined below in **Figure 15.** Vehicle access will be via a single driveway located on the southern boundary which connects to an existing at-grade car park with 28 spaces including one (1) accessible space, located behind the administration building. Service vehicle entrances are via the existing northern driveway which will be closed for main vehicle traffic. Notwithstanding, due to the inclusion of the turning bays and anticipated users of this car park, being for staff members only and not students, the closure of the northern driveway is not expected to have a negative impact the access arrangements for the site.

Pedestrian access is available at the school frontage with two access points proposed:

- Main entrance on Majara Street
- Accessible entrance (step-free access) on Majara Street, close to the main entrance.

A new pedestrian crossing is proposed in alignment with the front entrance on Majara Street to support students and staff crossing the road. Bicycle parking is provided at the school's main pedestrian entry under the existing building awning. Bus stop access for the site is provided via bus stops on Majara Street and Gibraltar Street. All bus stops are within 180m walking distance to the site.

As per the staff mode share shown above, there is an identified demand for 15 car parking spaces on the site. As outlined above, there are existing car parking spaces located along the eastern boundary of the site in excess of 13 spaces being available. These spaces will be for staff members only. It is noted existing parking spaces have been removed from this car park to facilitate a basketball court as well as turning bays. The turning bays will allow for ingress and egress in a forward direction ensuring safe manoeuvrability on site.

There is existing 90 degree parking along the Majara Street frontage (eastern side of Majara Street). 9 of these existing parking spaces will be designated as 'no parking' to avoid vehicle

conflict with the new pedestrian crossing. 2 accessible spaces will be provided on the eastern side of Majara Street with associated kerb ramp to ensure accessibility to the building. The remainder of the existing 90 degree spaces on the eastern side of Majara will remain. 6 parallel kiss and drop parking spaces are proposed on the western side of Majara Street.

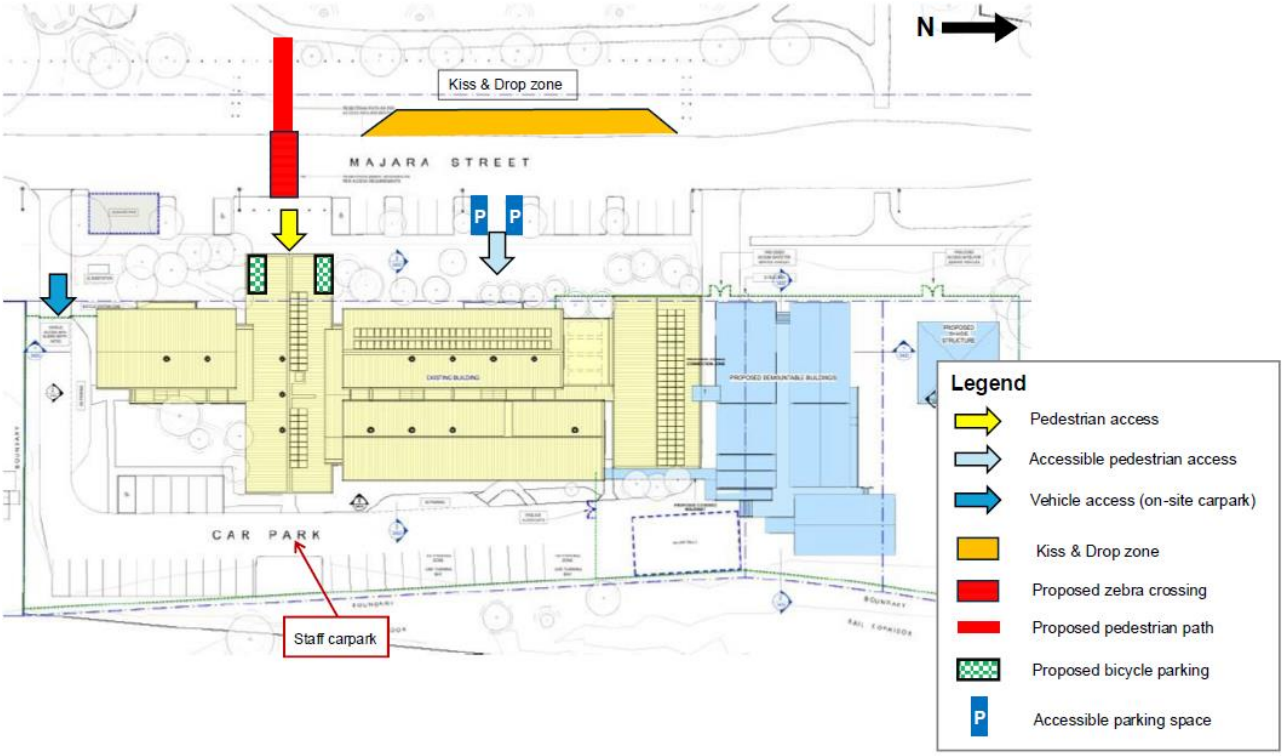


Figure 15. Site Access arrangements.

Mitigation Measures

The following site-specific mitigation measures are to be implemented to ensure pedestrian and vehicle safety during any construction activity and the operation of the proposed activity:

#	Reason for mitigation measure	Mitigation measure	Timing	Significance after mitigation
TTM M1	Provides a prioritised pedestrian crossing and ensure safe walking access for students.	Provide a pedestrian-priority crossing on Majara Street in proximity to school main entrance, with associated pathway which connects to the existing paths within Mick Sherd Oval to the west.	Pre-occupation	Not significant
TTM M2	Student bicycle parking spaces based on	Provide bicycle storage areas (20	Pre-occupation	Not significant

#	Reason for mitigation measure	Mitigation measure	Timing	Significance after mitigation
	forecasted demand as per surveyed mode shares.	bicycle parking spaces) along the school frontage, within proximity to the school main entrance.		
TTM M3	To minimise spill over by school staff onto surrounding streets local parking supply.	Allocate staff parking within the school site (minimum 15 spaces). No on-site parking is to be provided for students	Pre-occupation	Not significant
TTM M4	To provide a dedicated space for parents/ guardians to drop off and pick up students, supporting a safe operation.	Designate six new parallel on-street parking spaces on the western side of Majara Street as kiss and drop spaces by signposting them as “No Parking between 8:00am to 9:30am and 2:30pm to 4:00pm”, which allows vehicles to stop for up to 2 minutes.	Pre-occupation	Not significant
TTM M5	Provides a low-speed environment during morning drop-off and afternoon school pick-up times, reducing the likelihood and risk of accidents.	Extension of existing school zone along Majara Street northwards past the school site towards the intersection with Turallo Terrace. Refer to Appendix B for the concept design of the proposed school zone. Relevant signage being installed prior to operation of the school to ensure student safety. Any works in a public road reserve may be subject to a Roads Act Approval. The school zone must comply with TfNSW requirements, and the design submitted to TfNSW for approval 12 weeks prior to occupation. The	Pre-occupation and ongoing	Not significant

#	Reason for mitigation measure	Mitigation measure	Timing	Significance after mitigation
		proponent shall also organise any relevant inspections with TfNSW.		
TTM6	Waste Collection	Waste collection at the site is to be limited to 7am to 8am and 4pm to 9pm.	Operation	Not significant
TTM7	Walking and cycling	DoE is to continue conversations with Council through the Transport Working Group forum regarding the status of the missing sections of Council's cycleway network.	Operation and ongoing	Not significant
TTM8	School Transport Plan	Prior to the commencement of operation, a School Transport Plan must be prepared to the satisfaction of the DoE Transport Planning Team. A copy of the School Transport Plan is to be provided to the relevant DoE Project Lead for implementation during operations.	Pre-occupation and ongoing	Not significant
TTM9	School Transport Plan	The School Transport Plan is to be reviewed on an annual basis for the first two years and updated (if required) to the satisfaction of the DoE Transport Planning team to ensure active and sustainable travel measures are implemented.	Pre-occupation and ongoing	Not significant
TTM10	Ongoing traffic impacts	DoE is to assess the impacts of the school on intersection performance through SIDRA modelling if	Operation	Not significant

#	Reason for mitigation measure	Mitigation measure	Timing	Significance after mitigation
		the school continues to operate from the temporary site for more than two years.		
TTM11	Site handover	Upon completion of the usage of the temporary campus, the Majara Street road reserve is to be restored to the satisfaction of Council.	Cease of operation	Not significant

7.2 Noise and Vibration

A Noise and Vibration Assessment Impact Assessment (**NVIA**) was conducted by ARUP and is provided at **Appendix 18.** The report quantifies the main sources of noise, assesses the impacts and provides conclusions confirming that the relevant noise criteria is met and any mitigation measures required.

Methodology

The noise and vibration assessment methodology for the proposed activity includes the following key steps:

- Identification of Noise Sensitive Receivers: Key residential receivers surrounding the site were identified, with their proximity to construction and operational activities noted.
- Establishing Noise and Vibration Criteria: Criteria were developed based on relevant guidelines, including the NSW Noise Policy for Industry (NFPI), Interim Construction Noise Guideline (ICNG), and Assessing Vibration: A Technical Guideline.
- Baseline Noise Monitoring: Long-term unattended and short-term attended monitoring were conducted at representative locations to establish ambient and background noise levels.
- Mitigation Measures: A Construction Noise and Vibration Management Plan (CNVMP) will be prepared to outline measures such as scheduling, use of quieter equipment, and community consultation to minimise impacts.

Existing Environment

The surrounding area primarily consists of low-density residential developments to the north and west. To the east lies an existing rail line, while Bungendore Public School and the Bungendore train station are situated to the south. Approximately 400 metres southwest of the school is the Bungendore Local Centre, which features a variety of cafes and restaurants, retail outlets, accommodation options, and a supermarket.

An acoustic assessment was undertaken historically in the Environmental Noise and Vibration Assessment (**ENVA**) in support of a State Significant Development Application (now not proceeding). Unattended noise measurements were undertaken as part of the SSD application in February 2022 in the locations outlined in **Figure 16** below and measured data is reproduced in

Table 20. Figure 16 identifies the nearest sensitive receivers including residential receivers (R1, R2 and R3) and existing school/childcare (S1 and S2).

The previous SSD ENVA included assessment of a larger project area and school student cohort, for a permanent operational basis. The activity proposed under this REF will operate on a smaller scale to support continued growth of students on a temporary basis, until such time the Permanent Bungendore High School is operational at Birchfield Drive.

Figure 16. Noise Monitoring Locations

Table 20. Existing noise levels

	Rating Background Level (dB(A) L_{90})		
Measurement Location	Day (7am to 6pm)	Evening (6pm to 10pm)	Night (10pm to 7am)
M1 – 10 Majara Street (Project Site)	40	35	32
M2 - 24 Butmaroo Street (Tennis Courts)	43	39	30*
M3 – 63 Turallo Terrace (Scout Hall)	39	30	30*
M4 – 16 Majara St (Southern Residence)	41	31	30*
M5 – 49 Gibraltar St (Police Station)	40	32	30*

** As per the EPA Noise Policy for Industry, where a rating background noise level is less than 30 dB(A) for the night period, it is set at 30 dB(A).*

Assessment

Construction Noise and Vibration

The proposed activity includes the use of the existing administration building as an educational establishment and the installation of demountable classrooms. Construction works could be described as minor in nature. Due to the limited information regarding construction activities at this design stage, the construction noise and vibration assessment has relied on typical assumptions for school developments. Standard noise management levels have been recommended based on the e Interim Construction Noise Guideline. If predicted or measured construction noise exceeds the ICNG levels then the construction activity must implement all 'feasible and reasonable' work practices to reduce noise levels.

Mitigation measures are detailed in the table below and **Appendix 1.**

Operational Noise

The operational assessment has considered noise emissions from school operations including building services, school activities and operation and noise emissions from additional traffic generated by the activity. Rail and road traffic noise has also been considered in the assessment. The predicted noise levels are measured from the residential receivers outlined in **Figure 16.**

Key sources of noise emissions from school operations include the use of the hall for presentations or performances, the public address (PA) system, school bell and mechanical services. Detailed information regarding mechanical services is not available at this stage of the project however, a qualitative assessment was undertaken which determined the following:

- Noise emissions from the systems within the existing administration building are not expected to increase as they will be reused and remain unchanged.
- The proposed demountable classrooms will have a mechanical ventilation system which is predetermined and integrated within the demountable building product. Acoustic assessments will be required as this information becomes available.
- The performance space within the existing building will include natural ventilation openings to the north and south resulting in an open floor area of 5%. With these windows open, the performance space will not comply with the criteria for a sports gymnasium. If the building envelope is closed, noise levels are expected to comply with the criteria for a sports gymnasium and for classes and/or exam.

Assessment of the noise emissions from outdoor play areas adopted the worst-case scenario, being 30 students being engaged in active play in the basketball courts and 40 students being engaged in passive play. The predicted noise levels are tabulated below. Noise levels during times when the entire student body is using the playground (i.e. recess and lunch) are expected to comply with the operational noise criteria for residential and existing school buildings.

Table 21. Outdoor play noise emissions

Receiver	Distance to site (m)	Target criterion – day ($dBL_{aeq, 15min}$)	Predicted noise level ($dBL_{aeq, 15min}$)	Compliance?
R1	120-160	51	46	Yes

Receiver	Distance to site (m)	Target criterion – day ($dBL_{aeq, 15min}$)	Predicted noise level ($dBL_{aeq, 15min}$)	Compliance?
R2	60-90	53	52	Yes
R3	90-110	50	49	Yes

Assessment of the noise emissions from the hall assumes the worst-case noisy learning activity with levels of up to 75 dB(A) with windows and doors open and no activities occurring during night time (10pm to 7am). The predicted noise levels are tabulated below. Predicted noise breakout from typical hall (sports gymnasium) use are expected to comply with target criteria during the daytime and evening with doors open.

Table 22. Hall noise emissions

Nearest Receiver	Distance to site (m)	Target criterion – day ($dBL_{aeq, 15min}$)		Predicted noise level ($dBL_{aeq, 15min}$)		Compliance?
		Day	Evening	Doors Closed	Doors Open	
R1	65	51	36	15	25	Yes

The proposed activity will utilise an existing carpark located on the eastern side of the site for staff parking. As a conservative worst-case scenario the car park noise assessment has considered the following:

- Noise source locations closest to the affected residences within the car park area.
- Up to 6 vehicle movements over a 15-minute period, 3 in each carpark.

The predicted operational noise levels associated with the car park are summarised in the table below.

Table 23. Car park

Receiver	Distance to site (m)	Target criterion – day ($dBL_{aeq, 15min}$)	Predicted noise level ($dBL_{aeq, 15min}$)	Compliance?
R1	30-70	53	51	Yes
R2	110-170	51	42	Yes
R3	80-130	50	44	Yes

The operational noise levels of the car parks are expected to meet the relevant criteria. The car parks will primarily be used during daytime hours and will feature controls, such as gate access, to restrict public and after-hours usage. Speed limits will help reduce noise emissions from vehicles accessing and navigating the car park.

As the proposal is located within close proximity to the rail line, Clause 2.100 of the T&I SEPP applies in relation to ***impact of rail noise or vibration on non-rail development.*** The clause applies to educational establishments and requires the consent authority to consider *any guidelines that are issued by the Planning Secretary,* in this case being the “Development Near Rail Corridors and Busy Roads-Interim Guidelines – Interim Guidelines (2008)” (**The Guideline**).

In guiding the type of acoustic impact assessment necessary, the Guideline requires consideration of the distance of the development from the railway and the type and speed of rail services.

The site is adjacent to the rail corridor. Proposed buildings are temporary in nature, and would be a minimum of 22m from the rail track.

Rail activity in Bungendore is infrequent. During a typical weekday, only two trains are expected to pass by the school site during school hours. This includes the 10.36am 631 Sydney to Canberra service and 12.35pm 635 Canberra to Sydney service. Trains will approach and depart the station at reduced speeds and the duration of any rail related noise will be brief. The rail line is currently not used for freight services. While no rail speed data is publicly available online, it is assumed that passenger rail service speeds would be below 80km/h at this location, given trains would be slowing or accelerating out of the nearby station.

Based on the above, the proposal would be considered a 'zone B' development in accordance with Section 3.5.1 of the Guidelines. Zone B development does not typically warrant specialist acoustic assessment. However, as noted above a Noise and Vibration Impact Assessment has been prepared in relation to the proposed activity and the noise criteria used within the Assessment are consistent with the Guidelines. The NVIA includes an assessment of internal noise amenity of learning spaces. Rail and road traffic noise levels are not expected to exceed the 40 dBLaeq 15 hr which is compliant with the maximum daytime internal airborne noise level for educational institutions outlined in the Development Near Rail Corridors and Busy Roads– Interim Guideline.

The NVIA also confirms that rail vibration and ground-borne noise impact is considered acceptable for the Bungendore North Campus High School.

Commentary regarding other possible noise emission sources during operation and internal noise amenity is provided within the NVIA. Overall, the extent and nature of potential impacts are considered low and not expected to have significant impact on the locality, community and/or the environment. Potential impacts can be appropriately mitigated or managed to ensure that there is minimal impact on the locality.

Mitigation Measures

The following site-specific mitigation measures are recommended to reduce noise impacts during construction and operational phase of the proposed activity.

#	Reason for mitigation measure	Mitigation measure	Timing	Significance after mitigation
NVM M1	Building services noise management	Mechanical equipment has not been selected at this stage of design. Appropriate equipment selection and noise mitigation design for any additional equipment must be conducted during design development to confirm compliance with environmental noise criteria in Section 2.3.1 of the NVIA.	Pre-construction	Not significant
NVM M2	Operational Noise	Restrict usage of Public Address to daytime	Operation	Not Significant

#	Reason for mitigation measure	Mitigation measure	Timing	Significance after mitigation
		hours only (7am to 6pm). Use directional speakers and set volume levels to the minimum required to ensure clarity and audibility. All loading dock activities, waste removal and noisy cleaning activities should take place between 7:00-8:00 AM or 4:00-9:00 PM.		
NVM M3	Noise Intrusion	Façade glazing and lightweight elements and doors to be designed to control noise break-in to sensitive areas. Natural ventilation to be able to be closed or incorporate acoustic louvres where noise break-in is required to be controlled (e.g. gymnasium). Install acoustically absorptive finishes to underside of outdoor learning areas to control reverberation build up and mitigate noise intrusion.	Pre-construction and during operation	Not Significant
NVM M4	Construction noise and vibration management	Contractor to develop a detailed construction noise and vibration management plan once specific details of proposed construction activities and staging are known	Pre-construction	Not Significant

7.3 Contamination

A Contamination Advice Letter and Gap Analysis (Contamination Advice) was undertaken by Lanterra in relation to the proposed activity and is provided in **Appendix 13**. The purpose of this Gap Analysis was to review previous contamination assessments undertaken as part of the documentation for the SSD application and confirm the sites suitability for the proposed activity.

Methodology

The methodology adopted by Lanterra in preparation of the Contamination Advice included:

- Review the previous contamination assessment from May 2024

- Visit the site to assess whether the site has changed and whether there may have been activities that could introduce contamination since the previous sampling
- Prepare a brief letter report presenting the results of the gap analysis.

Existing Environment

Historical information indicates that the site has been used for recreational and railway purposes since at least 1884. Aerial photographs from 1961 to 1985 show the site was mostly vacant, with occasional ground disturbances. A 2007 satellite image shows ground disturbance and fill placement north of the existing Council offices, which were built sometime before 2007. Planning searches and an EPA database search found no known sources of contamination on the site.

Assessment

In association with the historic SSD application proposal for the permanent high school Lanterra prepared a Detailed Site Investigation (DSI) in accordance with the SEARS requirements. The objective of this report was to assess the potential of contamination at the site and determine if further investigation and remediation was required. It should be noted that the activity site subject to the SSD application incorporated additional sites including part of Bungendore Common and a portion of Bungendore Park including Bungendore Pool. As part of the investigations twelve (12) boreholes were drilled throughout numerous areas of the site (refer to **Figure 17** below).

The recommendations of the DSI included the provision of a Remedial Action Plan (RAP) which was prepared by Lantana in May 2022.

The scope of work undertaken as part of the DSI and RAP included the following:

- A suitably qualified environmental consultant identified the proposed sample locations on site and a Telstra Accredited Service Locator cleared each location of underground services.
- A suitably qualified and experienced contractor was engaged to drill boreholes across the site with the aid of a backhoe.
- Undertake intrusive investigation across the identified areas for further environmental investigation within the site, including constructing forty (40) boreholes for soil sampling.
- Undertake soil and water analysis at a National Association of Testing Authorities (NATA) accredited laboratory for the analyses of contaminants of potential concern (COPCs).
- Assess laboratory results obtained from the investigation against the applicable land use criteria, particularly the proposed high school.

Based on the results of this investigation, the following conclusions and recommendations were made:

- Based on the SSD scope and investigation's results, remediation is required of approximately 200 m^2 where the asbestos containing materials were detected in the soil. The impacted area is located to the north of the Community Centre building and outside the site area of the proposed activity.
- Based on the results of the investigation, the site was considered suitable for the previously proposed high school, subject to the recommendations above remediation. As the remedial area is located outside of the site area of the proposed activity, the site is considered suitable for the temporary high school.
- It was recommended that a construction environmental management plan (CEMP), which includes an unexpected finds protocol (UFP) to manage any unexpected occurrences of

contamination should they be encountered during the site's development, be prepared prior to any construction work commencing.

On 4 April 2023, the NSW Environmental Protection Authority (EPA) declared land along the rail corridor at Bungendore significantly contaminated. While it was recognised the site does not form part of the land which applies to the declaration, an interim Site Audit Statement was requested by DPHI to verify the site is suitable for the intended land use considering the portion of land which is to the north of the community centre adjoins the declared land. In response to this, a Site Auditor Interim Advice Letter prepared by EP Risk was provided which reviewed the RAP and confirmed it was generally of good quality and that if implemented, will enable the site to be made suitable for the proposed land use. Notwithstanding, as the scope of this advice focused to the north of the Community Centre, which is now excluded from the area of the proposed activity subject to this REF, the requirement for the RAP to be reviewed by a Site Auditor is no longer relevant. Importantly, the area identified for remediation is now excluded from the site area.

Since April 2023, Transport for NSW has entered into a Voluntary Management Proposal (VMP) with the NSW EPA. The VMP applies to the land identified in the figure below and outlines the approach to managing site contamination, which includes a commitment from TfNSW to completing a Detailed Site Investigation, remediation and validation. The VMP sets out the obligations of TfNSW as the land owner and does not apply to the school site.

The VMP specifically requires that “All the activities at the site will be carried out in a manner that prevents or minimises the emission of dust, odour and noise from the site”. The VMP also requires that quarterly inspections are to occur of the rail corridor land to ensure that controls outlined in Management Plan are in place and remain effective.

Based on the findings of previous assessments, a Contamination Advice was provided by Lanterra in April 2025 following a review of the scope of the temporary high school and to confirm if the site remains suitable for the proposed activity. The following conclusions were made:

- The site area has been reduced from the original contamination assessment completed in 2024. As a result, the small area affected by asbestos in the soil is now outside the boundary of the proposed activity.
- The concentrations of other COPCs were below the adopted criteria, and the site was considered suitable for the proposed activity based on the condition that the asbestos impacted soil located north of the Community Centre building would be remediated.
- Observations made during the site visit on 10 February 2024 did not identify any activities that may have introduced contamination to the site since the completion of the contamination assessment by Lanterra in 2024.

It is the opinion of Lanterra that further soil testing, environmental reporting or site auditor advice is not necessary prior to works commencing given the extensive investigations to date and the revised project boundary, which no longer includes the land that was identified for remediation. Overall, the site is considered suitable for use as a school with consideration of contamination risk.

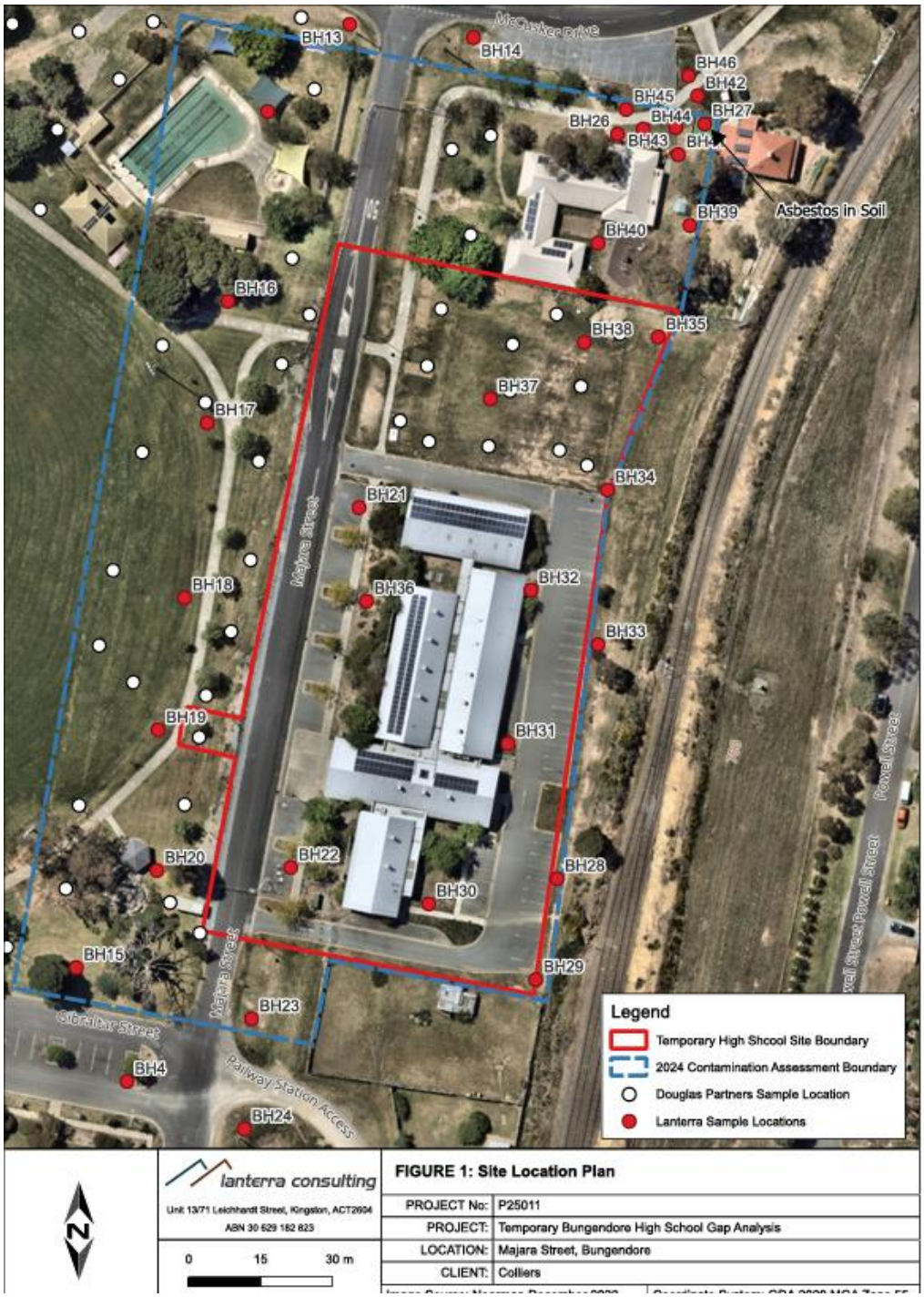


Figure 17. Locations of soil testing

Mitigation Measures

The following site-specific mitigation measures are recommended to address possible contamination impacts of the proposed activity.

#	Reason for mitigation measure	Mitigation measure	Timing	Significance after mitigation
LCM M6	To ensure any unexpected occurrences of contamination is	Prepare a Construction Environmental Management Plan which includes an unexpected	Pre-construction	Not significant

#	Reason for mitigation measure	Mitigation measure	Timing	Significance after mitigation
	managed appropriately	finds protocol. The Management Plan must be prepared and implemented before any construction work commences.		

7.4 Social Impact

A streamlined Social Impact Assessment (SIA) has been prepared by Urbis to identify, at a high-level, the potential social impacts of the proposed activity and the key measures proposed to mitigate negative impacts and enhance positive impacts.

Planning for the new Bungendore high School was announced in August 2020. Since that time, there has been mixed community reaction, particularly in relation to the original site at Majara Street. Concerns were raised around the site selection process, planning approach, and potential impacts on access to community facilities. These concerns related specifically to the former site and have been documented in previous SIA's for the former site.

The prolonged planning process has likely created lasting interest and concern regarding the current Bungendore North High School proposal. This is likely to include concerns around site planning and certainty over school delivery. Accordingly, the planning history of this site and historic community sentiment has been considered as part of the planning process for the Bungendore High School Temporary North Campus.

The proposed activity seeks to ensure that students and staff have access to quality educational facilities while the permanent high school is being established at Birchfield Drive. A separate community consultation process has been undertaken to inform the planning for the permanent high school, located at 18 Harp Avenue, Bungendore.

Methodology

A review of relevant state and local policies was undertaken to understand the strategic context of the proposed activity and any potential impacts (positive and negative). This included:

Regional

- DPHI, Draft South East and Tablelands Regional Plan 2041 (2022)

Local

- Queanbeyan-Palerang Regional Council, Community Strategic Plan 2042 (2022)
- Queanbeyan-Palerang Regional Council, Towards 2040 Local Strategic Planning Statement (2020)
- Queanbeyan-Palerang Regional Council, Sports Facilities Strategic Plan (2024)
- Queanbeyan-Palerang Regional Council, Bungendore Structure Plan 2048 (2020)

The key social themes from the policy review are summarised below:

Theme	Summary of findings
Protecting Aboriginal culture and natural landscapes	The Queanbeyan-Palerang LGA, located on the land of the Ngambri, Ngarigu, Ngunnawal, and Walbunja Aboriginal people, is guided by the Draft South East and Tablelands Regional Plan 2041 (**Regional Plan**). This plan emphasises the importance of caring for and connecting to Country, community, and place. A central theme of the plan is 'Recognising Country, people, and place,' which is integrated into the region's strategic vision. The Council's Local Strategic Planning Statement (**LSPS**) prioritises collaboration with Aboriginal communities to protect Indigenous heritage in development decisions. Community consultation for the Community Strategic Plan (**CSP**) revealed a strong desire to protect the natural landscape and bushland, with 13.4% of respondents identifying environmental sustainability as a key challenge.
Increasing access to education facilities	The Regional Plan notes that many people travel to the ACT for health, education, and employment, leading to increased demand for schools near the ACT-NSW border. To address this, the NSW Government will monitor population and development trends to meet education needs in government schools. The Bungendore Structure Plan 2048 (**Structure Plan**) anticipates an additional 3,568 residents over the next decade, increasing demand for social infrastructure, including schools. By 2040, the LSPS envisions that Bungendore families will have access to primary and secondary schools within the town, necessitating the establishment of a new secondary school.
Accessing sports and recreation facilities	There is a reasonably strong focus on sport and recreation in strategies and plans prepared by Council. For example, one of the planning priorities in the LSPS is 'We have an active and healthy lifestyle', with the associated outcome emphasising the provision of recreation facilities.
Maintaining the rural character and lifestyle of Bungendore	The Structure Plan identifies Bungendore as a rural town with strong visual links to its surrounding natural landscapes. During consultation for the CSP, respondents identified the beautiful natural environment (14.8%), local people and spirit (9.9%) and location and convenience (9.8%) as being the characteristics people loved about living in the region. This sentiment is embedded in the LSPS vision for Bungendore. Preserving the rural character and lifestyle of Bungendore is therefore a key priority for the community. This is also reflected by the Regional Plan's key objective to 'preserve the heritage and character of the region's towns and villages'.

Community Profile

A community profile has been developed for Bungendore suburb based on demographic data from the Australian Bureau of Statistics (2021) Census of Population and Housing from Profile id. The demographic characteristics of the Queanbeyan-Palerang Regional LGA and Regional NSW have been used, where relevant, to provide a comparison.

In 2021, it is estimated that there were 4,745 people living in Bungendore. Key characteristics of this community include:

Greater proportion of primary school aged children

A larger percentage of primary school aged children (5 to 11 years) lived in Bungendore (11.7%) compared to the LGA (9.1%) and Regional NSW (8.6%). This may indicate increased demand for a high school in the near future.

Parents and homeowners dominant

In Bungendore, parents and homebuilders (35 to 49 years) were the dominant age category, comprising 22.6% of the population. This was a larger proportion than in the LGA (21.3%) and Regional NSW (17.5%), reflecting the prominent family nature of the town.

Lower proportion of ATSI residents

In Bungendore, 2.4% of residents identified as Aboriginal and/or Torres Strait Islander (ATSI), which was a lower proportion than in the LGA (3.5%) and Regional NSW (6.6%).

Increasing rate of school completion

Bungendore had a higher proportion of people who had completed Year 12 or equivalent (64.0%) compared to the LGA (61.9%) and Regional NSW (43.0%). Since 2016, this cohort had increased by over 440 people, indicating a strong value on secondary education and educational attainment.

High socio-economic advantage

According to data from the Socio-Economic Indexes for Areas (SEIFA), Bungendore experienced relatively high levels of socio-economic advantage, as it ranked in the 97th percentile of the Index of Relative Socio-Economic Disadvantage.

Relatively healthy community

Bungendore had a relatively healthy community with 60.5% of residents self-reporting as having no long-term health conditions, a higher proportion compared to the LGA (59.4%) and Regional NSW (53.6%). The most common long term health conditions in Bungendore were mental health conditions (10.1%), asthma (8.6%) and arthritis (7.8%).

Less need for assistance with day to day activities

In 2021, 136 Bungendore residents (3.5%) reported needing assistance with their day to day lives due to disability and 354 carers (12% of the population aged over 15) were providing unpaid assistance to a person with a disability, long term illness or old age. A lower proportion compared to the LGA (4.4% and 12.2% respectively) and Regional NSW (6.8% and 13.1% respectively).

Future Bungendore population

By 2041, Bungendore's population is expected to comprise 6,664 people, reflecting a total increase of 54.2%. The age groups with the largest predicted increase in persons by 2031 are parents and homebuilders (35 to 49 years), who are expected to account for 23.4% of total persons in 2031.

Social Locality

A proposal's social locality defines the area or areas in which individuals and communities will be primarily impacted by a proposal in varying ways. The social localities identified for the proposal:

- **Immediate social locality:** the area immediately surrounding the proposal site. This primarily includes residents living in the area immediately surrounding the site (primarily on Turallo Terrace, Majara Street, Gibraltar Street and Butmaroo Street), the Bungendore Public School (Bungendore South Campus) and Bungendore Preschool communities (students, families, careers and staff) and users of nearby facilities (Mick Sherd Oval and associated amenities, Bungendore Pool, Tennis Club, Bungendore Scout Hall and the Turallo Terrace dog off leash area). There is potential for individuals and groups within this locality to experience localised impacts from the proposal such as noise, changes to traffic and access and visual amenity.
- **Local social locality:** the Bungendore township (inclusive of the immediate social locality). This includes the Bungendore township community including residents, business owners and workers.
- **Surrounding social locality:** Bungendore High School Temporary North Campus catchment and beyond. This area, inclusive of the local social locality, includes the existing and future Bungendore High School community, including staff, students, families and carers who will experience impacts from the provision of the Bungendore High School Temporary North Campus.

It is recognised that impacts from the proposal may be experienced beyond the above localities. Importantly, any impacts of the proposal to Aboriginal culture and heritage may be experienced by any Ngunawal and Ngarigo people, the traditional custodians of the land, who reside within and beyond the above localities.

Assessment Approach

As shown in **Table 24**, this section provides an overview of potential impacts, mitigation measures (for negative impacts) and enhancement measures (for positive impacts), residual impact ratings and additional recommendations as a consequence of the proposed activity.

Table 24. Summary of potential social impacts

Potential impact	Impact category	Key impacted groups	Impact overview	Mitigation/ enhancement measures	Likely residual impact and rating	Additional SIA recommendations
Improved learning and teaching environment for students and staff	Way of Life Community Accessibility	Surrounding social locality (Bungendore High School community, including in particular staff and students)	The proposal will deliver a range of quality learning spaces and amenities that will support educational outcomes for some current and future high school students. The split campus arrangement will be an improvement for some students and teachers compared to the existing arrangement where all high school students and teachers are utilising demountable classrooms within the primary school site. Providing some students with a separate, designated high school campus could also foster a sense of belonging and connection by staff and	The proposal includes a variety of indoor and outdoor learning spaces that are well-equipped and adequately embellished to support learning. This includes group learning spaces (GLS), visual and performance arts spaces, science room, wood room and food technology facilities. The project team consulted the school Principal during the development of the proposal to ensure learning spaces will be fit-for-purpose.	**Medium positive** The proposal will provide an enhanced and improved temporary learning and teaching environment and sense of belonging during the period prior to the opening of a permanent school.	Allow for teacher input in the design of learning spaces to ensure these spaces cater for teaching and learning needs.

Potential impact	Impact category	Key impacted groups	Impact overview	Mitigation/ enhancement measures	Likely residual impact and rating	Additional SIA recommendations
			students.			
Access to designated, purpose-built open space for students	Way of life Community Accessibility Health and Wellbeing	Surrounding social locality (Bungendore High School community, including in particular staff and students)	Outdoor learning and recreation spaces can support the physical and mental wellbeing of students. Open spaces also provide opportunities for social interaction, recreation and relaxation. Additionally, well-designed open spaces can serve as outdoor classrooms/learning spaces, enriching educational experiences. High school students currently accommodated at Bungendore Public School (Bungendore South Campus) are separated from the primary school, utilising demountable classrooms on the open space, limiting the open space available to	The proposal includes a variety of outdoor spaces and offerings catering to active and passive recreation uses. These include a basketball court, landscaped play and activity areas with natural and built shade provision. The proposal also includes good visual and physical connectivity between the new demountable buildings and outdoor areas, supporting access and supervision.	**Medium positive** The proposal will provide students with access to purpose-built designated outdoor spaces to meet recreation and some sporting needs.	Explore arrangements with Council for students to utilise the adjacent sports field during non-peak community use periods to provide additional sport and recreational opportunities for students.

Potential impact	Impact category	Key impacted groups	Impact overview	Mitigation/ enhancement measures	Likely residual impact and rating	Additional SIA recommendations
			students. The proposal includes provision of 1,052m^2 of open space designated for high school student sport and recreational use.			
Perceived or actual traffic impacts during construction and operation	Way of life Accessibility	Immediate social locality (surrounding residents and users of surrounding infrastructure and facilities)	During engagement processes for previous proposal iterations, community members commented on potential increased traffic congestion during construction, and workers impacting parking availability. The proposal will likely result in very little change to traffic levels in the local area, given it is being located very close to its existing location. However, an overall increase in student enrolments may generate some additional traffic.	The Traffic Impact Assessment (TIA) (Stantec, 2025) and Construction Traffic Management Plan (CTMP) (Stantec, 2025) outline several measures to mitigate potential traffic and parking impacts. These include a traffic guidance scheme (TGS), dedicated parking for staff, promotion of public and active transport. Construction-related activities will be limited, as work relates to internal alterations to the existing building and demountable classrooms will be prefabricated and transported to site following	**Low negative** With the measures proposed, the proposal will likely have minimal impact on traffic and parking during construction. The proposal will likely generate some additional traffic during operation, but this will mainly be contained within school pick-up and drop-off periods.	N/A

Potential impact	Impact category	Key impacted groups	Impact overview	Mitigation/ enhancement measures	Likely residual impact and rating	Additional SIA recommendations
				specific routes. Operational measures identified include bicycle storage, staff parking and optimisation of Bungendore school bus services.		
Amenity impacts on the surrounding community during construction and operation of the school	Way of life Health and wellbeing Surroundings	Immediate social locality (surrounding residents and users of surrounding infrastructure and facilities)	The proposal's construction may cause temporary amenity impacts on people in the immediate area (e.g. noise, vibration and air quality impacts due to dust). During operation there is potential for school activities, in particular outdoor activities, to increase noise and impact nearby residents.	On-site construction activities will be minimised with demountable classroom prefabrication off-site and internal alterations to the administration building. A construction noise and vibration management plan (CNVMP) and a Construction and Environmental Management Plan (CEMP) will be implemented. The proposal includes design features to control noise and reduce impacts, including façade, door and window treatments and materials.	**Low negative** With the measures proposed, the proposal will likely have minimal temporary impact on amenity during construction. The proposal will likely generate some additional noise from student activities; however, this is likely to be minor in terms of the area of impact.	Design and operational measures continue to be applied to minimise noise impacts. Any potential concerns raised by nearby residents to be responded to through standard school operational protocols, in consultation with the relevant school and departmental teams.
Potential impacts to	Culture	Surrounding social locality	There were no Aboriginal sites	The Heritage Impact Statement (HIS) (Urbis,	**Nil**	Adopt an 'unexpected finds

Potential impact	Impact category	Key impacted groups	Impact overview	Mitigation/ enhancement measures	Likely residual impact and rating	Additional SIA recommendations
local culture and heritage		(the broader community, in particular Aboriginal people and communities with connections to local Country)	recorded within a 200m radius, however there were 10 Aboriginal sites recorded within a 1km of the proposal site. A small portion of the site is identified on Council's LEP Mapping in relation to the local heritage item Bungendore Soldiers Memorial. However, the memorial itself is located further west within Mick Sherd Oval and works within this portion of the site only include a short pedestrian path. The proposal site is also in close proximity to heritage items including Bungendore Railway Station and Yard Group (listed on the NSW State Heritage Register).	2025) recommends ceasing work and engage an archaeologist if suspected Aboriginal objects are located onsite and similarly cease work and call NSW Police if human remains are found. No mitigations are recommended for the low visual impacts to Bungendore Railway Station and Yard Group as the temporary demountable classrooms match the scale, and aesthetic of the existing, retained building on the site. No further mitigation measures are proposed.	Impacts to local Aboriginal and non-Aboriginal culture are not predicted and there are adequate measures in place to address unexpected impacts if they arise.	procedure' to reduce the potential for disruption to any unexpected potentially significant items identified on site.

The following potential social impacts have also been identified below in **Table 25**. These impacts are the result of the broader planning process for a new high school in Bungendore. As this proposal forms part of this broader process, it is considered to contribute to these identified impacts.

Table 25 Summary of long-term impacts

Potential impact	Impact category	Key impacted groups	Impact overview	Mitigation/ enhancement measures	Likely residual impact and rating	Additional recommendations
Disrupted access to community facilities in Bungendore	Way of life Community Accessibility Health and wellbeing Cumulative social impacts	Local and surrounding social locality (in particular local Bungendore residents)	While the existing building on site (including the former Council administration and community building) has been vacant for some time, its closure is directly related to the planning of a new high school in Bungendore. Feedback received through community engagement included comments regarding the closure of these facilities. Community members noted this impacted their access to important community	Following closure of the existing facilities, Council relocated services to a temporary location at 13 Gibraltar Street. This site is centrally located in the town centre, 500m from the proposal site. A permanent office and community centre are also being planned for development on a nearby site (19 - 21 Gibraltar Street). The administration building (part of the subject site) will be transferred back to Council in 2027. Once transfer has	**Low negative (short-term)** **Low positive (long term)** The community has been impacted by access to community facilities in the short to medium-term. The new, purpose-built facilities planned in the town centre have the potential to benefit the community.	N/A

Potential impact	Impact category	Key impacted groups	Impact overview	Mitigation/ enhancement measures	Likely residual impact and rating	Additional recommendations
			infrastructure.	occurred back to Council, the future use will be at the discretion of Council in line with community needs. The provision of temporary buildings for Council offices and community activities and a new, permanent facility in the future will mitigate the loss of facilities on the proposal site for Council and community use.		
Community engagement fatigue as a result of the planning process	Decision making systems Cumulative social impacts	Local and surrounding social locality	The prolonged planning process, beginning in 2020, has had an impact on some of the Bungendore community.	Targeted engagement with key stakeholders has been undertaken as part of the development of	**Low negative** Community engagement has been undertaken since 2020 and has, at times, been challenging	Develop and implement an integrated engagement and communication approach with Council to ensure

Potential impact	Impact category	Key impacted groups	Impact overview	Mitigation/ enhancement measures	Likely residual impact and rating	Additional recommendations
			Previous engagement processes, which provide an understanding of the sentiment of the current community, indicate concerns around certainty of school delivery given the time passed since announcement of a new high school in Bungendore.	the REF proposal, including consultation with the school principal, Council and a transport working group (which included Council and TfNSW representatives). The REF will include consultation in line with statutory requirements. A 28-day consultation period will include notices to adjoining neighbours, notice to the Council and relevant government agencies, advertisement in a local newspaper and making the	given varying views in the community and updates to the intended school planning process. Varying views within the community and the duration of the planning process to deliver a new high school in Bungendore have contributed to a degree of engagement fatigue and differing perspectives that continue to be felt.	the community is informed about the progress of the activity.

Potential impact	Impact category	Key impacted groups	Impact overview	Mitigation/ enhancement measures	Likely residual impact and rating	Additional recommendations
				REF publicly available on the NSW Planning Portal throughout the consultation period. Comments received will be considered and responded to.		

Mitigation Measures

The following site-specific mitigation measures are to be implemented to address potential social impacts.

#	Reason for mitigation measure	Mitigation measure	Timing	Significance after mitigation
VAMM2	To provide improved learning and teaching environment for students and staff	Allow for teacher input in the design of learning spaces to ensure these spaces cater for teaching and learning needs.	Detailed design stage	Not significant
PACMM6	To address amenity impacts on the surrounding community during construction and operation of the school	During construction and operation, any potential concerns raised by nearby residents to be responded to through standard school operational protocols, in consultation with the relevant school and departmental teams	Operation	Not significant
CEMM4	To prevent community engagement fatigue as a result of the planning process	Develop and implement an integrated engagement and communication approach to ensure the community is informed about the progress of the activity	During construction	Not significant

7.5 Flooding

A Flood Assessment has been prepared by Martens & Associates and is provided in **Appendix 14**. The Flood Assessment evaluates the flood risks and impacts associated with the proposed activity as well as impacts to adjoining properties.

Methodology

The methodology undertaken to inform this assessment is as follows:

- Review of previous studies and assessment undertaken by Martens & Associates in September 2021 to support the previous SSD application. This assessment undertook hydrologic (**RAFTS**) and hydraulic (**TUFLOW**) modelling of the PMF and 1% AEP flood levels with the existing development on the site. It is noted that this modelling also included the site within Bungendore Common which is mapped as flood prone land. This site is not

subject to the proposed activity. As the proposed activity reduces the scope of the previous proposal, the findings and recommendations of the previous flood assessment are relevant to the proposed activity.

- Understand site flood mechanisms and characteristics
- Assess the potential flood risks and impacts to adjacent properties arising from the proposed activity
- Determine minimum floor levels (**FPLs**) of the proposed demountable classrooms considering available flood data and flood planning
- Discuss preliminary flood emergency response plan (**FERP**) requirements
- Prepare a compliance assessment in accordance with Council's flood development controls.

Existing Environment

The site is located in the Turrallo Creek catchment and is approximately 800m upstream of the confluence within Halfway Creek. The site is not identified as flood prone land and is not affected by the PMF or 1% AEP. The site has a relatively flat topography and is approximately 695m AHD at the western boundary and 698m AHD to the east.

Figure 18 below includes a flooding site analysis plan from the 2024 flood study associated with the SSD application. It is noted that the SSD project scope included a larger site area (outlined in red) than the proposed activity under this REF and included flood impacted land (shown green). The subject site to which this REF (outlined in purple) is not flood impacted.

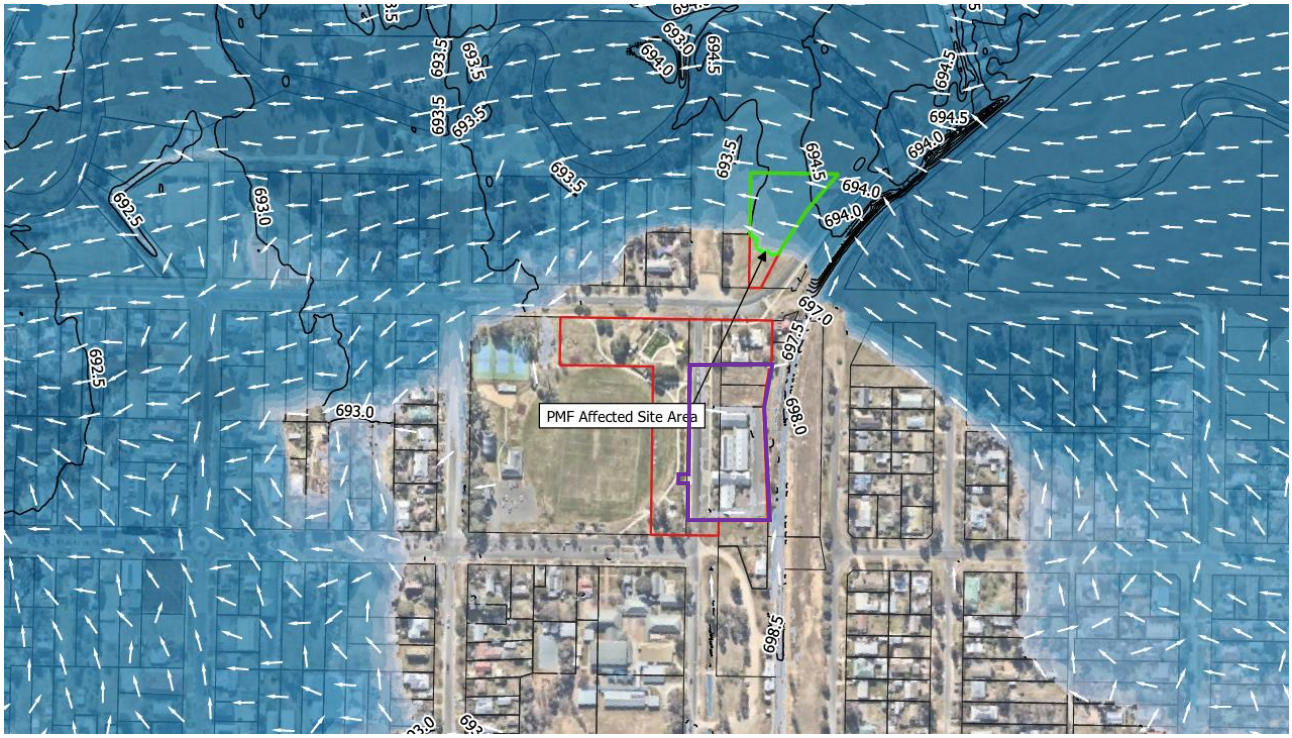


Figure 18. Extract from 2024 Flood Study for SSD-14394209. PMF Critical Duration Storm - Water level & depth.

Assessment

The subject site of this REF is flood free in the 1% AEP (with and without climate change) and PMF events. No offsite impacts to the floodplain environment are expected. Based on the previous flood modelling and updated flood maps:

- The site is not affected by mainstream flooding from either Turallo Creek or Halfway Creek.
- The site is unaffected by flooding in all modelled flood events up to and including the PMF.
- Despite indications of flooding within the site in all modelled events, these areas only exist as a result of the direct rainfall modelling approach which causes puddles within trapped low points on the model ground surface and are not considered to be floodwaters.
- The relevant flood levels occur at Turallo Creek approximately 200m northeast of the site. These are:
    - 693m AHD in the 1% AEP event
    - 693.1m AHD in the 1% AEP with climate change event
    - 645.5m AHD in the PMF event
- As outlined above, the site sits above these levels 695-698m AHD, further indicating the site is flood free up to and including the PMF.

In the unlikely event of a large-scale flood, pre-emptive closure of the site is the preferred emergency response, and there will likely be several days warning prior to such flood event. In the unlikely scenario that persons are on site during an anticipated major flood event, safe evacuation to Bungendore Public School is available in all flood events up to and including the PMF.

Due to the nature of the school land use and surrounding flood risks in a major flood event, a FERP was prepared in relation to the SSD application. Despite the change in project scope, it has been suggested by Martens & Associates that the FERP could be adopted as an appropriate mitigation measure for this proposed activity.

The compliance assessment demonstrates that the site can be developed in accordance with Council flood planning requirements. The proposed activity is supportable from a flood management perspective.

Mitigation Measures

The following mitigation measures are recommended for the proposed activity in relation to flooding:

#	Reason for mitigation measure	Mitigation measure	Timing	Significance after mitigation
OPF MM2	To ensure the evacuation procedures in the event of a flood are upheld	The procedures outlined in the Operational Flood Evacuation Response Plan (FERP) produced by Martens & Associates dated September 2021 are to be adhered to during operation of the proposed activity. The FERP is to be updated to reference the proposed activity under this REF.	Operation	Not Significant

7.6 Stormwater Management

A Civil Engineering report produced by WSP is provided in **Appendix 12.** The report summarises the existing stormwater infrastructure available to the site and identifies any upgrades or additional services.

Methodology

In assessing the stormwater requirements for the site, the report considered the following:

- Surveys to ascertain the location and capacity of existing stormwater infrastructure.
- The relevant Australian standards for design and structural requirements.
- Consultation with Council's engineers regarding their expectations for stormwater management on the site.
- Reference to Council's Stormwater drainage designs for On-site detention (OSD) specifications.
- DRAINS modelling to determine OSD volumes required to mitigate increased run off from the temporary demountable classrooms.

Existing Environment

Currently, the site has access to an existing 1300mm diameter stormwater main along Majara Street. An extract of the survey is provided below in **Figure 19**. The buildings downpipes lead to a centralised rainwater/stormwater detention tank with a 40m^3 capacity, which then discharges to the main along Majara Street.

Figure 19. Survey extract showing location of existing stormwater infrastructure.

Assessment

There are no proposed changes to the drainage system for the existing public administration building or to the surrounding private roads and parking areas. Therefore, the stormwater design and assessment are in relation to the proposed demountable classrooms.

In order to ensure the stormwater design can accommodate runoff for the 1% AEP and 20% AEP storm events where discharges do not exceed the pre-development peak rates. During the consultation with Council, it was advised that rainwater capture, and reuse are preferred and the impacts of increased runoff from the new impervious areas associated with the temporary demountable classrooms be mitigated. In response to this, two rainwater tanks are proposed in conjunction with and above ground OSD tank. The location of these tanks is outlined below in **Figure 20.**

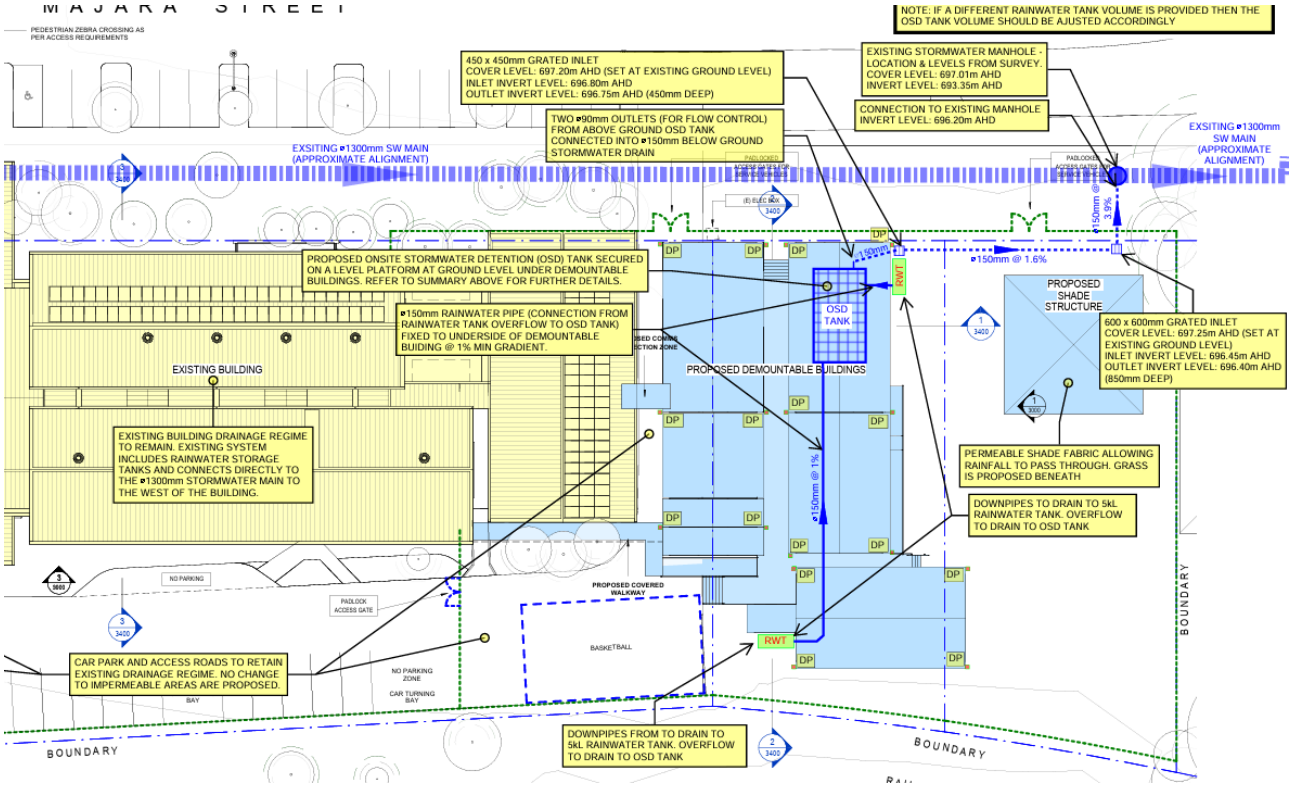


Figure 20. Stormwater design for the demountable classrooms.

The rainwater tanks will facilitate capture and reuse of rainwater and, together with the OSD tank, will limit discharge rates to no greater than pre-development levels. The above ground rainwater tanks will limit disturbance to the site compared with below ground tanks and is considered appropriate given the temporary nature of the activity. Results from the DRAINS modelling confirmed 10.5m^3 of OSD is required.

In relation to erosion and sediment control, mitigation measures will be implemented to ensure site disturbance from the installation of the demountable buildings do not enter the stormwater system.

Mitigation Measures

The following mitigation measures are proposed in relation to stormwater management.

#	Reason for mitigation measure	Mitigation measure	Timing	Significance after mitigation
SWM M7	Erosion and sediment control	Provision of erosion and sediment control devices, such as sedimentation fences and geotextile filters around existing pits	During design and construction	Not significant

#	Reason for mitigation measure	Mitigation measure	Timing	Significance after mitigation
		during construction work and until the site is stabilised. Regular inspection of erosion prevention and sediment removal strategies during construction works. Clean and maintain sediment control devices after storm events. Modify sediment control devices to suit construction work progress and until the site is stabilised		
SWM M8	Stormwater Quality Control	An OSD tank will be installed to mitigate the increase in runoff from the new demountable buildings and shall be designed and constructed in accordance with Queanbeyan-Palerang Regional Council 'Development Design Specification D5 – Stormwater Drainage Design (2019)' and the consultation under taken with them (Refer to Section 3 of the Civil Engineering Report).	Design and Construction	Not significant
SWM M9	Stormwater Quantity Control	Provision of leaf/debris screens on gutters along with the rainwater tanks and the OSD tank are to be installed.	During design and construction	Not significant
SWM M10	Stormwater Design	Pipes and pits will need to be designed to satisfy the minimum provisions of AS 3500.3. They must be designed to convey, at least, the 5% Annual Exceedance Probability (AEP) flows as per Education Facilities and Standards Guidelines and Technical Standards (ESFG guidelines). Where	During design and construction	Insignificant

#	Reason for mitigation measure	Mitigation measure	Timing	Significance after mitigation
		pipe capacity is exceeded i.e., greater than 5% AEP, stormwater will be conveyed as overland flow. Overland flow paths are to be designed to convey at the minimum 1% AEP stormwater flows with a Velocity x Depth to be less than 0.4m2/s. Class B, C and D pits are to be used in accordance with AS 3996.		
SWM M11	Operational Stormwater Management	The area where ponding has been identified has a spoon drain with insufficient slope to be free draining. The existing ponding issue is considered a nuisance, not a hazard and the ponding depth is expected to be very shallow. Therefore, it is recommended that the ponding issue is monitored and addressed if necessary.	Operation	Not significant

7.7 Biodiversity

An Ecological Self-Assessment Advice Letter has been prepared by Kleinfelder (**Appendix 9**) to assess the potential biodiversity impacts of the proposed activity.

Methodology

The Ecological Self-Assessment referred to the following historic reports and relevant mapping:

- Biodiversity Development Assessment Report (**BDAR**) NCA21R122890 produced to support the previous SSD application for the construction of a permanent high school on the subject site.
- The BioNet Atlas of NSW Wildlife (NSW Government 2025) for previous records of threatened species, populations and ecological communities (as listed under the BC Act) within a 5 km radius of the site.
- Commonwealth Department of Climate Change, Energy, the Environment and Water (**DCCEEW 2025**) Protected Matters Search Tool (5 km buffer).
- Aerial photographs and satellite imagery of the study area.

Figure 21 outlines the extent of the assessment of the previous submitted BDAR against the current development site subject to this application.

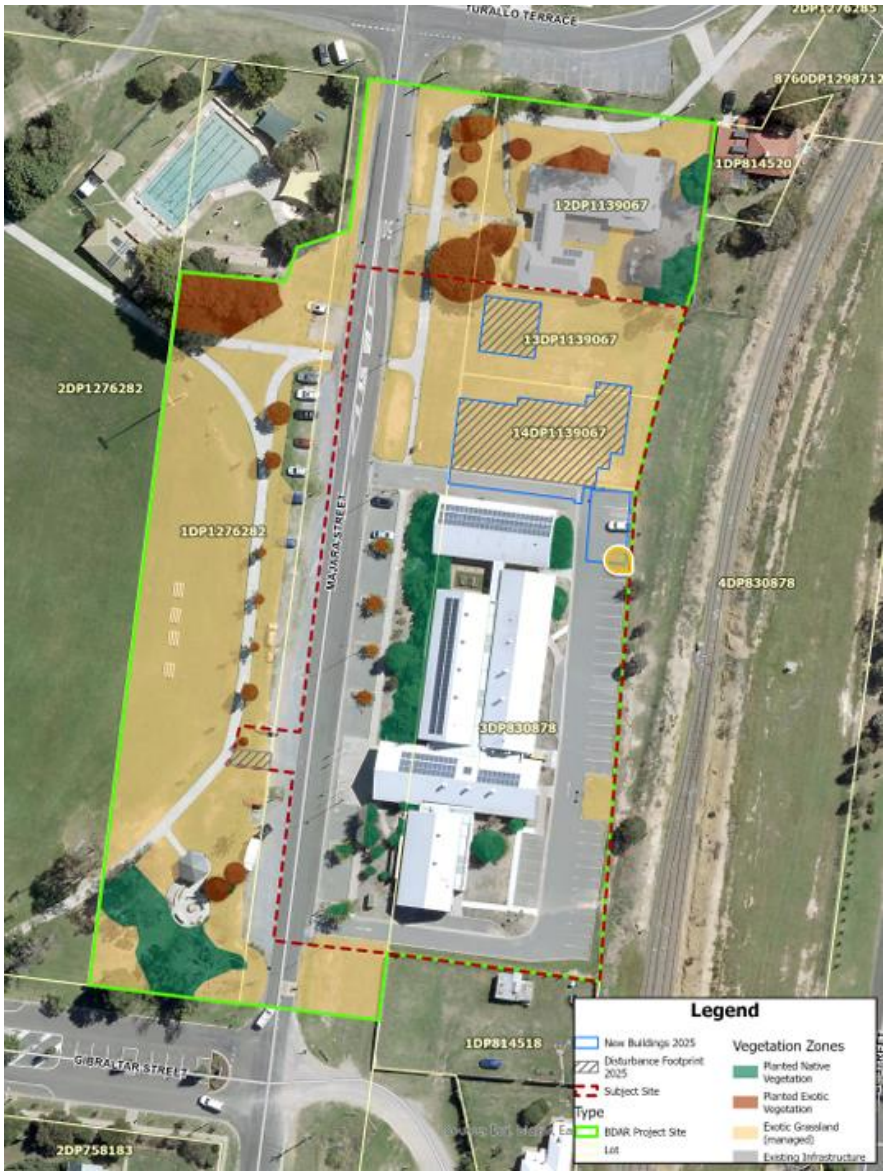


Figure 21. Extract from Biodiversity Self-Assessment

Existing Environment

The site is relatively flat and contains maintained landscaped areas as well as the existing Council building. The site does not contain any significant trees with minor low-lying native vegetation concentrated on the Majara Street road reserve. No native plant community types (**PCTs**) are present at the site.

Assessment

The potential impacts on any threatened communities and flora and fauna species were identified in the BDAR relating to the historic SSD. In summary, these were:

- The vegetation within the site could not be reasonably assigned to a PCT occurring within the Monaro IBRA sub-region.
- Flora surveys completed within the Study Area recorded a total of 42 flora species, including six native species (four trees, one forb and one grass), 33 exotic species, and three High Threat Exotics. Habitat for threatened flora species was considered absent within the Project Site. No threatened flora species were recorded. It should be noted that

all recorded native species were located on part of the previous development site area and is no longer included within the site area of the proposed activity.

- Fauna surveys completed within the site determined that the site only constitutes foraging habitat for common local species and highly mobile threatened species as part of a broader habitat range within the locality. No threatened fauna species were recorded.
- The impacts to Planted Native Vegetation, Planted Exotic Vegetation, and Exotic Grassland (Managed) do not generate ecosystem credit obligations.
- No Species Credit species (listed under the BC Act) were detected within the broader site or were determined to contain habitat constraints within the site.
- No Serious and Irreversible Impacts (SAIIs) were identified within the broader public site.
- No EPBC Act listed threatened fauna species were assessed to have a Moderate likelihood of occurrence within the site. It was determined that impacts to MNES were unlikely. An EPBC referral to the Commonwealth Minister for the Environment was not recommended.
- The vegetation on site does not meet the criteria for Core Koala Habitat, as defined in Part 4 of the Biodiversity Conservation SEPP.

A review of most recent databases for threatened vegetation communities, flora and fauna was undertaken to confirm any changes to the abovementioned results. The changes found were the presence of one (1) additional threatened bird species (*Petroica boodang* – “Scarlet Robin”) and one (1) additional threatened plant species (*Lepidium hyssopifollium* – “Aromatic Peppercress) that was recorded within a 5km radius of the site. Neither species has been observed to have habitat within the site.

Notwithstanding the additional species found within the locality of the site and due to the minimal disturbance area of managed grassland, the proposed activity will not result in any Serious and Irreversible Impacts. However, there is potential for the proposed activity, specifically relating to the installation of the demountable buildings and shade structure, to result in minor indirect impacts on non-threatened species and planted vegetation that could provide foraging habitat. These are summarised as follows:

- **Impacts on Native Vegetation and Habitat**
    - Potential for edge effects for adjoining vegetation on No. 2 Majara Street as a result of increased weed invasion, potential spread or introduction of pathogens, accidental incursions during clearing and reduced viability of adjoining habitats due to increased noise, dust or light spill.
- **Impacts on Threatened Species**
    - The Gang-gang Cockatoo (*Calyptorhynchus lathami)* has a moderate likelihood of occurring within the development site and has been previously recorded within the Mick Shard Oval to the west of the site. However, due to the lack of suitable nesting hollows and foraging habitat (fruits and seeds of shrubs and trees) within the site, it is not anticipated that the species is reliant upon the site.
- **Indirect Impacts during construction**
    - Increased levels of dust during construction.
    - Increased levels of noise.
    - Increased levels of light; however, the majority of operations are expected to be during the day, so increased light levels would be minimal.
    - Erosion and sedimentation.
    - Transfer of weeds and pathogens

The mitigation measures outlined below will minimise and avoid the potential indirect impacts associated with the proposed activity. Following implementation of the mitigation measures, biodiversity impacts are minimal and acceptable.

Mitigation Measures

The following mitigation measures are to be implemented to address potential biodiversity impacts.

#	Reason for mitigation measure	Mitigation measure	Timing	Significance after mitigation
BMM 1	Clearing of native vegetation	• There will be no clearing of native vegetation. • Where practicable, canopy-layer vegetation within the maintenance areas should be pruned/lopped but there should not be any clearing or tree removal. • Clearly delineate the boundaries of the Disturbance Footprint to ensure no accidental incursions within retained vegetation. • Identify and clearly mark 'No-Go Zones' (retained vegetation and site boundary). • Ensure vehicle and equipment parking areas and stockpile areas are identified and sited to avoid areas containing ecological value wherever practicable.	During construction	Not significant
BMM 2	Vehicle collision with fauna	• Speed limits within the site will be limited to 10 km/hr. This limit should be clearly signed at all entry points to site. • Limit vehicle entry into the site where possible.	During construction and operation	Not significant
BMM 3	Transfer of weeds and pathogens to and from site.	• All plant, machinery and equipment to be used for vegetation clearing should be washed down before entering and leaving the site to prevent the spread and establishment of weeds, or fungal pathogens. Weed and seed clearance certificates should be adopted, as required. • Restriction to designated roads (out of 'No-Go' zones). • All exotic vegetation removed from the the site to be	During construction	Not significant

#	Reason for mitigation measure	Mitigation measure	Timing	Significance after mitigation
		disposed of off-site. • Weed infestations should be controlled as required during and following construction works. Priority should be given to the control of the following species: Chilean Needlegrass and Blackberry.		
BMM 4	Accidental incursions during clearing	• Identify and clearly mark 'No-Go Zones' (retained vegetation and site boundary). • All personnel onsite to be made aware of the sensitivity of the surrounding environmental features (e.g. vegetation to be retained).	During construction	Not significant
BMM 5	Increase in dust and noise during clearing works	• Limit exposure of bare ground during clearing. • Reduce machinery noise where possible during clearing. • Dust suppression measures, such as water, to be utilised as necessary.	During construction	Not significant
BMM 6	Increase in light pollution	• Limit construction to daylight hours to limit light pollution on nocturnal fauna.	During construction	Not significant
BMM 7	Waste	• Waste management procedures to be identified prior to commencement of works. • Spill Response Procedures to be in place and spill kits to be present during clearing works. • All general waste to be removed from site.	Prior to commencement of works and during construction	Not significant

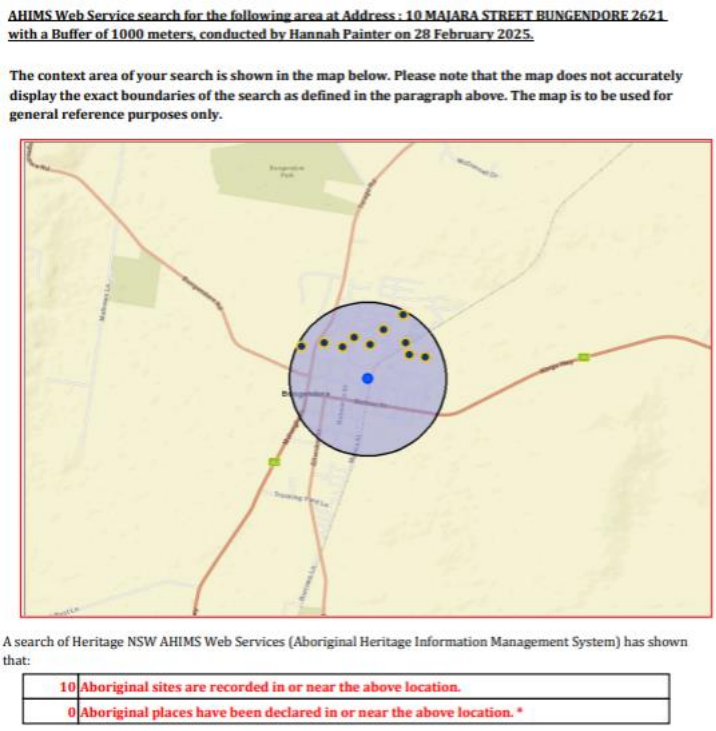
7.8 Aboriginal Heritage

Existing Environment

The site is situated within the Monaro subregion of the South Eastern Highland bio region across three soil profiles: Millpost, Bungendore and Hoskinstown. The site and its surrounds have been significantly modified with much of the landscape outside the Bungendore township cleared for agricultural use.

In preparation of the EIS for the withdrawn SSD application, an Aboriginal Cultural Heritage Assessment Report (ACHAR) was undertaken by Eco Logical dated 24 April 2024 which is relevant to the subject site. This ACHAR included a survey in January 2021 in accordance with the Heritage NSW Code of Practice. Preparation of the ACHAR also included consultation with relevant parties including the Local Aboriginal Land Council. The survey confirmed the locations of the Aboriginal sites as outlined below in **Figure 22.** Consultation was also carried out as part of this project with eight (8) Aboriginal parties on 19 March 2021.

A search of the AHIMS database was conducted on 28 February 2025 for both a 1km and 200m radius to identify if any registered site were present within or within the vicinity of the site. The search found 10 Aboriginal sites recorded within a 1km radius of the site, predominantly to the north however, none were recorded on site or within a 200m radius.



AHIMS Web Service search for the following area at Address : 10 MAJARA STREET BUNGENDORE 2621 with a Buffer of 1000 meters, conducted by Hannah Painter on 28 February 2025.

The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for general reference purposes only.

A search of Heritage NSW AHIMS Web Services (Aboriginal Heritage Information Management System) has shown that:

10	Aboriginal sites are recorded in or near the above location.
0	Aboriginal places have been declared in or near the above location. *

Figure 22. AHIMS sites within a 1km radius of the development site

Assessment

Based on a review of the historic ACHAR, along with the updated AHIMS search, a summary of the potential impacts of the proposed activity is as follows:

- No Aboriginal sites were identified within the site.
- All sections of the study area have been subjected to high levels of ground disturbance or has been previously developed.
- All sections of the study area were found to have a low archaeological potential.
- There will be no direct impacts on Aboriginal cultural heritage from the project.
- Ngambri LALC participated in the site survey and had no comment on the significance of the study area.

Given the low archaeological potential of the site and no anticipated impacts to aboriginal cultural heritage are anticipated, no further assessment or studies are warranted in relation to the

proposed activity. Notwithstanding, unexpected finds protocols shall be implemented as mitigation measures to ensure the protection of aboriginal objects or in the unlikely event human remains are found.

Mitigation Measures

#	Reason for mitigation measure	Mitigation measure	Timing	Significance after mitigation
AMM1	To manage the event that an unexpected Aboriginal archaeological find is uncovered.	Aboriginal objects are protected under the NPW Act regardless of if they are registered on AHIMS or not. If suspected Aboriginal objects, such as stone artefacts are located during future works, works must cease, and an archaeologist called in to assess the finds. If the finds are found to be Aboriginal objects, Heritage NSW must be notified under section 89A of the NPW Act. Appropriate management and avoidance or approvals should then be sought if Aboriginal objects are to be moved or harmed.	During construction	Not significant
AMM2	To address the unlikely discovery of human remains.	In the extremely unlikely event that human remains are found, works should immediately cease, and the NSW Police should be contacted. If the remains are suspected to be Aboriginal, Heritage NSW must also be contacted at this time to assist in determining appropriate management.	During construction	Not significant

7.9 Environmental Heritage

Existing Environment

A Heritage Impact Statement (**HIS**) has been prepared by Urbis Ltd and is provided at **Appendix 16**.

A small portion of the subject site (part Lot 1 DP 1276282) is identified on Council's LEP Mapping in relation to the local heritage item I197 "Bungendore Soldiers Memorial" (Gibraltar Street). However, the memorial itself is located further west within Mick Sherd Oval and works within this portion of the site only include a pedestrian path.

The subject site is located within proximity of the following heritage items:

- Bungendore Stationmaster's cottage (Item 199) located directly to the south of the site.

- Railway station, rail yard and ancillary buildings (Item 200) located directly east of the site. and the south.
- Bungendore Soldiers Memorial (Item 197) which is located in the Mick Shard Oval to the west of the site.

The Bungendore Railway Station & Yard Group is also listed on the NSW State Heritage Register (01105).

Figure 23 below outlines the location of the heritage items in the context of the site.

Figure 23. Heritage Context Map

Assessment

The proposed works have been assessed as having no detrimental heritage impacts on the significance of the subject site for the below reasons:

- There are no physical works proposed to the adjacent heritage items, the Bungendore Railway Station and Yard, or the significance fabric associated with the Bungendore War Memorial. There would therefore be no physical impact on these heritage items.
- The physical works proposed within the curtilage of the Bungendore War Memorial, which encompasses the Mick Sherd Oval, involves a short connecting footpath into the existing footpath running adjacent to Majara Street. These works would have no physical impact on the heritage item, as the works relate to modern buildings that are substantially separated from the heritage fabric.
- Given the works would not physically impact elements of heritage significance they could easily be reversible in the future (ie. after the permanent high school building is established at Birchfield Drive and demountable buildings are removed).

The HIS also considered the potential visual impacts of the proposed activity and concludes the following:

- It has been identified that there will be a minor impact on the views from Majara Street and Mick Sherd Oval to a small section the Bungendore Railway Station and Yard Group (SH01105), namely part of the railway line which runs north-south directly behind the subject site. As views towards this section of the railway line are currently partially obstructed by the raised escarpment that it sits on, these views are not considered to be highly significant, and the view impacts would be reversed pending completion of the permanent school and removal of the demountable buildings.
- The proposed activity will not have an impact on the significant structures of the Bungendore Railway Station and Yard Group (SH01105) or the Stationmaster's Cottage (LEP Item 199) as the proposed new demountable buildings will be positioned on the northern side of the subject site and would retain the existing setbacks established by the existing building. They would therefore not be easily visible from the Station building or Stationmaster's Cottage and would no obscure views towards those significant buildings.
- The demountable buildings will also match the scale, bulk, and look of the existing former Council administration building on site, and therefore would not have a detrimental impact on the streetscape.
- The proposed activity involves the construction of demountable buildings which are temporary and therefore will not have a long-term effect on the setting of the heritage items in the vicinity. The demountable classrooms are anticipated to be removed once the permanent high school is established at Birchfield Drive. Therefore, the overall effect of the structures of the proposal on the heritage items in the vicinity as discussed above will be lessened.

The proposed works on the subject site have been evaluated for the potential heritage impact that will occur on the local and State heritage items located in the vicinity. Overall, the visual effects due to the proposed activity will be minor, temporary, and easily reversible, and therefore evaluated to have no significant detrimental impact on the heritage items in the vicinity.

Mitigation Measures

No specific mitigation measures have been identified in relation to environmental heritage.

7.10 BCA and Accessibility

Existing Environment

The existing building consists of one (1) storey and was previously used by Council as an office building. Public access to the building is either via steps or a slight inclined pathway to allow for wheelchair access. Staff access is provided to the rear of the building via a levelled entrance from the rear car park.

Assessment

An Accessibility Assessment and BCA Assessment Report has been prepared by City Plan and are provided at **Appendix 7** and **Appendix 8** respectively. The reports assessed the architectural plans for compliance against the relevant provisions of the BCA and Disability (Access to Premises Buildings) Standards 2010 and Amendment Standards 2020. The building classification of the proposed activity is Class 9b assembly building (school).

The assessment confirms the existing building, and the proposed demountable buildings are capable of complying in relation to the following:

- Structural provisions
- Fire resistance levels of external walls and fire compartment sizes.
- Access and egress
- Services and equipment in relation to hydrant systems, fore hose reel coverage and fire extinguishers, smoke detection systems, emergency lighting and exit signs.
- Health and amenity including compliant stormwater drainage, sanitary facilities, ceiling heights, natural lighting and ventilation.
- Energy efficiency.

Where the existing building is currently non-compliant with the deemed-to-satisfy provisions of the BCA, appropriate performance solutions can be implemented.

Mitigation Measures

#	Reason for mitigation measure	Mitigation measure	Timing	Significance after mitigation
BCAM M1	To ensure all works are built to the highest standards in relation to safety and access.	Recommendations contained within the Building Code of Australia Assessment Report, prepared by City Plan dated 16 April 2025 shall be implemented or alternative performance solutions adopted in consultation with a suitably qualified BCA expert.	Prior to and during construction	Not significant
BCAM M2	To ensure all works are built to the highest standards in relation to safety and access.	All works must comply with the relevant Australian Standards.	During construction	Not significant
BCAM M3	To ensure appropriate accessibility provisions are provided suited to the land use.	Recommendations contained within the Accessibility Assessment Report, prepared by City Plan dated 16 April 2025 shall be implemented or alternative performance solutions adopted in consultation with a suitably qualified BCA expert.	Prior to and during construction	Not significant

7.11 Waste Management

7.11.1 Operational Waste

An OWMP has been prepared (refer **Appendix 20)** to promote responsible source separation, ensure adequate waste provisions and robust procedures, and to outline compliance with all relevant regulatory requirements during the operational phase of the school.

The estimated total waste generated by the school during operations (weekly) is outlined in the figure below.

Material Type	Weekly Vol. (L)	Bin Size (L)	# Bins	Bin Area (m^2)
General Waste	300	240	2	1.2
Comingled	200	240	1	0.6
Paper and cardboard	180	240	1	0.6
Organics	60	120	1	0.4
			Circulation Area (m^2)	4
			Total Area Required (m^2)	**8**

Figure 24. Operational Waste Generation

Based on the expected generation and collection frequency, the number of bins required are outlined in the figure below.

Dimensions	120L	240L	660L	1100L
Height (mm)	940	1080	1250	1470
Width (mm)	485	580	1370	1370
Depth (mm)	560	735	850	1245

Notes: Dimensions are in millimetres (mm), mobile garbage bin volume is in litres (L)

Figure 25. Operational Waste Generation

The proposed operational waste management procedures will involve the private collection of waste and recycling bins per an agreed schedule which is yet to be finalised. The proposed collections will be undertaken in accordance with the department's contracts with a private waste collection service, noting the preferred collection times should take place before 8am and after 4pm.

The waste collection area is located in the western portion of the site with an access pathway that meets the required dimensions for a waste collection vehicle in accordance with the *Better Practice Guidelines for Waste management and Recycling in Commercial and Industrial Facilities* (EPA 2012). The waste collection area has been located in an area that will not conflict with neighbouring properties, roadways, footpaths or the main pedestrian entrances to the school.

Mitigation Measures

The following mitigation measures are to be implemented to address potential waste impacts during operations.

#	Reason for mitigation measure	Mitigation measure	Timing	Significance after mitigation
OWMM 1	To manage waste impacts and ensure compliance with waste management system	The wastes generated will be properly assessed, classified and managed in accordance with the EPA's guidelines to ensure proper treatment, transport and disposal.	Operation	Not significant
OWMM 2	To manage waste impacts and ensure compliance with waste management system	The collection and storage of waste and removal by a licensed contractor.	Operation	Not significant
OWMM 3	To manage waste impacts and ensure compliance with waste management system	Garbage is to be stored and collected on a regular basis. Sufficient space is to be provided for the storage of garbage and recycling.	Operation	Not significant
OWMM 4	To manage waste impacts and ensure compliance with waste management system	The waste bins and storage areas should have adequate signage in place	Operation	Not significant
OWMM 5	To manage waste impacts and ensure compliance with waste management system	Waste collection areas have been identified on the school campus.	Operation	Not significant
OWMM 6	To manage waste impacts and ensure compliance with waste management system	Driveways and loading areas have been designed in accordance with the relevant authority requirements to allow the safe passage of a laden garbage collection vehicle in all seasons.	Operation	Not significant
OWMM 7	To manage waste impacts and ensure compliance with waste management system	Appropriate training is to be provided to the school management, staff, cleaners and contractors, annually as a minimum and as part of new employee inductions. Training should be documented and the outcomes discussed, and issues addressed.	Pre-Operation	Not significant

#	Reason for mitigation measure	Mitigation measure	Timing	Significance after mitigation
OWMM 8	To manage waste impacts and ensure compliance with waste management system	The OWMP will be reviewed, revised and updated every 12 months or as required depending on changes at the school and formalised.	Operation	Not significant
OWMM 9	To manage waste impacts and ensure compliance with waste management system	Actual volumes of waste and recycling collected are to be obtained and recorded to enable waste volume evaluation by the school.	Operation	Not significant
OWMM 10	To manage waste impacts and ensure compliance with waste management system	Achieve, acknowledge and comply with waste targets set for the school. Undertake reasonable processes to reach the waste targets determined for the school.	Operation	Not significant

7.11.2 Construction Waste

A CWMP has been prepared (refer **Appendix 19**) to encourage responsible waste separation, establish sufficient waste management provisions and procedures, and ensure compliance with all applicable regulatory requirements during the construction phase of the proposed activity. The estimated total construction waste volumes are outlined in the figure below.

Type of Material	Estimated Waste Volume (m^3)			Onsite (Reuse/Recycle)	Recycling (Contractor and Facility)	Disposal (Contractor and Facility)
	Reuse	Recycling	Landfill Disposal	Proposed reuse and/or recycling collection methods	Disposal/Transport Contractor	Recycling Outlet or Landfill Site
Concrete, Brick, Block Work, Render, Tiles		NA		Comingled Bins	TBA	TBA
Metals		NA		Comingled Bins	TBA	TBA
Timber Off-Cuts		NA		Comingled Bins	TBA	TBA
Cardboard		NA		Comingled Bins	TBA	TBA
Plasterboard		NA		Comingled Bins	TBA	TBA
Containers, Plastics, Plastic Packaging		NA		Comingled Bins	TBA	TBA
Pallets and Reels	NA			Comingled Bins	TBA	TBA
Liquid Waste			NA	Separated Container/Bin	TBA	TBA
General Waste*			3 per week during construction	General Waste Bins	TBA	TBA
Sub Total		NA	NA			
TOTAL		NA				

NA stands for "not applicable," as the temporary high school will make use of existing buildings and incorporate demountable structures, resulting in minimal waste generation.
*As contractors have not been established, the offsite facility is To Be Advised (TBA).
Volumes are in cubic metres [m^3]
Waste volumes estimated based on Australian Bureau of Statistics; Waste Account, Australia, Experimental Estimates (2018-2019) and Department of Climate Change, Energy, the Environment and Water (DCCEEW); Construction and demolition waste status report – management of construction and demolition waste in Australia 2011 and relative to other SINSW data.
*Soil waste will be quantified and disposed in accordance with waste classification.

Figure 26. Operational Waste Generation

Waste and recycling materials will be stored in bins provided by the appointed waste contractor(s). These bins will be appropriately coloured and signed to indicate what materials are to be deposited into them and located, to maximise the recovery of reusable/recyclable materials.

The frequency of waste removal from site will be determined by the volume of materials deposited into the dedicated skip bins. Skip bins will be monitored on a daily basis by the Site Manager to ensure they do not overflow. All waste collection for construction works will be conducted between approved hours as per Council requirements (typically between 7am and 6pm Monday to Friday, and between 8am and 1pm on Saturdays). All waste generated on site will be transported to an approved and appropriately licensed resource recovery facility and/or landfill site.

Mitigation Measures

The following mitigation measures are to be implemented to address potential waste impacts during construction.

#	Reason for mitigation measure	Mitigation measure	Timing	Significance after mitigation
CWMM1	To manage waste impacts during construction	The CWMP must be implemented for the duration of construction works.	Construction	Not significant
CWMM2	To manage waste impacts and ensure compliance with waste management system	Relevant waste management details will be indicated on a site plan for all workers, including the location of the main skip bin. Staff and subcontractors will undergo site induction and ongoing toolbox talks that will detail waste minimisation and reuse management measures, including the requirements of the waste management hierarchy. Waste minimisation training will include energy consumption awareness that promotes energy conservation methods including minimising energy use by switching off equipment when not in use.	Pre-Construction Construction	Not significant
CWMM3	To maximise reuse and recycling of waste material	The NSW Governments Waste Management Hierarchy of ‘avoid-reduce-reuse-recycle-disposal’ will be followed as the framework of waste management throughout the project. The reuse/and or recycling of waste materials generate on site shall be maximised as far	Pre-Construction Construction	Not significant

#	Reason for mitigation measure	Mitigation measure	Timing	Significance after mitigation
		as practical, to minimise the need for treatment or disposal of those materials off site.		
CWMM4	To manage asbestos safely if required.	If found, asbestos will be managed in accordance with a site Asbestos Removal Control Plan or Asbestos Management Plan. Asbestos waste is to be managed as per the POEO (2014) Part 7 Transportation and Management of Asbestos Waste.	Construction	Not significant
CWMM5	To manage waste impacts and ensure compliance with waste management system	Waste material generate on-site will be transported and disposed of at an approved waste disposal facility in accordance with relevant requirements.	Pre-Construction Construction	Not significant
CWMM6	To manage waste impacts and ensure compliance with waste management system	A waste register will be developed and maintained, detailing types of waste collected, amounts, date/time, and details of disposal.	Construction	Not significant
CWMM7	To manage waste impacts and ensure compliance with waste management system	A S143 notice under the POEO Act will be completed should the offsite (on private property) lawful disposal of waste material deemed necessary.	Construction	Not significant
CWMM8	To manage waste impacts and ensure compliance with waste management system	The relevant licences of waste facilities utilised for the disposal of project waste will be obtained to ensure they are legally able to accept the waste.	Pre-Construction Construction	Not significant
CWMM9	To manage waste impacts and ensure compliance with waste management system	Disposal of waste streams identified in Sections 3.5 to 3.7 of the CWMP is to be conducted by a licensed waste contractor. Waste is to be taken to a waste facility lawfully able to receive it. Waste is to be tracked and recorded.	Construction	Not significant

#	Reason for mitigation measure	Mitigation measure	Timing	Significance after mitigation
CWMM10	To manage waste impacts and ensure compliance with waste management system	Stockpiles of waste material designated for offsite disposal is to be stockpiled more than 2 metres from drainage lines and retained vegetation or alternatively placed within separate skip bins for the different waste streams.	Construction	Not significant
CWMM11	To manage waste impacts and ensure compliance with waste management system	Regular visual inspections will be conducted to ensure that work sites are kept tidy and to identify opportunities for reuse and recycling.	Construction	Not significant
CWMM12	To manage waste impacts and ensure compliance with waste management system	The CWMP is to be updated once the recycling/disposal contractors has been established.	Pre-Construction Construction	Not significant

7.12 Arboricultural Impacts

An Arboricultural Impact Assessment has been prepared by GHD and is included in **Appendix 28** to assess impacts to trees and to provide tree protection measures where necessary.

Existing Environment

The site is highly modified and is predominantly characterised by managed exotic grassland. Along the front building line of the existing administration building are planted native vegetation consisting of low-lying native trees and maintained areas of vegetation. There are no large significant trees present on the development site. There are 46 trees occurring within the subject site or immediate surrounds, as shown below in **Figure 27.**

Assessment

There are 46 trees within the subject site or immediate surrounds as identified below in **Figure 27.** Of the 46 trees assessed, two were assigned to a high, 29 to a medium and 15 to a low retention value.

The proposed activity does not propose any tree removal and the design of the school intentionally avoids impacts to existing trees and vegetation. The Arboricultural Assessment anticipates that that all trees can be maintained and any potential impact within the tree protection zones (TPZs) of the retained trees are able to be managed during construction so that the long-term tree health is likely to be maintained.

The Arboricultural Impact Assessment identifies some key considerations for particular tress, specifically:

- Tree #223 occurs near to an area to be paved. An established paved pathway already passes through the TPZ of this tree and the proposed paved area is outside of the calculated TPZ area.
- A proposed paved pathway passes through the TPZ of tree #159. The proposed pathway is positioned to reduce the amount of encroachment into the TPZ.
- The proposed shade structure has major encroachment into the TPZ of trees #119, #120 and #121. This structure should be positioned further south to minimise the degree of encroachment into the TPZ of these trees. This will be addressed as part of the detailed design stage.
- Trees #228, #230, #231 and #232 occur in the adjacent rail corridor and would not require any protection measures

Subject to implementing the general recommendations outlined above, as well as the specific mitigation measures outlined in the Arboricultural Impact Assessment, impacts to trees are considered acceptable and manageable. Retaining trees within and surrounding the project site will result in a positive landscape amenity outcome.

Figure 3.1 Tree locations and retention value (Source: Eco Logical Australia, 2024)

Figure 27. Tree Location and Retention Value Map

Mitigation Measures

The following mitigation measures are to be implemented to ensure that trees/plantings are protected during works.

#	Reason for mitigation measure	Mitigation measure	Timing	Significance after mitigation
TM M2	Tree protection	All retained trees will have a defined TPZ to minimise impact.	Design	Not significant
TM M3	Pruning requirements	Pruning works are to be undertaken by a suitably qualified and experienced arborist complying with the Australian Standard for the Pruning of Amenity Trees, AS4373-2007. Natural Target Pruning methods should be used wherever possible when removing sections from retained trees.	Construction	Not significant
TM M4	Tree protection	Installation of tree protection fencing to exclude construction from the TPZ. TPZ fencing will be installed as per Section 4.1.1 of Arboricultural Impact Assessment.	Construction	Not significant
TM M5	Tree protection	Where any structural roots (those with a diameter greater than 20 mm) are encountered by excavation, these are to be pruned with clean, sharp pruning tools by a suitably qualified arborist. If temporary access into any TPZ is required for machinery during construction, then ground protection measures are required. Measures may include permeable membranes such as geotextile fabric beneath a layer of mulch or crushed rock below rumble boards.	Construction	Not significant
TM M6	Tree protection	Any unavoidable excavation within the demarked TPZ will be undertaken by hydro excavation. Any exposed roots >20 mm in diameter will be assessed by the appointed consulting arborist to determine if they require pruning.	Construction	Not significant
TM M7	Tree protection	Immediately after the completion of construction work and 18 months after, the consulting arborist will carry out an assessment of all trees retained and/or affected by the works.	Post-construction	Not significant

7.13 Site Services

Site services investigations have been undertaken to understand the current utility services available to the site and any necessary upgrades. This has included Hydraulic Services Report (**Appendix 5**) and ICT and Electrical and ICT Services Report (**Appendix 25**).

Existing Environment

The existing administration building currently has electrical connections, with an Essential Electricity kiosk transformer located next to the southern driveway which provides power to the existing administration building. Both High Voltage (HV0 and Low Voltage (LV) underground cabling exists in the easement along the front of 10 Majara Street. The current ICT services is reflective of its previous use as an administration building.

The site has access to a 100mm potable water main that is located on the eastern side of Majara Street. An existing on-site 32mm master water meter is proposed for connection. A sewer main is also located on the eastern side of Majara Street. **Figure 28** and **Figure 29** outline the locations of these mains.

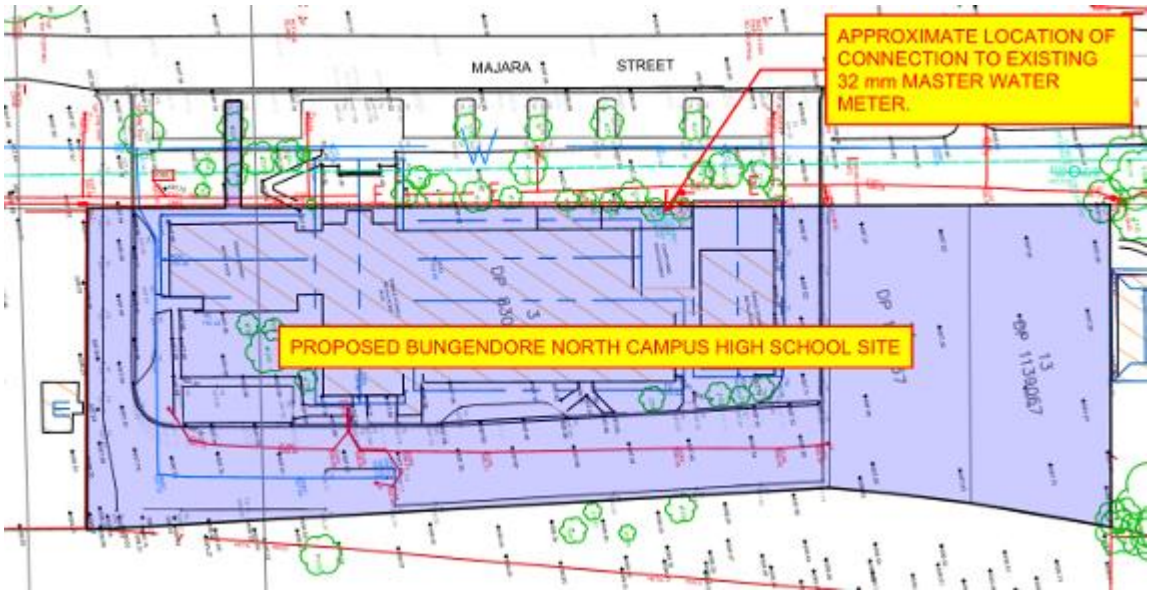


Figure 28. Location of water metre.

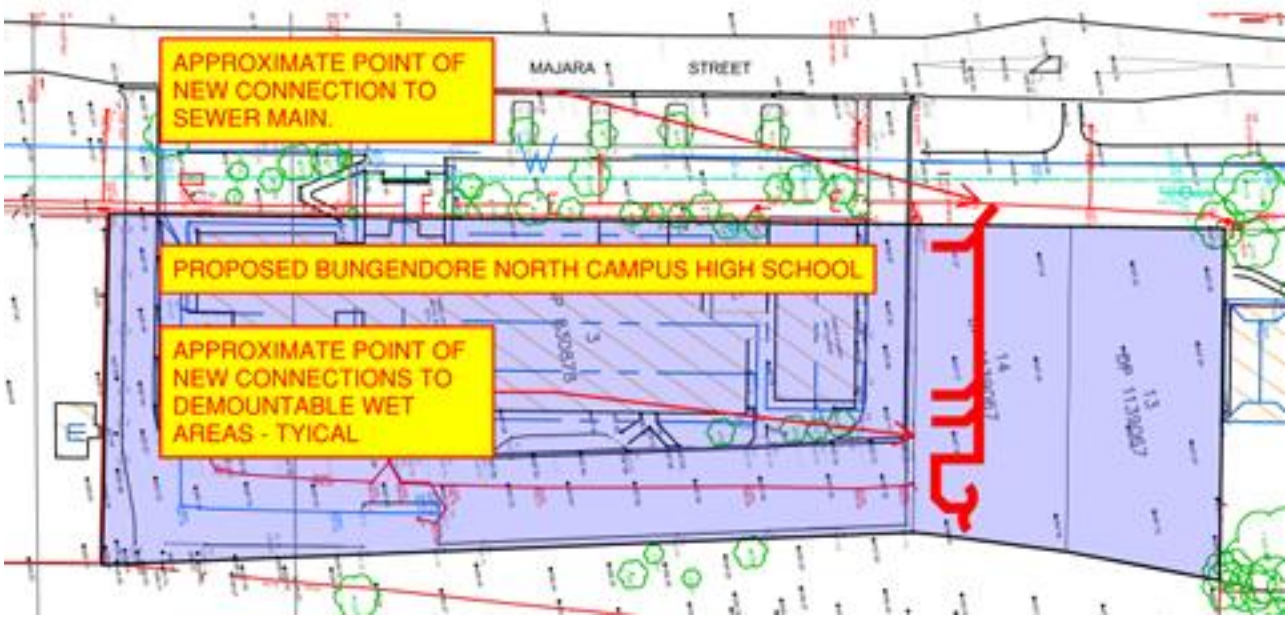


Figure 29. Location of sewer main.

Assessment

The current water and sewer mains on Majara Street are expected to be able to support the demand for the proposed activity and connections will be installed for the demountable classrooms. The next design phase will require a Section 68 application to Council.

In relation to electrical and ICT services, the following will apply:

Electrical

- Electrical services will utilise the existing kiosk substation, which has a current capacity of 300kVA, and main switchboard within the existing building, with appropriate connections provided to the new demountable buildings.
- Preliminary maximum demand calculations anticipate a total electrical demand for the site of 160kVA.
- The current substation capacity is sufficient for the proposed works (including demountables) and that the existing minimum building setback to the substation will not change.
- As part of the detailed design stage, the utilities provider will conduct their own assessment as to the viability of reusing the existing kiosk. If it is found that the maximum demand of the site, including the new demountable buildings, cannot be provided by the existing kiosk and main switchboard, an upgrade will be required. This will be coordinated and approved through the relevant utility provider prior to construction. A mitigation measures (UIMM9) has been proposed which considers this scenario.

ICT

- The ICT services to the Bungendore High School Temporary North Campus will be provisioned with a new wireless connection to the existing high school at the corner of Gibraltar and Majara Street. The wireless link will provide both internet connectivity and connectivity to the school's server and between the two school campuses.

Hydraulics

- Potable water is available to the existing building. Potable water will be provided to the proposed demountable buildings from the existing 100mm water main along Majara Street via a new connection within the site. The next design phase will require a Section 68 application to QPRC.
- Sewerage connection is available to the existing building. The proposed demountable buildings will include a new connection to the existing sewer main at the Majara Street frontage. The new connection will consist of gravity sewers, sewer access chambers, trade waste grease arrestor servcing trade waste from the kitchens and dilution pits.
- The site includes established stormwater connections to the existing stormwater drainage on Majara Street. The proposed demountable buildings include proposed rainwater tanks and on site detention. The water infrastructure will include 2x 5000L rainwater tanks with rainwater reuse pumps and filtration and a rainwater reuse system to supply irrigation throughout the site.

Mitigation Measures

The following site-specific mitigation measures are recommended.

#	Reason for mitigation measure	Mitigation measure	Timing	Significance after mitigation
UIM M6	To ensure adequate connectivity to electrical and ICT services	Close coordination with the design team to integrate sustainability measures, including the PV system and ICT infrastructure, while minimising environmental impacts.	Design and construction	Not significant
UIM M7	To minimise soil disturbance	To minimise soil disturbance during trenching, plan service routes efficiently, reuse excavated soil for backfilling, stabilise exposed areas with mulch or vegetation, and implement silt barriers to prevent erosion and runoff.	Construction	Not significant
UIM M9	To ensure early engagement is undertaken to confirm maximum demand of the site is within the electricity supply capacity	Early engagement with utility providers shall be undertaken to confirm that option 1 (being the use of the existing substation) is viable. This engagement should facilitate a decision on whether an upgrade to the kiosk is necessary as per the Electrical and ICT Services Report. Should upgrade works be required, the relevant authority approvals shall be obtained.	Construction	Not significant
UIM M10	To ensure visual impacts from above-ground hydraulic services are minimised.	To minimise visual impact from above-ground hydraulic services using neutral or natural-coloured materials for utility structures, positioned discreetly, landscaping for screening, and incorporating aesthetic design elements to blend	Design	Not significant

#	Reason for mitigation measure	Mitigation measure	Timing	Significance after mitigation
		with the surroundings as per the landscape architect's report.		

7.14 Construction Impacts

A PCMP has been developed by Colliers and is provided at **Appendix 21**. The PCMP serves as a document to guide the construction phase of the project, ensuring that environmental, safety, and community impacts are effectively managed,

Assessment

A summary of the potential impacts during the construction phase of the project is provided below:

- **Noise and Vibration**: Noise from machinery, vehicles, and construction activities may disturb nearby residents and sensitive areas, particularly during peak activity periods.
- **Air Quality and Dust**: Dust generated from the works could degrade air quality. Diesel emissions from machinery and vehicles may also contribute to temporary air pollution.
- **Traffic and Access**: Construction traffic, including heavy vehicles, could lead to congestion and disruptions on local roads. Construction vehicle movements may also pose safety concerns for pedestrians in the vicinity.
- **Waste Generation**: The construction activities will generate waste, including recyclable materials and hazardous substances, requiring responsible management and disposal.
- **Erosion and Sedimentation**: The works associated with the demountable footings could result in sediment runoff, potentially contaminating local waterways and stormwater systems if not adequately controlled.
- **Visual and Aesthetic Impact**: Temporary changes to the site’s appearancecould detract from the visual amenity of the area.
- **Community Disruption**: Construction activities may lead to temporary inconveniences for nearby residents, including noise, dust, and restricted access.
- **Access to Rail Corridor**: It is not expected that any access will be required to the adjacent rail corridor for construction activities. It is also not expected that any use of the air space above the rail corridor would be required. Notwithstanding, it is understood that should access be required, access to the rail land must be permitted in advance and a mitigation measure have been included to this effect.

Mitigation Measures

The following mitigation measures are to be implemented to address potential construction impacts.

#	Reason for mitigation measure	Mitigation measure	Timing	Significance after mitigation
CMM 2	To manage impacts during the construction stage of the project	The Principal Contractor is responsible for developing and implementing a comprehensive Construction Environmental Management Plan. Refer to **Appendix 1** for detailed mitigation measures relating to construction management.	Pre-construction	Not significant
CCM2 4	Construction impacts on rail corridor	No access is permitted to the rail corridor or associated air space for construction purposes, unless consent has been expressly provided by the relevant authority. If access to the rail corridor is required, the applicant is advised to contact UGLRL's Development team via development@uglregionallinx .com.au for more information in this regard. Should airspace access be required, the applicant must comply with the requirements of T HR CI 12090 ST Airspace and External Developments.	Pre-construction and construction	Not significant.

7.15 Other Potential Impacts

Issue	Consideration
Built Form Impacts – Overshadowing and Visual Privacy	The proposal will not result in any unacceptable overshadowing or visual privacy impacts due to the separation of the existing and proposed structures to surrounding land uses. Some minor additional shadows will be cast by the proposed demountable structures and shade structure however impacts will be contained within the subject site. All play spaces and surrounding properties will maintain adequate solar amenity, including at least 3-hour solar access mid-winter. **Mitigation Measures** No mitigation measures are proposed in relation to built form.
Geotechnical	As the proposed activity utilises an existing building and demountable classrooms, minimal excavation is required other than for building footings and service. A Geotechnical Advice Letter prepared by Fortify Geotech is provided at **Appendix 15.** The advice letter refers to a previous geotechnical report by Fortify Geotech, C13651 – New Bungendore High School – Rev2 (report ref UK/C13651), March 2024 and notes that the site is has been classified as Class P. Footing design shall be undertaken in accordance with engineering principles, based upon the requirements on AS2870 and the characteristic ground surface movement estimate of 20mm to 40mm. It is recommended that all footings are founded below the unsuitable topsoil and fill materials and into the stiff to very stiff

Issue	Consideration
	alluvial and residual soils or weathered bedrock below. **Mitigation Measures** In addition to standard mitigation measures, footing design shall be undertaken based on the recommendations with the Geotechnical Advice Letter prepared by Fortify Geotech dated 8 May 2025. Refer to construction related mitigation measure (CMM20) and standard mitigation measures (SWMM1-SWMM7) at **Appendix 1.**
Air Quality	The proposed activity will not result in significant amount of dust generation as construction activities for the existing administration building are internal and the demountable classrooms will only require minor earthworks associated with the demountable footings. No earthworks are required for to facilitate the OSD. The proposed activity will not generate odours, require the use of a generator or impact by air quality impacts from surrounding uses. The proximity of the site to the adjoining rail corridor will not have a negative impact on the air quality given the infrequent train trip generations (generally 5-6 departures throughout the day with approximately 2 passenger train departures during school hours). Therefore, further air quality investigations are not required. **Mitigation Measures** Refer to Construction Management related mitigation measures for construction related air quality impacts. No specific mitigation measures have been identified based on operational air quality impacts.
Bushfire	Bushfire Prone Land is mapped 30m north east of the subject site. The site is not impacted by the Bushfire Prone Land mapping. As such, there is no legislative trigger for the consideration of the provisions of *Planning for Bush Fire Protection 2019* and there are no specific bushfire construction requirements applicable for the proposed activity. Overall bushfire risk is considered low. Refer to Bushfire Advice Letter at **Appendix 10.** **Mitigation Measures** No specific mitigation measures have been identified relating to bushfire risk.
Hazardous Materials	Letter advice has been prepared by Robson Environmental (**Appendix 17**) in relation to hazardous materials. The advice confirms that the existing administration building was constructed in 2007 and that no Lead paint or Asbestos Containing Materials (ACM), or materials presumed to contain asbestos, were identified in the structure. The advice confirms that the site and existing building are suitable for the proposed land use based on the low risk of hazardous materials. **Mitigation Measures** The letter advice supports the implementation of an unexpected finds protocol, which has been identified previously in this REF in relation to contamination. That mitigation measure will also apply to any suspected hazardous materials.

7.16 Cumulative Impact

As described in Section 2.7, there are no significant projects recently approved within 500 metres of the site. Notwithstanding, there is significant residential growth expected throughout Bungendore, as well as the proposed permanent high school at Birchfield Drive within the Elm Grove Estate. The proposed permanent high school will be located approximately 2.5km from the Bungendore High School Temporary North Campus. Therefore, the cumulative construction impacts of both activities are considered to be negligible.

The proposed activity will operate on a spilt campus arrangement, with students attending the Bungendore High School Temporary North Campus not attending the existing high school located

next to Bungendore Primary School. This will ensure any possible impacts in relation to increased pedestrian traffic from students moving between campuses have been removed.

To mitigate any potential conflicts, heavy vehicle movements related to the construction and installation of internal building works and the demountable classrooms will be restricted during peak school pick-up and drop-off periods. Specifically, construction vehicles will be prohibited from accessing Majara Street between 8:35am and 9:05am, as well as between 3:10pm and 3:40pm. This measure ensures student safety while minimising disruptions to traffic flow in the area.

Ultimately, the cumulative impacts of the proposed activity with nearby development are negligible.

7.17 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.

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

Table 26: Environmental Factors Considered

Environmental Factor	Division Factors for school developments *Guidelines for Division 5.1 assessments* *Consideration of environmental factors for health services facilities and schools*	Consideration	Mitigation Measures References
Any environmental impact on a community?	(a1) Impact during construction – such as noise, vibration, traffic, construction vehicle routes, access and parking, pollution/dust, water and stormwater flow, sediment and run-off, waste removal, servicing arrangements, bushfire, flooding, contamination, other construction occurring in the area. (a2) impact post-construction (including from any development, activity, public-address systems and sirens, signage, events, hours of operation, or out of hours use of facilities, helicopter facilities, emergency facilities) which may include: (i) water flow/water quality, downstream impacts (ii) flooding impact, flood evacuation routes, changes to flood risk and patterns (iii) bushfire impact, bushfire evacuation routes, changes to bushfire risk and patterns (iv) impact, during a flood or bushfire event, on existing infrastructure such as roads, etc (v) impact on emergency response to existing communities (vi) waste and servicing arrangements (vii) traffic and parking impacts, pedestrian and road safety (including pedestrian and cyclist conflict and safety), operation of the surrounding road network, impact on road capacity, including peak hour, intersection performance and any cumulative impact from surrounding approved developments, impacts of potential queuing in drop-off/pick- up zones and bus bays during peak periods, emergency drop-offs, servicing and loading/unloading areas, large vehicles and height clearances, parking arrangements	The proposed activity will not result in any significant or unacceptable environmental impacts to the community. Environmental impacts have been detailed within **Section 7** of this REF and impacts have generally been considered minor and manageable through the identified mitigation measures. Construction related impacts can result in some disruption, however impacts are anticipated to be minor in nature, reflecting the limited scope of construction works and proposed construction timeframes. Construction related noise impacts may exceed target noise management levels in some instances, however, can be managed through the preparation and implementation of a Construction Noise and Vibration Management Plan to ensure noise impacts are minimal. The proposal will result in increased vehicle and pedestrian movement within the township of Bungendore; however, vehicle trips will be distributed across the road network and ride-share is anticipated based on the close proximity to the Bungendore High School South Campus and Bungendore Primary School. Majara Street has been reopened for pedestrian and vehicle access. There is no proposed tree removal, significant impacts on biodiversity values, impacts to surrounding waterways or areas of environmental significance. There are no environmental hazards identified which would preclude the proposed activity.	Multiple Refer to Appendix 1

Environmental Factor	Division Factors for school developments *Guidelines for Division 5.1 assessments* *Consideration of environmental factors for health services facilities and schools*	Consideration	Mitigation Measures References
	and rates. Consider in the context of availability, frequency, location and convenience of public transport and consequences of parking overflowing into adjoining streets (viii) existing utility infrastructure and service provider assets (a3) impact on flight paths of nearby airport, airfield, or helicopter landing sites (a4) other environmental impacts (social, economic or cultural) on the community not mentioned above (a5) cumulative impacts from the development and other surrounding approved developments		
Any transformation of a locality?	(b1) impact on the existing and future character of the neighbourhood, streetscape and local area (b2) impact on the operation of existing and future surrounding uses, including industrial or agricultural land uses (b3) visual impact from key viewpoints and views to key viewpoints (b4) cumulative impacts from the development, and other approved developments, on the locality	The proposed activity will remain consistent with the existing local character and does not represent any notable transformation of the locality. The activity is within direct proximity of the existing Bungendore High School South Campus and Bungendore Primary School. Any perceived transformation of the locality will be temporary in nature, noting the intent to remove demountable buildings and re-instate the site when the permanent high school facilities become available at Birchfield Drive.	Multiple Refer Appendix 1
Any environmental impact on the ecosystems of the locality?	(c1) impact on the existing and future ecosystem (flora, fauna, habitats, biodiversity, ecological integrity, biological diversity, connectivity/fragmentation, air, water including hydrology, soil) (c2) long- and short-term impact of: (i) loss or harm to trees or other vegetation (ii) removed canopy cover (iii) landscape setting in respect of the site and streetscape	The proposed activity will not result in significant impacts to ecosystems within the locality. Construction works may result in minor indirect impacts on non-threatened species and planted vegetation, however impacts can be reasonably managed through the adoption of relevant mitigation measures.	Multiple Refer Appendix 1

Environmental Factor	Division Factors for school developments *Guidelines for Division 5.1 assessments* *Consideration of environmental factors for health services facilities and schools*	Consideration	Mitigation Measures References
	(iv) impacts of the above on urban heat island effect and urban and internal comfort levels on and off-site (c3) impact from introducing new trees and vegetation species (c4) cumulative impacts on the ecosystem		
Any reduction of the aesthetic, recreational, scientific or other environmental quality or value of a locality?	(d1) impacts onto adjoining properties and public spaces (particularly in residential areas) such as lighting impacts and light spill, acoustic, visual privacy, noise and vibration (including from helicopters and ambulances), visual amenity, solar access, view loss and view sharing, vistas, overshadowing, local character, streetscape, weather factors such as wind impacts (i) the above should be considered from any proposed development or activity on the development site, public-address system, ambulance siren, flashing signage, event, hours of operation, or out of hours use of school facility, helicopter facility, emergency facility, research centre where hazardous material is being used or stored and any potential incident, etc. (d2) impacts on connectivity, permeability and accessibility of public spaces and areas surrounding the development, this includes impacts on arterial and other thoroughfares and green corridors and wayfinding (d3) impacts on other aesthetic, recreational, scientific or other environmental quality or value of the locality not mentioned above or in (a) and the cumulative impacts	Due to the limited scope of works and temporary nature of the Bungendore High School Temporary North Campus, there is not anticipated to be any detrimental aesthetic, recreational, scientific or environmental quality impacts as a result of the proposed activity. Increase stormwater flows will result from increase impervious areas on the site, however, stormwater discharge and water quality can be appropriately managed through on site detention and proposed water quality treatments.	Multiple Refer Appendix 1
Any effect on locality, place or building having aesthetic, anthropological,	(e1) impacts on heritage items (local, state and commonwealth), conservation areas and Aboriginal heritage (including intangible cultural significance), draft and interim items. Both at / or near the site	The proposal includes minor works (pedestrian pathway) within the curtilage of the Bungendore War Memoria. These works would have no physical impact on the heritage significance of the item. Visual impacts in	Multiple Refer

Environmental Factor	Division Factors for school developments *Guidelines for Division 5.1 assessments* *Consideration of environmental factors for health services facilities and schools*	Consideration	Mitigation Measures References
archaeological, architectural, cultural, historical, scientific or social significance or other special value for present or future generations?	(e2) impacts on Aboriginal cultural heritage values on the land and connection to Country (e3) direct or indirect impacts on the heritage significance of environmental heritage, impacts to archaeological resources (e4) impacts on aesthetic, anthropological, architectural, cultural, historical, community values and identity, scenic values, scientific or social significant items, or items of other special value for present or future generations	relation to surrounding heritage items have also been considered. Overall, the visual effects due to the proposed activity will be minor, temporary, and easily reversible, and therefore evaluated to have no significant detrimental impact on the heritage items in the vicinity. The site area has a low likelihood of Aboriginal archaeology, and the proposal will have no impact on Aboriginal cultural heritage values. The aesthetics of the proposed built form (demountable buildings and shade structure) is reflective of the temporary nature of the structures. These structures will be removed at such time the permanent high school becomes operational at Birchfield Drive.	Appendix 1
Any impact on the habitat of protected animals, within the meaning of the *Biodiversity Conservation Act 2016*?	(f1) impacts on listed protected fauna at and in the vicinity of the site, and their habitat.	No threatened flora or fauna species have been identified on the subject site. No tree removal is proposed, and the proposed activity will not result in any serious and irreversible impacts on biodiversity values.	Refer 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?	(g1) potential endangering of any species or vegetation (g2) protected and threatened flora, terrestrial, fauna species, populations, ecological communities and their habitats	No threatened flora or fauna species have been identified on the subject site. Disturbance to the site will be minimal and the activity will not result in any endangering of species.	Multiple Refer Appendix 1
Any long-term effects on the environment?	(h1) Long-term effects on: (i) flood and bushfire behaviour, flooding and the flood plain, bushfire prone land (ii) natural environment, flora and fauna species and their habitats (iii) agricultural productivity (iv) industrial land supply	Given the temporary nature of the proposed activity, it will not have any long-term effects on the environment.	None required.

Environmental Factor	Division Factors for school developments *Guidelines for Division 5.1 assessments* *Consideration of environmental factors for health services facilities and schools*	Consideration	Mitigation Measures References
	(v) housing supply (vi) climate change (vii) cumulative impacts (h2) meet industry recognised building sustainability and environmental performance standards, integrate environmental design, minimise greenhouse gas emissions, minimise energy and water consumption (recycled water) and material resources, renewable energy generation and storage, fossil fuel-free, sustainable travel choices, manage, reuse, recycle and safely dispose of waste (h3) long term ecological, social and economic effects		
Any degradation of the quality of the environment?	No specific factors – to be assessed by the determining authority if relevant	No degradation of the quality of the environment will occur from the proposed activity.	Multiple Refer Appendix 1
Any risk to the safety of the environment?	(j1) whether the development will have adverse environmental impacts (flood or stormwater runoff, storm surge, bushfire, ongoing maintenance of landscaping within the Asset Protection Zone, contamination leak, wind speeds, extreme heat, urban heat, climate change adaptation) on the surrounding area, particularly in sensitive environmental, cultural areas or residential neighbourhoods. (j2) impacts on soil resources and related infrastructure and riparian lands on and near the site, soil erosion, salinity and acid sulfate soils, surface water resources (quality and quantity), hydrology, dependent ecosystems, drainage lines, downstream assets and watercourses, groundwater resources.	The activity will not result in any increased safety risks when compared to the current environment. The site is free from significant environmental hazards and the proposal has been designed with consideration of CPTED principles.	Multiple Refer Appendix 1
Any reduction in the range of beneficial uses	No specific factors – to be assessed by the determining authority if relevant	The proposed activity relates to a new school located within an existing administration building and will not limit	None required.

Environmental Factor	Division Factors for school developments *Guidelines for Division 5.1 assessments* *Consideration of environmental factors for health services facilities and schools*	Consideration	Mitigation Measures References
of the environment?		or reduce the range of beneficial uses of the environment.	
Any pollution of the environment?	(I1) any pollution during construction and post construction e.g. air (including odours and greenhouse gases); water (including runoff patterns, flooding/tidal regimes, water quality health); soil (including contamination, erosion, instability risks); noise and vibration (including consideration of sensitive receptors); light pollution; waste, including hazardous waste (I2) impact of contamination spill, movement or disturbance during and post construction, and into the long term (I3) impact of a potential rainfall or flood event during construction (e.g. storage of fuel for construction vehicles, stock piles of soil, etc) (I4) dangerous goods and hazardous materials associated with the development (i.e. labs)	The risk of noise and vibration, air, water, soil and light pollution arising from carrying out the works will be mitigated by the implementation of the CEMP.	Multiple Refer Appendix 1
Any environmental problems associated with the disposal of waste?	(m1) environmental problems of waste during and after construction (left over construction materials, and personnel waste), transport and disposal of waste, ongoing use and eventual decommission of the development (m2) cumulative impacts from waste	Waste generated by the proposed activity will be managed in compliance with the provisions outlined in the OWMP and CWMP. These plans ensure that all waste is handled, recycled, and disposed of responsibly, preventing any environmental issues associated with waste disposal.	Multiple Refer Appendix 1
Any increased demands on resources (natural or otherwise) that are, or are likely to become, in short supply?	No specific factors – to be assessed by the determining authority if relevant	The activity will not increase the demand for resources that are or are likely to become in short supply.	None required.
Any cumulative environmental effects with other existing or likely future activities?	(o1) The cumulative effects of noise and impacts to the road network from surrounding existing and approved developments	As outlined in Section 7.16 of this report, there will be negligible cumulative environmental impacts. All construction works associated with the proposal will be undertaken in accordance with the CEMP.	Multiple Refer

Environmental Factor	Division Factors for school developments *Guidelines for Division 5.1 assessments* *Consideration of environmental factors for health services facilities and schools*	Consideration	Mitigation Measures References
			Appendix 1
Any impact on coastal processes and coastal hazards, including those under projected climate change conditions?	(p1) coastal processes and hazards (impacts arising from the proposed activity on coastal processes and hazards and impacts on the proposed activity from coastal processes and hazards), climate scenarios	The proposed activity will not have any impact on coastal processes or hazards and is not within proximity to any coastal areas.	None required.
Applicable local strategic planning statement, regional strategic plan or district strategic plan made under Division 3.1 of the Act?	(q1) relevant issues, objectives, policies and actions identified in local, district and regional plans and compliance of the proposal, and policies that identify community priorities that may be impacted (q2) relevant legislation, environmental planning instruments (including drafts, policies and guidelines). (q3) requirements of any approvals applying to the site, including concept approval or recommendation from any Gateway determination	The activity is consistent with the strategic policies identified in Section 5.1 of this REF.	None required
Any other relevant environmental factors?	(r1) health or safety risk to children, visitors, patients or staff of the development	There are no other relevant environmental factors which require consideration for the proposed activity.	None required

8. Justification and Conclusion

The proposed Bungendore High School Temporary North Campus located at 4-6 and 10 Majara Street, Bungendore as well as part Lot 1 DP 1276279 (Majara Street road reserve) and part Lot 1 DP 1276282 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.