

Review of Environmental Factors

New high school for Wilton

Document version: 6

Date: 5/09/2025

Acknowledgement of Country

The NSW Department of Education acknowledges Dharawal people the traditional custodians of the land on which the new high school in Wilton 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 Ltd on behalf of the NSW Department of Education (department) and assesses the potential environmental impacts which could arise from the construction and operation of a new high school in Wilton at 200 Fairway Drive, Wilton.

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

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

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

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2	Architecture Design Report	C	14/07/2025
3	Transport and Access Impact Assessment	I	04/09/2025
4	Noise and Vibration Impact Assessment	7	05/09/2025
5	Aboriginal Cultural Heritage Assessment Addendum	3	01/07/2025
6	Arboricultural Report	6	14/07/2025
7	Bushfire Risk Assessment	6	14/08/2025
8	Flood Risk Assessment	5	29/08/2025

Abbreviations

Abbreviation	Description
AHIP	Aboriginal Heritage Impact Permit
AHIMS	Aboriginal Heritage Information Management System
BC Act 2016	<i>Biodiversity Conservation Act 2016</i>
BDAR	Biodiversity Development Assessment Report
CA	Certifying Authority
CM Act	<i>Coastal Management Act 2016</i>
CWC	Connecting with Country
COLA	Covered Outdoor Learning Area
CEMP	Construction Environmental Management Plan

Abbreviation	Description
CTPMP	Construction Traffic and Pedestrian Management Plan
The department	NSW Department of Education
DPHI	Department of Planning, Housing and Infrastructure
Design Guide	<i>Design Guide for Schools</i> published by the Government Architect in May 2018
DSI	Detailed Site Investigation
EIS	Environmental Impact Statement
EMP	Environmental Management Plan
EPA	Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2021</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
ESD	Ecologically Sustainable Development
EFSG	Education Facilities Standards and Guidelines
FM Act	<i>Fisheries Management Act 1994</i>
FERP	Flood Emergency Response Plan
FRA	Flood Risk Assessment
Ha	Hectares
LGA	Local Government Area
LSPS	Local Strategic Planning Statement
MNES	Matters of National Environmental Significance
NCC	National Construction Code
NPW Act	<i>National Parks and Wildlife Act 1974</i>
NPW Regulation	<i>National Parks and Wildlife Regulation 2009</i>
NSW RFS	NSW Rural Fire Service
NVA	Noise and Vibration Assessment
OEH	(Former) Office of Environment and Heritage
Planning Systems SEPP	<i>State Environmental Planning Policy (Planning Systems) 2021</i>
POEO Act	<i>Protection of the Environment Operations Act 1997</i>
Proponent	NSW Department of Education
REF	Review of Environmental Factors
RF Act	<i>Rural Fires Act 1997</i>
Resilience and Hazards SEPP	<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>
Roads Act	<i>Roads Act 1993</i>
SCPP DoE	<i>Stakeholder and community participation plan</i> , published by the NSW Department of Education October 2024
SCPP DPHI	<i>Stakeholder and community participation for new health services facilities and schools</i> published by the Department of Planning, Housing and Infrastructure

Abbreviation	Description
	October 2024
SDRP	School Design Review Panel
STP	School Transport Plan
SEPP	State Environmental Planning Policy
SIS	Species Impact Statement
TI SEPP	<i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>
TfNSW	Transport for NSW
TAIA	Transport and Access Impact Assessment
WM Act	<i>Water Management Act 2000</i>
Western Parkland City SEPP	<i>State Environmental Planning Policy (Precincts - Western Parkland City) 2021</i>

Executive Summary

The Proposal

The proposed activity relates to the staged construction and operation of a new high school for Wilton located on the southern half of 200 Fairway Drive, Wilton (the **site**).

The new high school will accommodate up to 187 students and 23 staff during Stage 1 and up to 1,000 student and 78 staff at the completion of Stage 2.

The new high school includes general and support learning spaces, a library, administrative areas and a staff hub. Core facilities include a canteen, two carparks, a sports field and three sports courts. A render outlining an artist impression of the site is provided in **Figure 1**.

Specifically, this proposal includes the following:

- Stage 1
 - Construction of a learning hub (Block A)
 - Sports field and a sports court
 - Northern car park
 - Earthworks and tree removal
- Stage 2
 - Construction of learning hubs (Blocks B and C) and a sports and performance hub / school hall (Block D)
 - Two sports courts
 - Southern car park
 - Associated site utilities and services including installation of new padmount substation and a new main switchboard
 - Main school pedestrian entrance proposed off the future Road 14
 - Earthworks and tree removal



Figure 1 Indicative Render - View from sports courts

Source: TKD Architects, 2025

The following off-site works are required to be undertaken prior to the opening of the high school, however, do not form part of the proposed activity:

- Mid-block pedestrian crossing on Fairway Drive (between Road 14 and the eastern roundabout).
- 2.5m wide shared path on eastern side on unnamed sub-arterial road.
- 2.5m wide shared path east of Road 14 through open space.
- Wombat crossing on Road 20, north west of the playing fields.
- Wombat crossing on Road 14, south of Road 20.
- Wombat crossing on Road 14, north of Road 15.
- Wombat crossing on Road 14, north of the entrance to the southern high school car park.
- Kiss and drop zone, with a minimum of 21 spaces and a total length of 137 metres, located along the Road 14 school frontage.

These works will be delivered by Landcom through a separate approval process. The project team is currently liaising with Landcom to lodge a modification application to DA/2022/1279/1 that incorporates this infrastructure in the Road 14 and sub arterial road designs. In addition, Landcom is responsible for delivering new utility infrastructure, including electricity, water and sewer services, across the broader precinct to ensure sufficient capacity and timely servicing for both the new high school and the adjoining primary school.

If these off-site works are not completed prior to the opening of Stage 1 of the high school, mitigation measures will be implemented, including the preparation of an Interim Utility Infrastructure Management Plan and an Interim Access Management Plan, to ensure suitable alternative arrangements are in place.

The site is approximately 3.79ha in size. The entire site is classified as bushfire prone land (Vegetation Category 3). Other than bushfire, the site is largely unconstrained. It is not affected by mainstream flooding or overland flow and is located on land that is biodiversity certified. There are no environmental heritage items of significance present. Two scar trees, including one of cultural significance (WJ-ST-01, AHIMS ID 52-2-4081) are present on the site and will be retained. The site is not listed on the register of contaminated sites and is not required to undergo further remediation.

Planning Pathway

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

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

Consultation

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

Comments received have been carefully considered and responded to. In addition, non-statutory consultation was undertaken with a range of community and government stakeholders throughout the design process.

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 and Access Management:** The operation of the high school is dependent on off-site road and transport infrastructure works being delivered by others, including Landcom and Transport for NSW (**TfNSW**). These works include Road 14, crossings, bus bays, kiss and drop zones, footpaths and associated signage. They are not part of this REF and will be delivered under separate planning pathways. To address potential delays in delivery, a mitigation measure requires the preparation of an Interim Access Management Plan (**IAMP**). The IAMP will outline safe, temporary pedestrian and vehicle access arrangements, and is required to be prepared in consultation with Landcom, Council and TfNSW, and approved by the department's transport team. Any impacts to school operations during this interim period will be addressed through the School Transport Plan (**STP**), which must be reviewed and updated prior to the commencement of Stage 2. Construction-related access impacts, including management of traffic on Niloc Bridge, are to be addressed through the Construction Traffic and Pedestrian Management Plan (**CTPMP**). Further detail is provided in **Section 6.1**.
- **Bushfire Risk:** The site is currently mapped as bush fire prone land (**BFPL**), but this is outdated and does not reflect current urban development and subsequent removal of bushfire prone vegetation. There is no bushfire hazard within 140 metres of the site, and the nearest vegetation is over 200 metres away. A temporary 140 metre Asset Protection Zone (**APZ**) will be implemented to the west to provide a suitable buffer to the residual hazard until future development occurs, and the hazard is permanently removed. A mitigation measure (**BMM5**) has been included in the REF to ensure consultation occurs with Council, Landcom, and the RFS to update the BFPL map applying to the site, with the aim of removing the currently mapped bushfire risk. All buildings are over 200 metres from hazard areas; and ember risk has been addressed through a performance solution with RFS in-principal support. Landscaping will be designed to balance Council's tree canopy target with bushfire protection requirements, in line with advice agreed with RFS. The site will be connected to a compliant water supply with hydrants, electricity will be provided underground, and no gas services are proposed. An internal APZ will be maintained on the remainder of the site during Stage 1 construction. With these mitigation measures in place, the bushfire risk is considered negligible. Further detail is provided in **Section 6.8**.

- **Heritage:** An Aboriginal Cultural Heritage Assessment Addendum by GML confirms the presence of a registered Aboriginal heritage site (scar tree WJ-ST-01, AHIMS ID 52-2-4081) within the proposed high school site. An Aboriginal Heritage Impact Permit (AHIP 5288) has been granted to Landcom for this site and the broader precinct, negating the need for additional permits under the National Parks and Wildlife Act 1974. All construction activities must comply with the conditions of AHIP 5288, which include:
 - Establishing an exclusion zone (currently conditioned to be 20x20m) around the scar tree to prevent any ground disturbance or tree removal.
 - Providing heritage induction training to all site workers to ensure awareness and compliance with AHIP 5288 conditions.
 - Delineating the exclusion zone with fencing prior to the commencement of construction.

These measures are designed to protect the identified Aboriginal heritage site during the development process. Further detail is provided in **Section 6.5**.

Other impacts have been considered as detailed in this REF. All Figures and drawings included in this REF are indicative and subject to change as the design is finalised.

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 development will not have any effect on Matters of National Environmental Significance and approval of the Activity under the Commonwealth EPBC Act is not required.

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

1. Introduction

The NSW Department of Education (the **department**) proposes to construct and operate a new high school for Wilton (the **activity**) located at 200 Fairway Drive, Wilton, NSW 2571 (the **site**). The site is located on part of Lot 10 and Lot 11 in Deposited Plan 1311811 (formerly part of Lot 1063 DP 1289197).

The proposal to provide a new high school in North Wilton is consistent with the State Government's plan to expand public education in Western Sydney. The proposal will provide integral social infrastructure in an emerging urban environment experiencing significant population growth.

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 new high school for Wilton at 200 Fairway Drive, Wilton, NSW 2571. 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*.

2. Proposed Activity

2.1 The Site

2.1.1 Site locality

The current street address is 200 Fairway Drive, Wilton, NSW 2571. The site is located on part of Lot 10 and Lot 11 in Deposited Plan 1311811 (formerly part of Lot 1063 DP 1289197) and is approximately 3.79ha hectares in size. The northern portion of the lot is to accommodate a future primary and preschool for North Wilton being assessed under a separate REF.

The site is located within the North Wilton Precinct. As a result of precinct wide rezonings, the surrounding locality is transitioning from a semi-rural residential area to a highly urbanised area with new low to medium density residential development with supporting services.

The proposed school site does not currently have road access, however Landcom is expected to deliver the road network and surrounding public domain network in accordance with DA/2022/1279/1. Road 14 (currently under construction) located on the eastern boundary of the site will ultimately provide future access to the site. The site primarily comprises grasslands with patches of remnant native grassy woodlands particularly in the south-west portions of the site. The location and configuration of the site is shown in **Figure 2** and **Figure 3**.

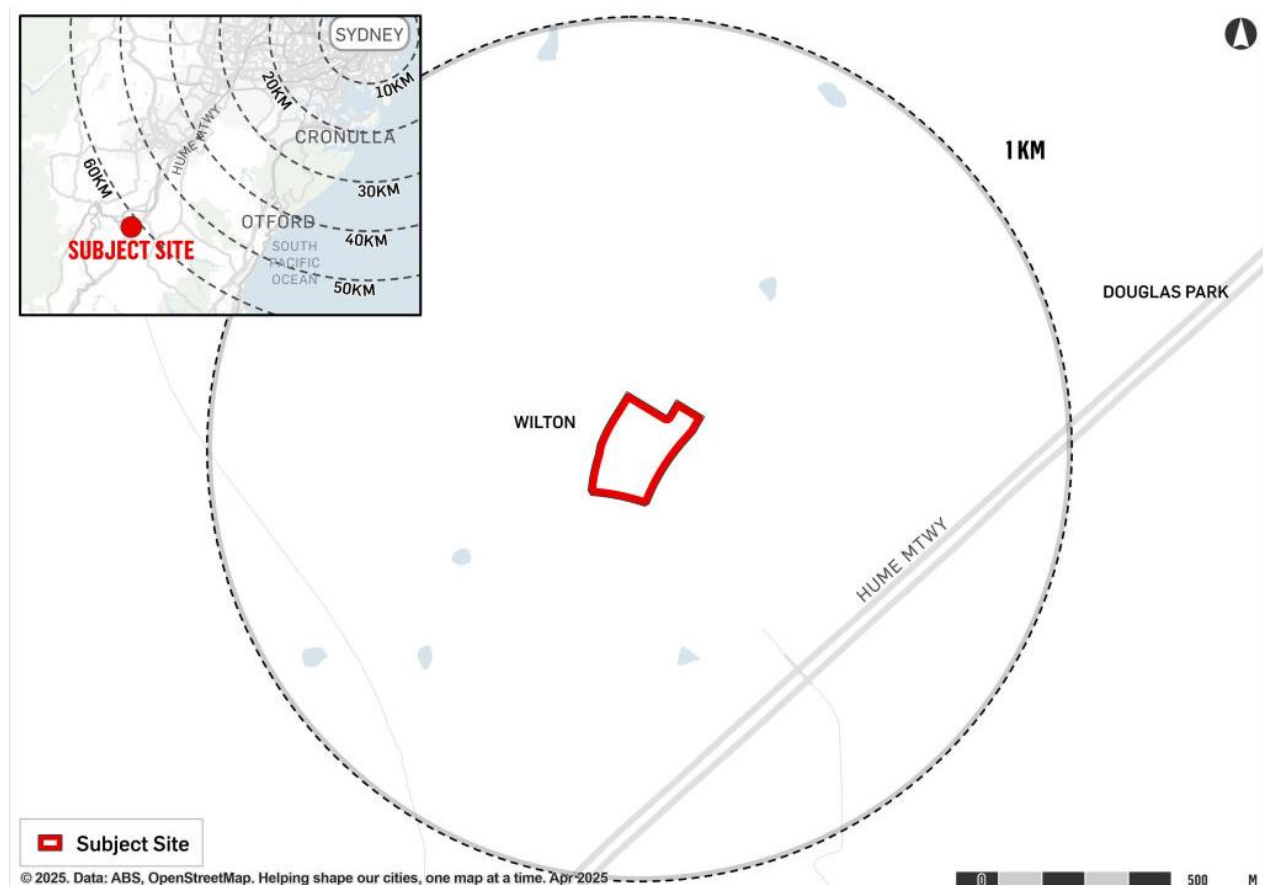


Figure 2: Locality Plan

Source: Urbis, 2025

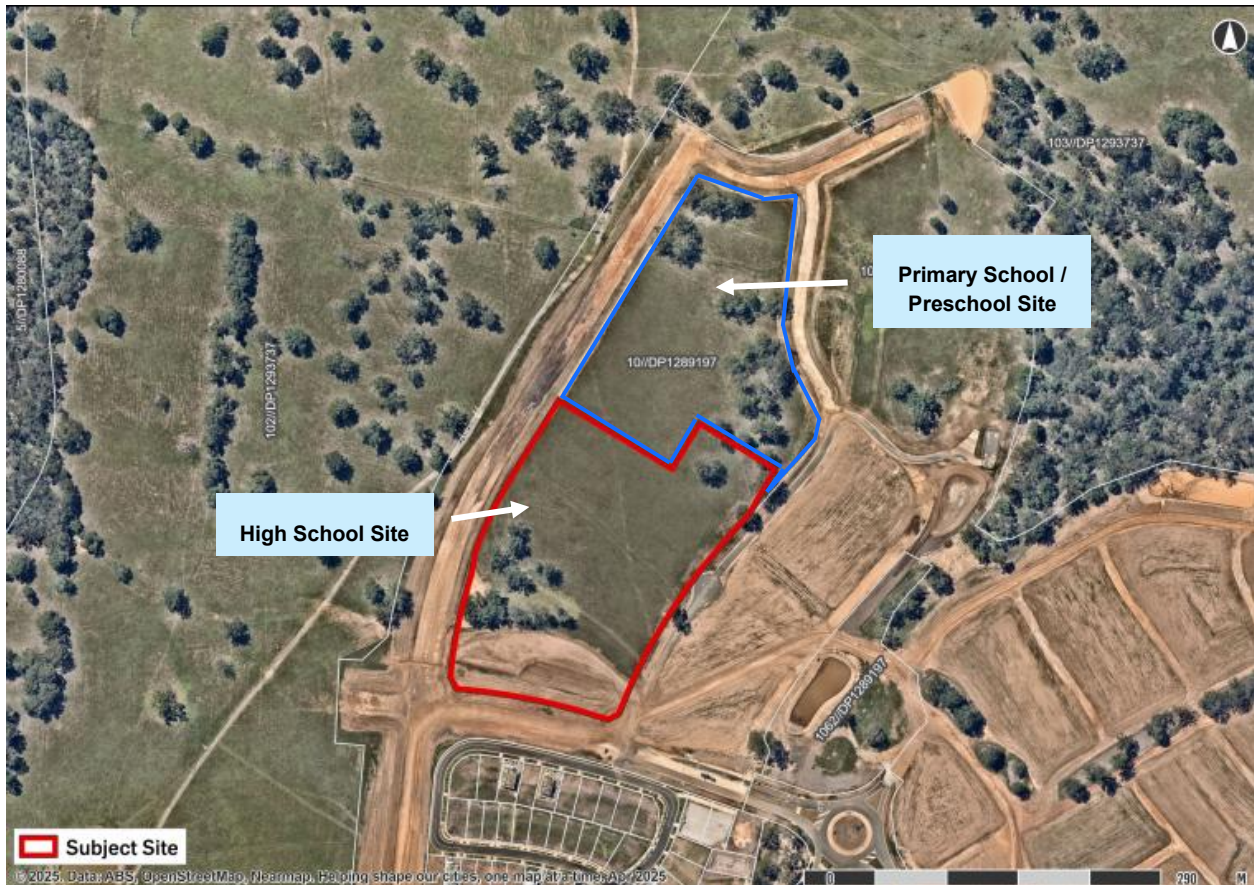


Figure 3: Site Plan

Source: Urbis, 2025

Table 1. Site Details

Site characteristics	Description
Site address	200 Fairway Drive, Wilton
Legal description	Part of Lot 10 and Lot 11 in DP 1311811 (formerly part of Lot 1063 DP 1289197)
Site area	Approximately 3.79 hectares
Local government area	Wollondilly LGA
Site ownership	The site is legally identified as part of Lot 10 and all of Lot 11 in DP 1311811. Lot 10 was conveyed to the department via a Voluntary Planning Agreement for the development of a new primary school and public preschool for Wilton. On 27 June 2025, Lot 11 was transferred to the Minister for Education and Early Learning. The Department of Education currently own the sites and are the proponent for the proposed activity.
Easements	Nil
Existing use / structures	The site is a vacant greenfield site with no existing buildings or structures.
Vegetation	The site primarily comprises grasslands with several patches of remnant native grassy woodlands particularly within the south-west portions of the site.
Topography	The site has a gentle slope from the southwest (172 RL) to the north-east (168 RL).
Vehicle / site access	The site does not currently have road access. Landcom is expected to deliver the road network and surrounding public domain network in

Site characteristics	Description
	accordance with DA/2022/1279/1. Road 14 (currently under construction) located on the eastern boundary of the site will ultimately provide access to the site. Landcom have confirmed that the road will be completed by mid-late 2025, with the final curbs and supporting infrastructure works delivered by late 2026 to prevent any construction traffic damaging the more delicate items.



Picture 1 Standing on the future Road 14 looking north



Picture 2 Standing in the centre of the site facing south west



Picture 3 Facing west towards the existing tree cluster



Picture 4 Facing east looking towards the Primary School site

Figure 4: Site Photos

Source: Urbis, 2025

2.2 Locality Context

The area surrounding the site is undergoing development in alignment with the North Wilton Structure Plan, as described below:

- **North:** The land north of the site is currently vacant and will accommodate a future primary school and preschool. This proposal is subject to a separate REF.
- **East:** The land east of the site is also vacant and is planned to be developed into low density housing with playing fields and open spaces to the north east.
- **West:** The land to the west of the site, though currently vacant, is earmarked for medium density residential development and mixed-use developments. This area will be part of the Lakeside Hub, centred around an artificial lake. Dwellings in this precinct are expected to be delivered by mid-2027.
- **South:** The land to the south is also vacant and subdivided for residential dwellings currently under construction.

It is anticipated that new homes immediately opposite the site will begin construction in 2027, after the school has been constructed. Access to North Wilton is currently available via the Niloc Bridge, a single lane bridge over the Hume Highway. The bridge is set to be duplicated by Landcom and is anticipated to be completed and open by mid-2027.

Since the new bridge will not be ready when Stage 1 of the high school is constructed or becomes operational in Term 1, 2027, the existing Niloc Bridge will continue to provide temporary vehicle access into Stage 2 construction.

Construction traffic will be managed through a Construction Traffic and Pedestrian Management Plan (**CTPMP**), prepared by the contractor and approved by authorities. The CTPMP will include measures to specifically address construction vehicle impacts from the Niloc Bridge and as off-site transport infrastructure activity is completed.

Operational access during this interim period will be addressed through the School Transport Plan (**STP**), which should include contingency measures should the new bridge not be delivered prior to operations of Stage 1. The STP is required to be reviewed and updated prior to the opening of Stage 2 of the school.

The site is not in proximity to any licensed premises, sex-service establishments, or potentially hazardous land uses such as petrol stations. An aerial of the current local context is provided in **Figure 5**.

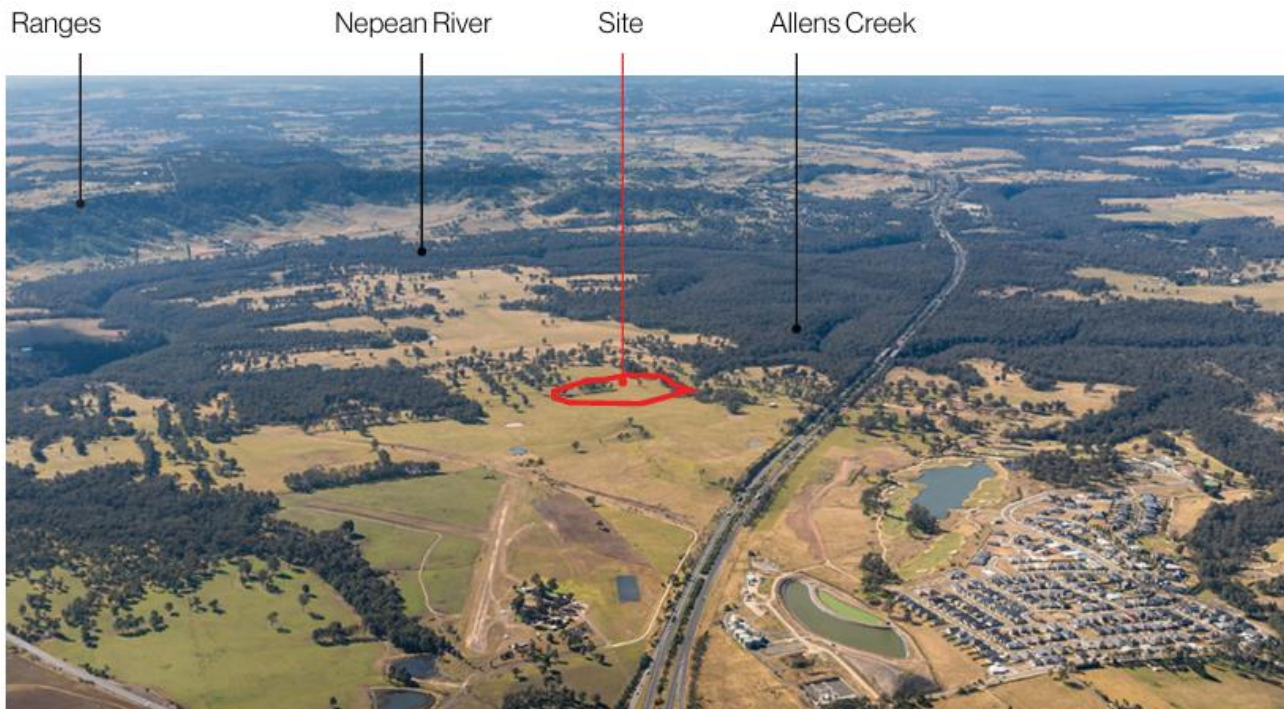


Figure 5: Local Context

Source: TKD Architects, 2025

2.3 Regional Context

The site is located in the North Wilton Precinct of the Wilton Growth Area, which is part of the Wollondilly Shire Local Government Area (**LGA**) in South-West Sydney. The Wilton Growth Area is proposed to provide for a community of around 15,000 new homes over the next 20 to 30 years.

The North Wilton Precinct is approximately 60km south-west of the Sydney CBD, 30km north-west of Wollongong and 20km southwest of Campbelltown-Macarthur Strategic Centre. The Precinct is located on the interchange with the Hume Motorway, which will provide connection to the major metropolitan road network throughout Sydney, and Picton Road which provides a direct connection to Wollongong and Port Kembla to the south-east. The Hume Motorway connects to the Southern Highlands, Canberra and Melbourne to the southwest.

The Precinct has strong connections with major centres and regionally significant activity and infrastructure nodes in Western Sydney, including the future Western Sydney International (Nancy Bird Walton) Airport, Western Sydney Aerotropolis, Sydney's Priority Growth Areas, future M9 Orbital and Western Sydney Employment Area.

The North Wilton Precinct Structure Plan (**Structure Plan**), published by DPHI in September 2023, identifies the subject site in light purple as the preferred location for a future school (refer to **Figure 6**). Construction of a high school at the site is therefore consistent with the Structure Plan.

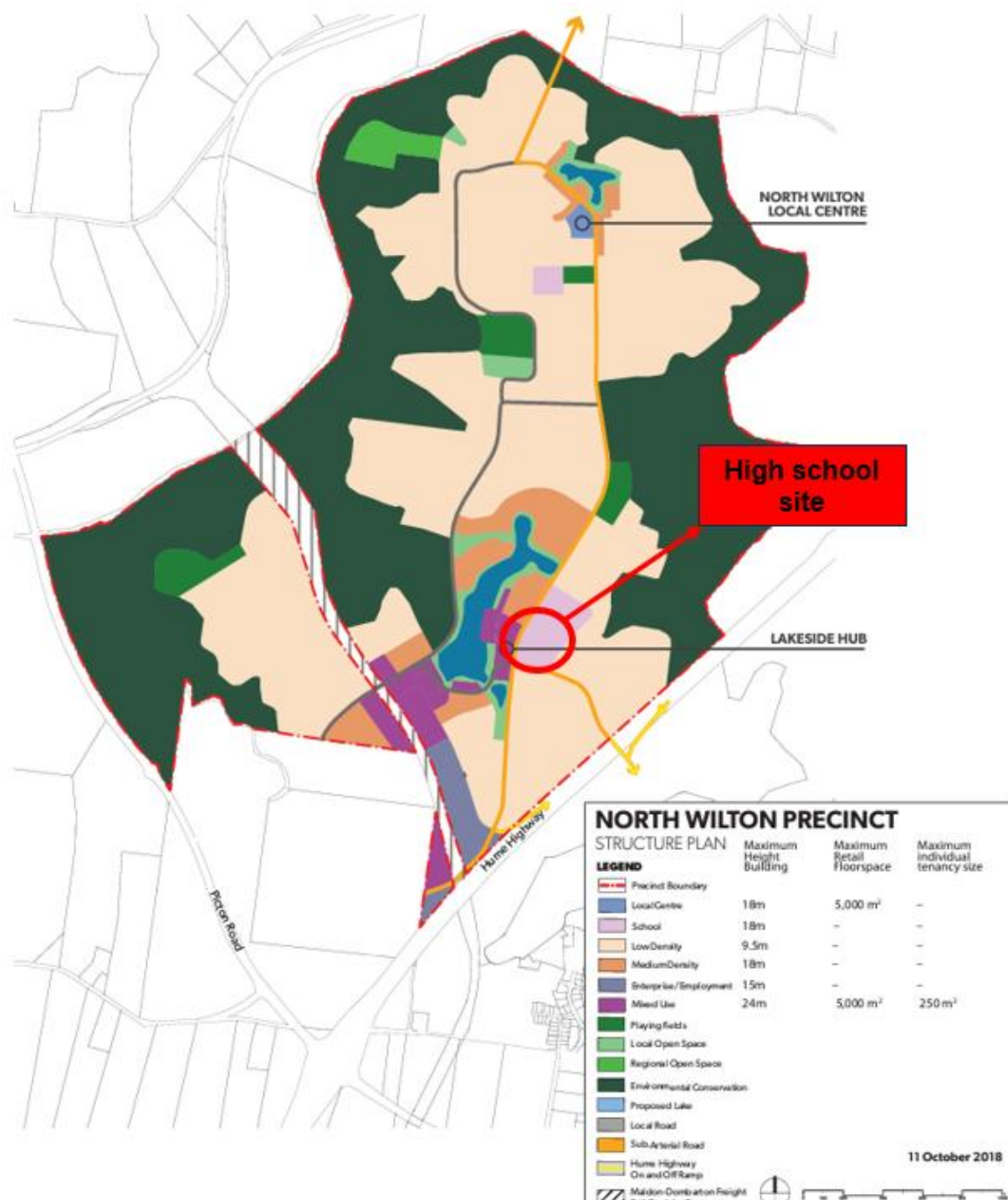


Figure 6 North Wilton Structure Plan

Source:: DPFI, 2025

2.3.1 Site Constraints and Opportunities

Consideration of site constraints has been undertaken through a review of the Section 10.7 (2 & 5) Planning Certificate (No. 0073162) dated 9 July 2024, mapping under relevant Environmental Planning Instruments (**EPIs**), and a review of specialist consultant reports and other desktop assessments.

- The site is located on Bushfire Prone Land; temporary Asset Protection Zones (**APZ**) will be implemented until surrounding development is completed.
- The site's vehicular and pedestrian access is dependent on external road infrastructure (including Road 14, kiss and drop zone, and crossings) to be delivered by Landcom under separate approvals.
- The site includes challenging topography, requiring substantial cut and fill earthworks to create suitable building platforms. Ramps are proposed throughout the site to ensure accessibility.
- One registered Aboriginal scar tree of cultural significance (WJ-ST-01 (AHIMS ID 52-2-4081)) is located on the site and must be retained and protected. All works must comply with AHIP 5288 while it remains valid, including the establishment of a no-harm exclusion zone around the tree (currently conditioned as a 20x20m area surrounding WJ-ST-01), heritage induction for site workers, and fencing the zone during construction.
- The site is within a mine subsidence district, although Subsidence NSW has confirmed no subsidence risk applies to the site.
- The site lies within a historical Unexploded Ordnance (**UXO**) investigation area; while risk is low, precautionary mitigation measures are required.
- The site is currently vacant and un-serviced, with utility connections (water, sewer, power, communications) reliant on third-party delivery.
- The site is biodiversity certified under the Cumberland Plain Conservation Plan, limiting further assessment requirements but guiding vegetation management.

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

- The site is strategically identified in the Structure Plan for education purposes, providing strong strategic justification and planning support.
- The site is co-located with a future primary school and preschool, enabling future operational efficiencies, shared infrastructure, and integrated landscaping.
- The site benefits from frontage to multiple future roads, including Road 14 and a sub-arterial road, allowing for clear access, active frontages, and visibility.
- The large site area (3.79ha) allows for flexible staging, generous setbacks, and separation of buildings and play areas to support high amenity.
- The site's western outlook provides visual connections to the Razorback Range, reinforcing a strong sense of place and connection to Country.
- The project benefits from early engagement with First Nations representatives, enabling culturally responsive design and protection of a culturally significant scar tree.
- The site includes areas of retained native vegetation and canopy planting opportunities, supporting shade, ecological outcomes, and Connecting with Country (**CWC**) principles.
- The site's certification under the Cumberland Plain Conservation Plan simplifies biodiversity approvals and confirms development suitability.

2.4 Planning Approvals

North Wilton is being developed by Landcom over multiple stages. Subdivision of the school site and various site establishment works were approved by Wollondilly Shire Council (**Council**) on 30 September 2022 under DA/2019/617/1. Subsequent modifications to the DA were approved by Council on 4 September 2023 (DA/2019/617/2) and 22 November 2023 (DA/2019/617/3). Works associated with the DA (as modified) have commenced.

On 30 September 2024, a further DA (DA/2022/1279/1) was approved by Council granting consent for the staged residential subdivision of land consisting of 318 residential lots, 4 super lots, 6 residue lots and associated works. DA/2022/1279/1 also approved the surrounding road and active transport network for the site (including Road 14 which will provide access to the school site) and approved the removal of the majority of trees located within the boundaries of the school site. At the time of lodgement of this REF, Landcom have commenced the road works associated with this DA.

DA/2022/1279/2 was approved by Council on 14 April 2025 for various modifications to DA/2022/1279/1. In relation to the school site, the modification raises the height of the Road 14 design levels, reducing the extent of bulk earthworks that were required and approved for the school site under DA/2022/1279/1. The activity proposed under this REF is based on the levels approved under DA/2022/1279/2.

Landcom, in consultation with the department, is preparing a further modification application to modify DA/2022/1279/1 that incorporates the required off-site infrastructure works, including the wombat crossings and kiss and drop zone to the Road 14 design, and indented bus bays to the unnamed arterial road. This approach will eliminate the need for abortive works related to road infrastructure, allowing Landcom to deliver the infrastructure upfront with the surrounding road network.

The site was initially intended as a combined high school and primary school. However, Landcom has further subdivided the site into a separate primary school and preschool site (northern portion lot 10) and high school (southern portion lot 11) in DP 1311811 as outlined in **Figure 7**. Subdivision was achieved via a Plan of Acquisition associated with the compulsory acquisition (by agreement) of the primary school land on 17 April 2025.

In accordance with Mitigation Measure GMM7, these lots will be required to be consolidated prior to the operations of Stage 1 of the high school. As the subdivision occurred after the preparation of some technical reports prepared to support this REF, certain documents may reference the original lot and deposited plan.



Figure 7 Subdivided School Site

Source: Landcom, 2024

The following table outlines previous development consents applicable to the site. Note: The site was previously known as 195A Fairway Drive, Wilton.

Table 2. Previous development consents

DA Reference	Development Description	Current Status	Address
DA/2019/617/1	Staged subdivision to create 199 residential lots and 5 residue lots, earthworks, tree removal, construction and dedication of roads including interim access from Niloc Bridge, associated public domain landscaping works and installation of infrastructure and services. This application approved the current school site.	Approved	195A Fairway Drive, Wilton
DA/2019/617/2	Modification to DA/2019/617/1 - S4.55(2) modification to the subdivision layout to the south to be consistent with stage 4 layout, amend threshold treatment in road 103, include retaining walls adjacent to sub-arterial road, and amendments to conditions.	Approved	195A Fairway Drive, Wilton
DA/2019/617/3	Modification to DA/2019/617/1 - S4.55(1A) modification to conditions in relation to temporary emergency evacuation route.	Approved	195A Fairway Drive, Wilton
DA/2019/662/1	Proposed integrated development for the staged construction of a sub-arterial road and associated utilities adjustments, lighting, signage, stormwater infrastructure and landscaping.	Approved	195 Fairway Drive, Wilton
DA/2021/357/1	Subdivision to create 11 super lots from 4 existing lots.	Approved	195 Fairway Drive, Wilton
DA/2022/508/1	Bulk earthworks.	DA Withdrawn	195 Fairway Drive, Wilton
DA/2022/1047/1	Bulk earthworks.	Approved	195A - 195D Fairway Drive, Wilton
DA/2022/1279/1	Staged residential subdivision consisting of 318 residential lots, 4 super lots, 7 residue lots and associated works. This application approved Road 14 and tree removal for the school site.	Approved	195 Fairway Drive, Wilton
DA/2022/1279/2	Modification to DA/2022/1279/1 - S4.55(1A) Modification to development consent to introduce super lot subdivision, amendment to sub-staging, amendments to water cycle management study and civil engineering drawings including amendments/deletion of roads.	Approved	190 Fairway Drive, Wilton

DA Reference	Development Description	Current Status	Address
DA/2022/1279/3	Modification to DA/2022/1279/1 - S4.55(1A) Amendment to condition 43 in response to changes to general terms of agreement from RFS and consequential amendment to condition 2.	Under assessment	195C Fairway Drive, Wilton
DA/2022/858/1	Three billboard signs.	Approved	195A and 195C Fairway Drive, Wilton

2.5 Proposed Activity

The proposed activity is for the staged construction and operation of a new high school for Wilton which will accommodate up to 1,000 students and 78 staff.

The new high school includes general and support learning spaces, specialist learning hubs, a library, administrative areas and a staff hub. Core facilities include a canteen, carparks, and sports courts.

Specifically, this proposal includes the following:

- Stage 1
 - Construction of a learning hub (Block A)
 - Sport field and a sports court
 - Northern car park
 - Earthworks and tree removal
- Stage 2
 - Construction of learning hubs (Blocks B and C) and a sports and performance hub / school hall (Block D)
 - Two sports courts
 - Southern car park
 - Associated site utilities and services including installation of new padmount substation and a new main switchboard
 - Main school pedestrian entrance proposed off the future Road 14
 - Earthworks and tree removal

Table 3 provides a summary of key aspects of the activity.

Table 3. Summary of the activity

Project Element	Description
Site Area	3.79ha
Project Name	New high school for Wilton
Project Summary	Staged construction and operation of a new government school, including buildings and structures, landscaping, sport and play spaces, associated supporting infrastructure and earthworks.
Use	Educational establishment

Project Element	Description
Student and Staff Numbers	Stage 1: 187 students, 23 staff Stage 2: 1000 students, 78 staff
Car Parking and Bicycle Spaces	Southern car park: 54 spaces (with no accessible spaces) Northern car park: 36 spaces (including 2 accessible spaces) Bicycle parking spaces: 44
Height	Maximum height: 13.5m <u>Blocks A, B and C</u> Storeys: 3 storeys <u>Block D</u> Storeys: single storey
Play Space	Stage 1: 13,900m ² Stage 2: 24,700m ²
Canopy Cover	Stage 1: 21% of site Stage 2: 17% of site
Operations	Stage 1: Term 1, (January) 2027 Stage 2: Term 1, (January) 2028
Off Site Works	The proposed activity does not involve any off-site works. All works (except for the two vehicle driveway crossovers) within the surrounding public domain will be undertaken by Landcom via a separate planning approval. There are mitigation measures in place to ensure these are delivered.

The key features of the proposed activity are shown in **Figure 8** to **Figure 13**.



Figure 8 Proposed Stage 1 Site Plan

Source: TKD Architects, 2025 (subject to change through detailed design)



Figure 9 Proposed Stage 2 Site Plan

Source: TKD Architects, 2025 (subject to change through detailed design)



Figure 10 Indicative Render - Aerial view of New High School for Wilton

Source: TKD Architects, 2025 (subject to change through detailed design)



Figure 11 Indicative Render - View from Sports and Performance Hub COLA looking north

Source: TKD Architects, 2025 (subject to change through detailed design)



Figure 12 Indicative Render - View from Block C looking at Sports and Performance Hub

Source: TKD Architects, 2025 (subject to change through detailed design)



Figure 13 Indicative Render – View of main School entry

Source: TKD Architects, 2025 (subject to change through detailed design)

2.5.1 Design development

Design Objectives

This REF is accompanied by an Architectural Design Report (**Appendix 2**) which outlines the design approach to the proposed new high school. The approach was guided by design principles which responded to the site's constraints and opportunities, as below:

- **Connecting with Country:** The site is on Dharawal Country within the Wollondilly Shire Council LGA and the Tharawal Local Aboriginal Land Council area. The project team has engaged with the local First Nations community, including Aunty Glenda Chalker, which provided the foundations for learning about the place and identified significant cultural elements to protect. This includes a scar tree with cultural significance (WJ-ST-01, AHIMS ID 52-2-4081) on the high school site which will be retained and integrated into the landscape design, with ongoing consultation to ensure their protection and educational value.
- **Active Street Frontages:** The new buildings will be set back 10 metres from the site boundaries, creating a varied and engaging street frontage with generous landscaping and a strong interface with the public domain at the main entry. The buildings are oriented towards Road 14, activating the streetscape and enhancing visibility. A secondary entrance is provided via a bus bay on the western sub-arterial road, which also accommodates a shared pedestrian pathway linking the high school and adjacent primary school. This connection reinforces the integration between the two campuses and supports safe and accessible movement across the precinct.
- **Access and Connections:** The main entrance to the school is located on Road 14 to the east and includes the primary pedestrian entry and two vehicular access points. A secondary pedestrian entrance is provided near the northern car park, which also accommodates service and delivery access, while an additional entry point is located along the western boundary. The surrounding precinct is undergoing major transformation, with new open spaces, pedestrian and cycle networks being delivered in parallel with surrounding residential development. The topography supports a linear arrangement of buildings along the eastern edge, reinforcing the active street frontage along Road 14. The high school and adjacent primary school are also arranged in a linear formation, allowing for continuous open space and strong physical and visual connectivity between campuses. Upper-level learning spaces within the high school benefit from expansive views towards the Razorback Mountains, enhancing the site's visual relationship to Country.
- **Public Realm:** The proposal enhances the public realm through generous entry points, landscaped setbacks, and accessible facilities that support both school and community use. The placement of Block D, with a dedicated street-facing entry, strengthens the school's connection to the public domain and encourages potential future community access to the adjoining sports field for gatherings and informal recreation.
- **Landscaping:** The landscape design provides a variety of outdoor play and recreation spaces, including a full-sized sports field, sports courts, pathways, and native planting adjacent to the main sports field. A grove of existing trees, including two scar trees (one of cultural significance - WJ-ST-01, AHIMS ID 52-2-4081) will be protected and celebrated as a central feature of the school, reinforcing a strong connection to Country. The large site allows for extensive new planting to enhance amenity and complement retained vegetation. The

centrally located sports field will be shared between the high school and primary school and positioned along the western boundary. It also acts as a buffer to the sub-arterial road.

Built Form and Layout

The built form has been carefully designed to respond to the site's topography, surrounding context, and adjacency to the future primary school. A linear layout has been adopted along Road 14, with buildings located along the eastern and southern boundaries to frame the central sports field and landscaped open spaces. This arrangement supports solar access, provides a cohesive street frontage, and reinforces the relationship with the adjacent primary school.

Blocks A, B and C are three-storey buildings fronting Road 14. Block A, delivered in Stage 1, will include general learning spaces, support areas, and administration facilities. The building heights range from 13.5 metres for Blocks A-C to a 7-metre ceiling clearance for Block D, reflecting their distinct functions and spatial needs.

Blocks B and C, delivered in Stage 2, will provide additional learning spaces, a support hub, and the school library. The main pedestrian entry will be located between Blocks B and C, creating a prominent and legible gateway to the campus. All blocks include external stairs, lifts for universal access, and internal layouts that comply with the Education Facilities Standards and Guidelines (**EFSG**).

Block D is a single-storey, double-height building at the southern end of the site, accommodating the sports and performance hub / school hall which includes a gymnasium, canteen, and a covered outdoor learning area (**COLA**). It will be connected via a covered walkway and supported by a new 54-space southern car park.

Building setbacks have been designed to enhance amenity and accessibility:

- Block A is set back up to 29 metres, allowing for landscaping and staff parking (36 spaces).
- Blocks B and C are set back up to 10 metres and positioned higher on the site, enabling equitable access to the permanent administration and support learning unit.
- Block D is set back up to 22 metres to accommodate parking and provide landscape separation to the southern boundary.

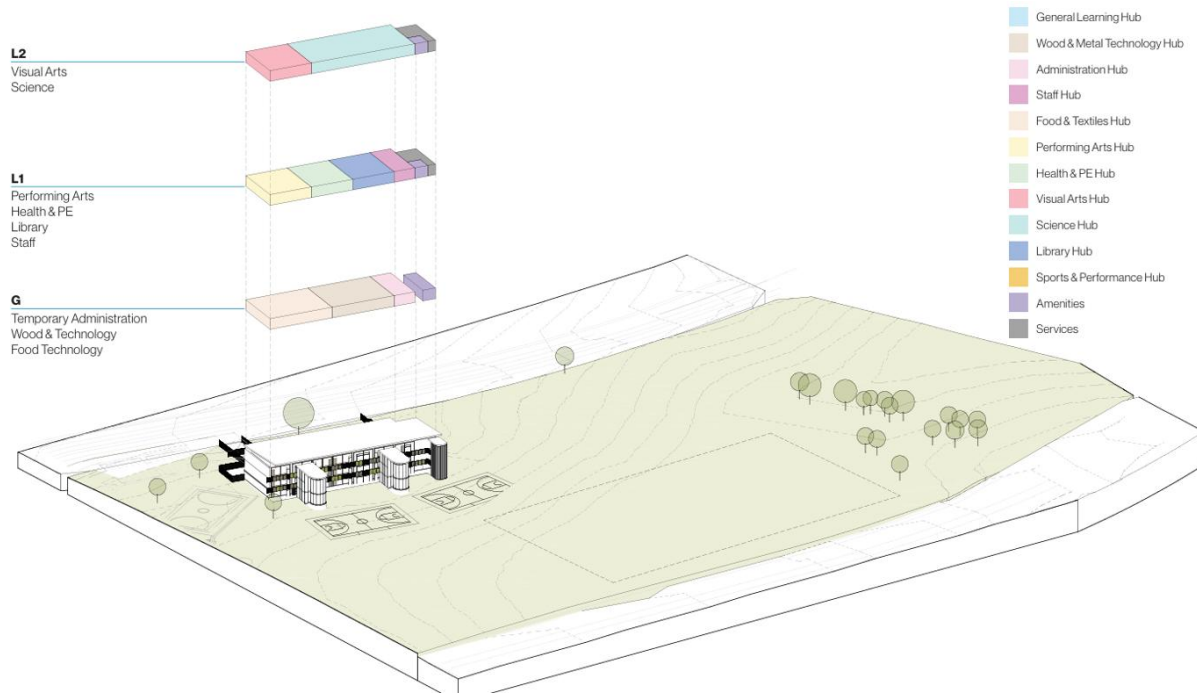


Figure 14 Stage 1 Floor Space Arrangement

Source: TKD Architects, 2025 (subject to change through detailed design)

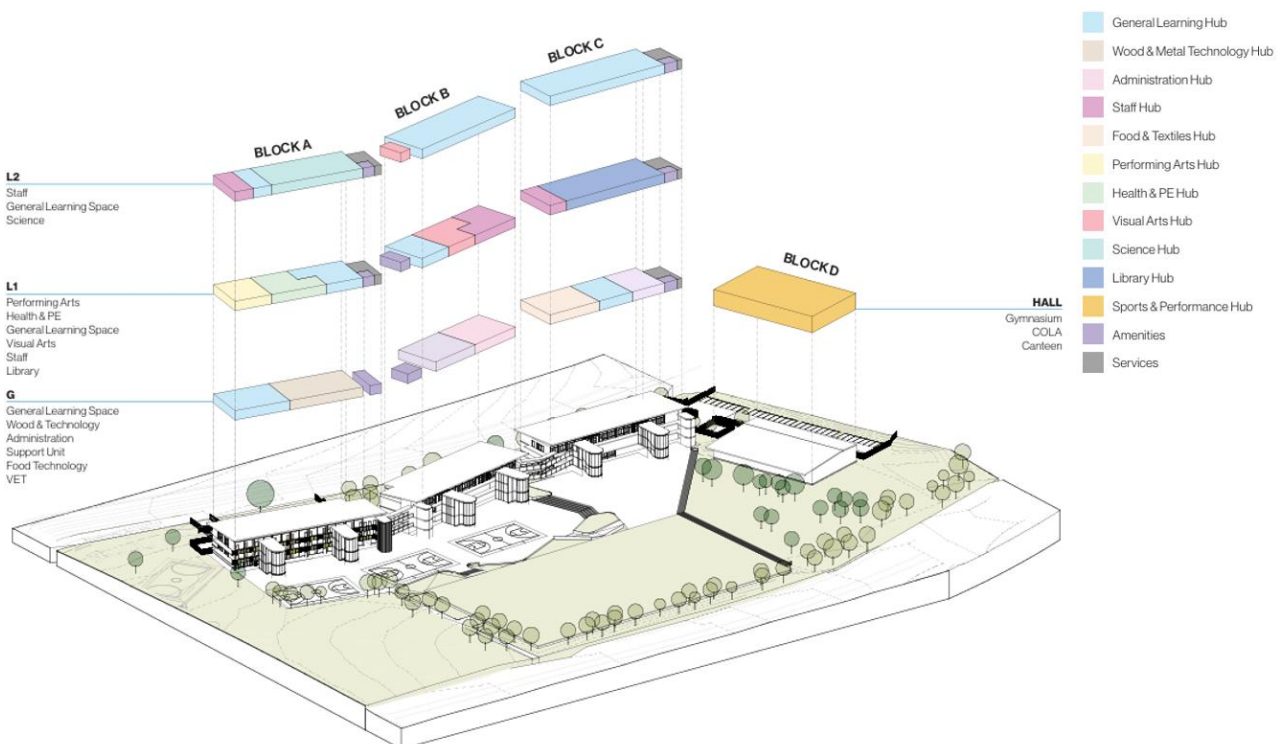


Figure 15 Stage 2 Floor Space Arrangement

Source: TKD Architects, 2025 (subject to change through detailed design)



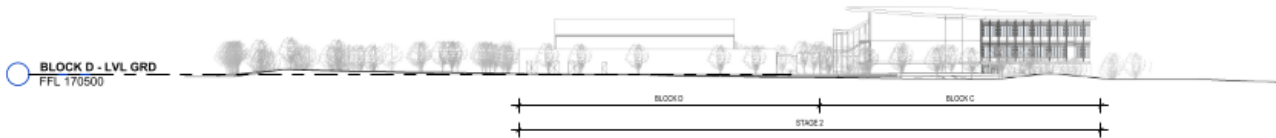
1 EAST ELEVATION
1:500

Picture 5 Eastern Elevation



2 WEST ELEVATION
1:500

Picture 6 Western Elevation



4 SOUTH ELEVATION
1:500

Picture 7 Southern Elevation

Figure 16 Site Elevations

Source: TKD Architects, 2025 (subject to change through detailed design)



Picture 8 Block A – East and West elevation



Picture 9 Block A – North and South elevations

Figure 17 Building Elevations

Source: TKD Architects, 2025 (subject to change through detailed design)

Materials and Finishes

The external design of the buildings reflects the existing natural context and future built form context to help to soften the visual impact of the buildings as viewed from the public domain. The façade materials and colour palette are inspired by the natural surroundings, particularly the trees and their peeling bark, which reveal deep earthy tones. The design features mainly muted and softer tones, with a range of darker green and grey neutrals. The proposed building materials predominately include brickwork and prefinished fibre cement board that has integral colour. The proposed material palette (subject to detailed design) is shown below in **Figure 18**.

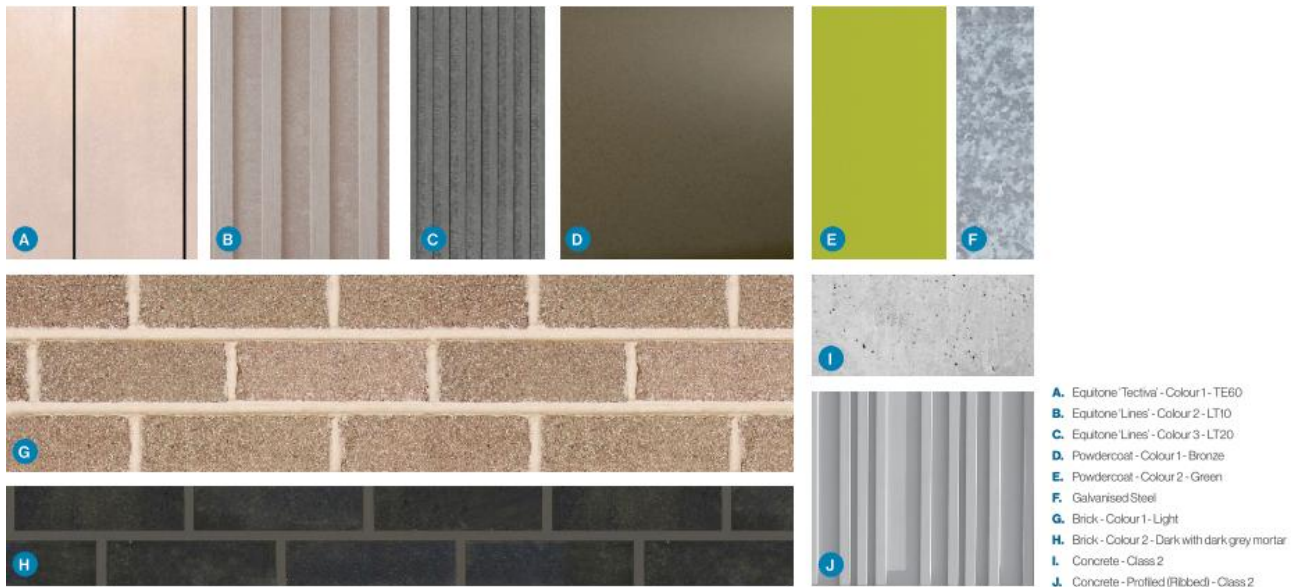


Figure 18 Materials and Finishes Schedule

Source: TKD Architects ,2025 (subject to change through detailed design)

Design Guide and Design Quality Principles

The built form of the proposed high school responds effectively to the design quality principles outlined in Schedule 8 of the TI SEPP and the associated Design Guide as follows in **Table 4**:

Table 4. Response to Design Quality Principles in Schedule 8 of TI SEPP

Design quality principle	Response
1. Responsive to context	The built form integrates with its natural surroundings and future urban context. The buildings are appropriately scaled relative to the future surrounding low- and medium-density residential developments and are situated in a linear formation, providing depth and rhythm along the length of the school's frontage assisting in reducing the buildings presentation to the streetscape. This is consistent with the adjoining primary school buildings, which visually strengthens the objectives of interconnectivity between both school campuses. The external materials for the buildings have been chosen to both reflect and complement the aesthetics of the surrounding residential development. The main entrance to the school is located on the future Road 14 adjacent to the planned kiss and drop zone and pedestrian crossing, establishing a safe link and easy access for pedestrians to enter the school site. Mature trees have been retained where possible and significant scar trees identified during the Walk on Country will be retained and incorporated into the landscaping strategy.
2. Sustainable, Efficient, and Resilient	The project incorporates environmentally sustainable design features, targeting 5-star Green Star Certification under the Green Star Buildings v1 framework. These include solar panels, rainwater harvesting, water-sensitive urban design measures, and tree canopy to mitigate the heat island effect. Durable materials are selected for longevity, with shading devices and orientation strategies minimising energy consumption and ensuring thermal comfort.
3. Accessible and Inclusive	The design prioritises inclusivity and accessibility, with lift access to all floors, covered walkways connecting buildings, and pathways designed for universal access. The pedestrian entries are strategically located for connectivity with the kiss and drop zones, public transport and the surrounding neighbourhood.
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 design minimises exposure to external hazards, and noise mitigation measures ensure a high level of internal acoustic

Design quality principle	Response
	comfort. The new buildings are connected through a sequence of linked covered walkways, which define a centre courtyard for outdoor learning and play.
5. Functional and Comfortable	The site provides a variety of indoor and outdoor learning spaces, including multi-sports courts and landscaped play areas. The design ensures good solar access, natural ventilation, and visual privacy for all learning and recreational spaces. Shade is provided through tree planting and architectural features, enhancing outdoor comfort.
6. Flexible and Adaptable	The modular grid design allows for adaptability, with spaces easily reconfigured to accommodate future needs. The robust material palette ensures long-term durability, while sustainability measures, such as rainwater harvesting and energy generation, support ongoing efficiency and resilience.
7. Visual Appeal	The architectural design achieves a balanced composition with articulated facades and contextual material selection. The buildings present a refined and cohesive visual identity that aligns with the surrounding residential character. Landscaping complements the built form, integrating the school into its urban and natural environment.

This comprehensive response ensures the built form meets the TI SEPP's principles and the Design Guide's requirements, creating a high-quality, functional, and sustainable educational facility.

The project was also reviewed by the School Design Review Panel (**SDRP**) on 30 April 2025, as part of the design process. A summary of the feedback received from the SDRP, and the corresponding design responses are outlined below in **Table 5**:

Table 5. Response to considerations raised during SDRP

Consideration Raised	Response
Consider how Country could inform the built character of the school	The project has implemented a CWC process to incorporate Aboriginal perspectives and values, especially concerning the site's significant natural features. This includes one scar tree of cultural significance which has been retained and incorporated into the landscaping design. The layout has been arranged to respond to the site's orientation, providing opportunities for western views to mountains and ranges beyond. Passive recreation areas and seating areas have been placed in response to the location of significant trees enhancing their connection to the biodiversity and landscape values of the site.
Outline the key master planning principles and design moves including responses to the following: • Future built context • Future street grid • Connection to the future local centre • Connections to public transport • Views to and from the site • Entry experience from the east • Existing topography	The design demonstrates through various elevation treatments and landscape designs its connections between elements within the school site and beyond, including the adjoining future primary school site. Landscape and façade treatments such as material selection, colours and plantings distinguish the entry experience from the east. The existing landform has influenced the position of the buildings along the street frontages and the difference between the three main buildings and the sports and performance hub / school hall location. The landscape design will consider the

Consideration Raised	Response
	level differences and incorporate various seating, steps and ramps to offer a range of connections from the lower levels up to the sports and performance hub / school hall frontage and sports field adjacent.
Explore rotating the Stage 1 building to be orientated east west to achieve the following: • Define distinct outdoor areas for the primary and high schools which are more sheltered and achieve a greater sense of containment • Provide a range of external spaces that cater to diverse modes of play including active and passive play or socialising • Reduce the extent of fencing between the two school by creating a secure line formed by the Stage 1 building • Improve the energy performance of Stage 1 building by minimising the extent of the façade exposed to the solar heat load from the west • Decrease the distance from the bus stop to the school building • Improve the entry experience from the east by enabling the reorientation of staff parking and creating a better pedestrian connection from the street	As requested, the design explored opportunities to rotate the building to achieve an east-west orientation. This was proven difficult to achieve considering the site's existing topography, which has a four-metre fall from the south west to the north east of the site. Rotating the Stage 1 building would result in level changes and encroach on the sports field, creating a complex connection to the adjacent Building B. The buildings are strategically aligned along the street front, continuing the planning principle established by the neighbouring primary school. This alignment ensures ease of connectivity between the schools, promoting the desired interoperability for future operations in both Stage 1 and Stage 2.
Increase the distance between the buildings along the eastern boundary and the multi-purpose courts to create a more meaningful passive outdoor space directly connected to the ground-level spaces in the building. Use this space to plant more mature trees to assist with mitigating the heat load on the western facades	The distance between the buildings and the multi-purpose courts has been increased as requested. The landscape design has incorporated various plantings and materials to create a meaningful passive open space within these areas as well as incorporating more mature trees to mitigate heat load.
Continue developing the design of level changes across the site, including the following: • Improve the area between buildings, particularly between the school hall and Block C, to provide a more direct and accessible connection between buildings • Utilise the level changes as opportunities to create interstitial zones for gathering	As requested, opportunities to improve the areas between buildings have been further explored and included into the design. For the sports and performance hub / school hall and Block C, a covered access path that closely links these two buildings has been introduced which will provide more direct and accessible connection.
Move the school hall further north to increase its distance from the car park and to allow additional tree canopy and shade to the car park	This request has been incorporated into the design. The sports and performance hub / school hall has shifted slightly north towards playing field which allows for additional landscaping.
Consider combining the play fields for both schools to: • Provide opportunity to create a diversity of outdoor gathering and play space • Provide more detail on selected planting species, ground surface materials, and the extent of permeable surfaces, beyond the provision of sporting zones only • Improve accessibility across the site. The	The landscape design has incorporated a variety of ramps and terraces to allow for a more gentle and equitable access for navigating level changes. All permeable surfaces are integrated into the design for each of the landscape species.

Consideration Raised	Response
local and size of the proposed sports fields create significant constraints on the ability to navigate level changes across the site	
Ensure the levels around the existing trees are retained and protected during construction	The proposal seeks to retain as many existing trees as possible, including two scar trees (including one of cultural significance), and integrates them into the landscape design to enhance site character and support CWC principles. Existing ground levels around retained trees will be maintained to protect root zones, and tree protection measures will be implemented during construction in accordance with AS 4970-2009.
Specify the type of extent of fencing on the plans. When possible, use buildings or landscaping features as secure boundaries. This is especially important for fences identified within the site, such as: - Along the path from the bus stop that separates the two schools - The shared sports field - The exclusion area in the southwestern part of the site	Secure fencing has been provided around the perimeter of the site delineating the high school and primary school sites.
Demonstrate how the design prioritises active transport, such as cycling and walking	Adequate bike parking will be provided within the school site to prioritise active transport options for staff and students.
Provide additional shade and weather-protected areas that are appropriately sized for the expected	Extensive tree planting is proposed throughout the site to provide additional shade. It is noted that this is a long-term strategy, and, in the meantime, adequate shade structures will ensure students are protected while using outdoor areas.
Demonstrate how the design of the west-facing facades mitigates solar heat load, considering the predominately north south orientation of school buildings and that the skillion roofs rise to the west, increasing the extent of the area exposed to western sun	The façade is protected as a result of deep verandah walk ways along the entire west façade. To assist with shading for upper levels, a top-level roof overhang of 4.5m will provide adequate shading.
Illustrate how the project will contribute to NSW's Net Zero emissions goal by 2050.	The design has applied a number of sustainability principles which are provided in detail within the Architectural Design Report (Appendix 2).

Connecting with Country

Walumarra Studio facilitated the first CWC consultation with Aunty Glenda Chalker and Edward Burge on 16 June 2025. The session was held with the design team, including the architect and landscape architect, at the southern end of the school site. During the consultation, insights from the primary school site were shared, and discussions centred on the relationship with the surrounding Country and local fauna.

The design reflects a commitment to cultural values, environmental stewardship, and inclusive education by incorporating cultural, ecological and educational elements. Recommendations from this process have been integrated into the project, as summarised below:

- Respect the landscape and preserve valuable cultural elements – the design will retain one scarred tree of cultural significance (WJ-ST-01, AHIMS ID 52-2-4081) and enhance their presence on the site through the landscape design. The design also includes significant tree planting including native species consistent with the Cumberland Plain Woodland plant community type.
- Provide opportunities through views, positioning of buildings and connection landscape for continuous learning and an awareness of place – the linear layout of the buildings will enhance views to the west. Various outdoor learning environments have also been included into the design to create an educational experience within the landscape.
- Educate Cultural Connections through use of language and visual mediums to express cultural context – the construction materials and colour palette has drawn from the current natural surrounds to reveal deep earthy tones and will be incorporated throughout the landscape furniture to express the context of the surrounds.

By embedding the principles of CWC the project achieves a design that respects Dharawal cultural heritage, fosters environmental stewardship, and creates an inclusive, sustainable learning environment. It stands as a benchmark for culturally responsive and ecologically integrated educational design.

Sustainability and Climate Change

The proposed activity incorporates a comprehensive suite of Environmentally Sustainable Development (**ESD**) and climate adaptation measures to deliver long-term environmental, social and economic benefits. The school targets a 5 Star Green Star Design & As Built v1.3 rating, representing Australian Excellence in sustainable design.

Two mitigation measures (SCMM2 and SCMM3) have been included in the REF to ensure that Green Star certification is achieved during the stages of operation. The project also targets a minimum 10% reduction in operational greenhouse gas emissions, a 4.5 Star NABERS Energy rating, and a 3 Star NABERS Water rating, guiding performance across design, construction and operation.

Key ESD initiatives include:

- Climate-responsive building and site design, including passive solar orientation, thermal zoning, natural ventilation and daylight access.
- On-site renewable energy and low-emissions transport, including rooftop solar panels and electric vehicle charging infrastructure.
- Energy-efficient building systems, such as high-performance heating, ventilation, and air conditioning, LED lighting, smart controls, and a Building Management System.
- Water-sensitive design, including water-efficient fixtures and rainwater harvesting for irrigation and other non-potable uses.
- Sustainable and low-impact materials, including low-VOC finishes, certified timber, and recycled or low embodied carbon products.
- Landscape and biodiversity outcomes, including retention of significant trees, use of native and drought-tolerant species, and design for shade and habitat.
- Active transport and sustainable construction, with bicycle parking, end-of-trip facilities, responsible procurement, and waste minimisation practices.
- A STP will also be required as a mitigation measure and will incorporate sustainable transport strategies to reduce the carbon footprint of the school community.

The project aims to minimise upfront embodied carbon through low-impact material selection, sustainable procurement, and efficient construction practices.

The proposal also incorporates a range of measures to promote climate resilience including:

- **Heatwaves:** Passive design, cool roofs, and tree canopy reduce urban heat impacts.
- **Bushfire:** A temporary 140m APZ will be maintained, supported by non-combustible materials, underground services, and filtered mechanical ventilation.
- **Storms and flooding:** The site is outside flood extents; detention and drainage have been designed to accommodate increased rainfall.
- **Drought:** Rainwater harvesting, efficient fixtures, and drought-tolerant landscaping support water resilience.
- **Wind and compound events:** Structural elements are engineered for increased storm intensity; operational plans address concurrent hazards.

With these measures in place, the proposal presents low to medium residual climate risk through to 2070 and is considered both climate-resilient and aligned with best-practice sustainability standards.

Landscaping

The new high school is strategically sited to consider the topography, existing trees and future urban context. The building layout forms a semi-enclosed area integrating assembly spaces, seating, sports facilities, and outdoor learning areas. Buildings are placed along the street edge to align with future developments and connect visually to the primary school to the north.

As shown in **Figure 19**, the full-sized sports field in the north-western portion of the site offers space for play, physical exercise, and outdoor learning. This is complemented by three sports courts along the field's eastern edge and a multi-purpose sports hub in the southern part of the site. A culture garden located between the sports field and sports hub will highlight the significance of existing scar trees (including one scarred tree of cultural significance), enhancing students' connection with the landscape and Country. No landscaping is permitted within the designated 20 m × 20 m no-harm exclusion zone around the registered scar tree (WJ-ST-01, AHIMS 52-2-4081) on site. Sheltered outdoor classrooms and activity areas offer educational opportunities within a landscaped setting.

A native landscape drainage swale along the western elevation of Block D is designed to manage stormwater runoff. Surface treatments in active and passive play areas aim to minimise the urban heat island effect.

The proposed activity will retain 29 trees including one scarred tree of cultural significance. The landscaping strategy includes the planting of new trees and will result in a canopy coverage of 21% for Stage 1 and 17% for Stage 2.

The planting strategy draws on local ecological communities like the Cumberland Plain Woodland and Cumberland Red Gum Riverflat Forest, emphasising native species to support local wildlife and reduce ecological impact.



Figure 19 Landscape Masterplan

Source: Context, 2025 (subject to change through detailed design)

Access and Parking

Pedestrian Access

During Stage 1, pedestrian access to the school is provided via the entry point to the High School northern car park. This entry connects to Block A, which is to be delivered as part of Stage 1.

Following the completion of Stage 2, pedestrian access will be available from both the eastern and western frontages of the school. In total, two pedestrian access points are proposed for the school site. The main entry will be located on Road 14 (Stage 1), with a secondary entry provided on the North-South sub-arterial road (Stage 2).

Formalised crossing facilities are anticipated within the vicinity of the site to support safe pedestrian movement.

A total of three wombat crossings are proposed along Road 14 to improve pedestrian access to the school site; however, these works are not part of this REF and will instead be delivered by Landcom. To address the potential timing gap, the REF includes Mitigation Measure OPTMM4 which requires the preparation of an Interim Access Management Plan (**IAMP**) if these works are not completed prior to the opening of Stage 1 of the high school.

Vehicle Access and Staff Car Park

Two separate staff car parks are proposed on the northern and southern sides of the school, both with direct access from Road 14. The northern car park will provide 36 spaces, including two accessible spaces, while the southern car park will accommodate 54 spaces. All parking spaces are intended for high school staff use only.

Bicycle Parking and Access

Two dedicated bicycle parking areas will be provided accommodating 41 spaces for students and three for staff.

Kiss and Drop Zone and Bus Zone

The main kiss and drop zone is proposed along the eastern boundary of the school site on Road 14. The kiss and drop zone will accommodate a minimum of 21 spaces (137 metres in length) with 'No Parking' restrictions during school pick up and drop off periods. As there is no on site drop off areas proposed for the new high school, the kiss and drop area will act as the primary drop off zone for high school students.

A school bus zone is proposed on the eastern side of the future un-named sub-arterial road along the western boundary of the site. The kiss and drop and bus zones will be delivered by Landcom. In the event the kiss and drop and bus zones are not delivered prior to the opening of Stage 1 of the high school, the REF includes Mitigation Measure OPTMM4 requiring an IAMP to establish appropriate interim arrangements.

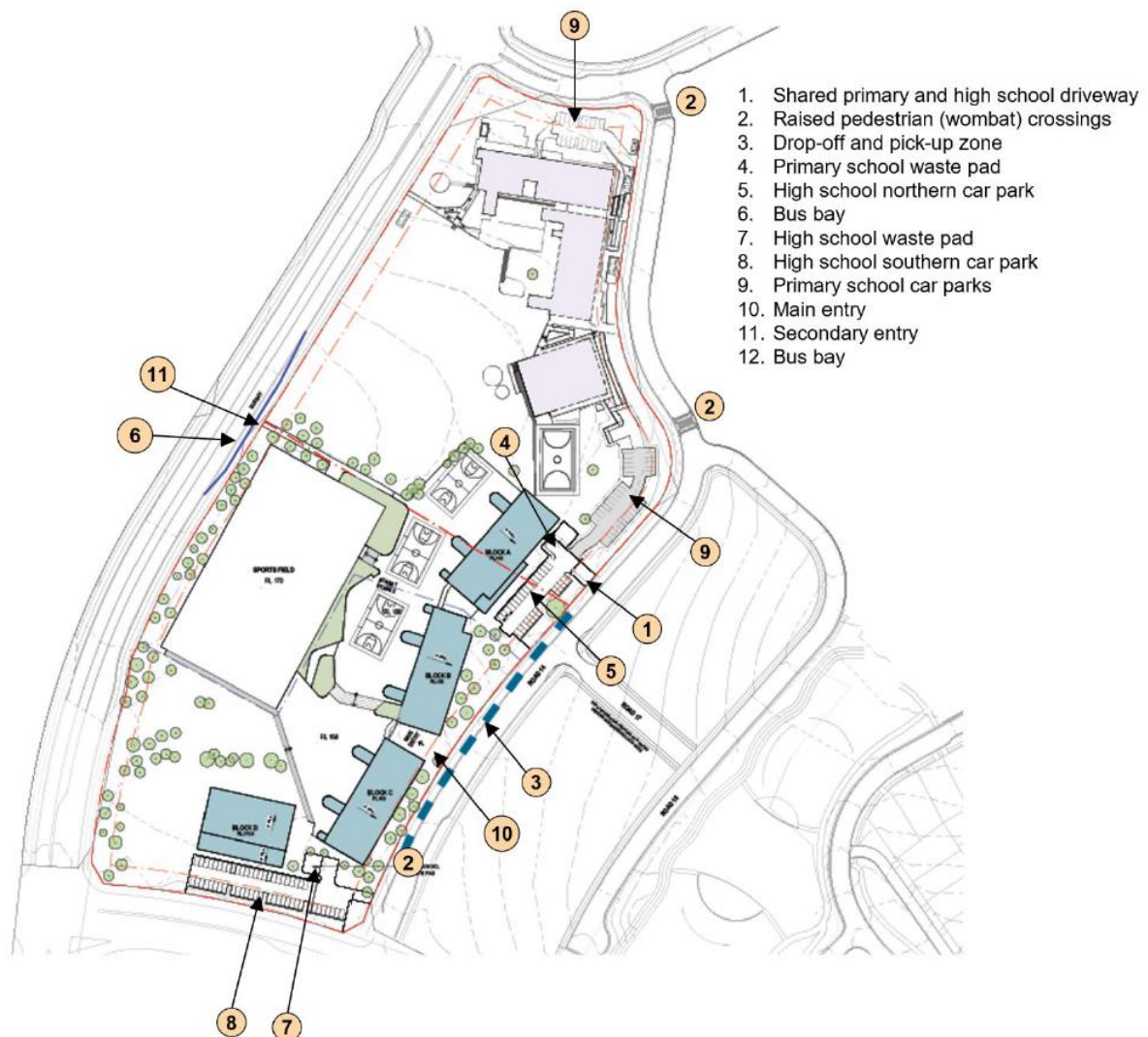


Figure 20 Location of on-site works and off-site works to be delivered by Landcom

Source: Stantec, 2025 (subject to change through detailed design)

Signage

The proposed activity will involve the erection of school signage as shown in the signage site plan at **Figure 21**.

The signage comprises the following:

- Main school signage on the eastern elevation between Blocks B and C signifying the entrance of the school
- Electronic school signage facing Road 14 outside Block B

The signage will be high-quality, clearly identifying the high school site and will provide information and wayfinding opportunities.

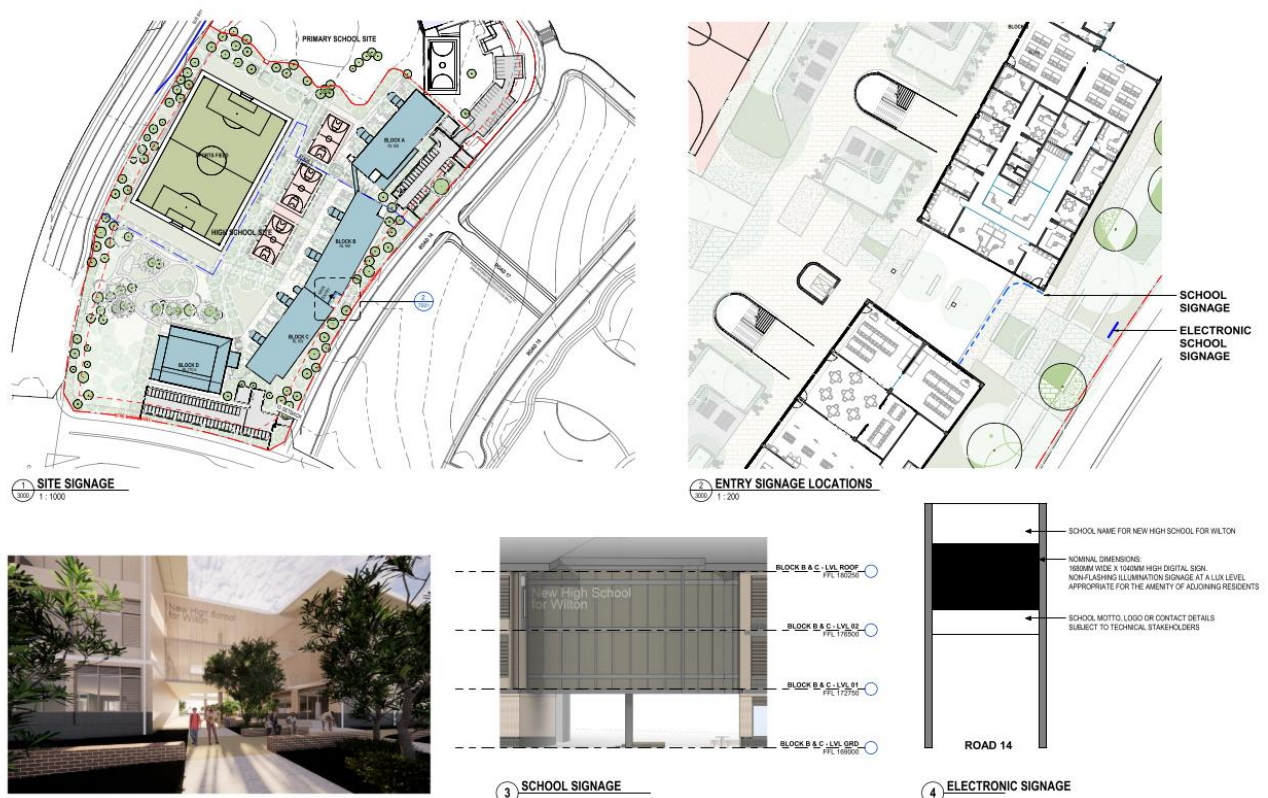


Figure 21 Signage Location Plan

Source: TKD Architects, 2025 (subject to change through detailed design)

2.5.2 Construction

Construction hours will be as follows:

- 7:00am to 6:00pm, Monday to Friday
- 8:00am to 1:00pm, Saturday
- No work without prior approval on Sundays and Public Holidays

The construction of the proposed activity is anticipated to require 200 construction workers, along with the use of excavators and cranes during construction.

Earthworks

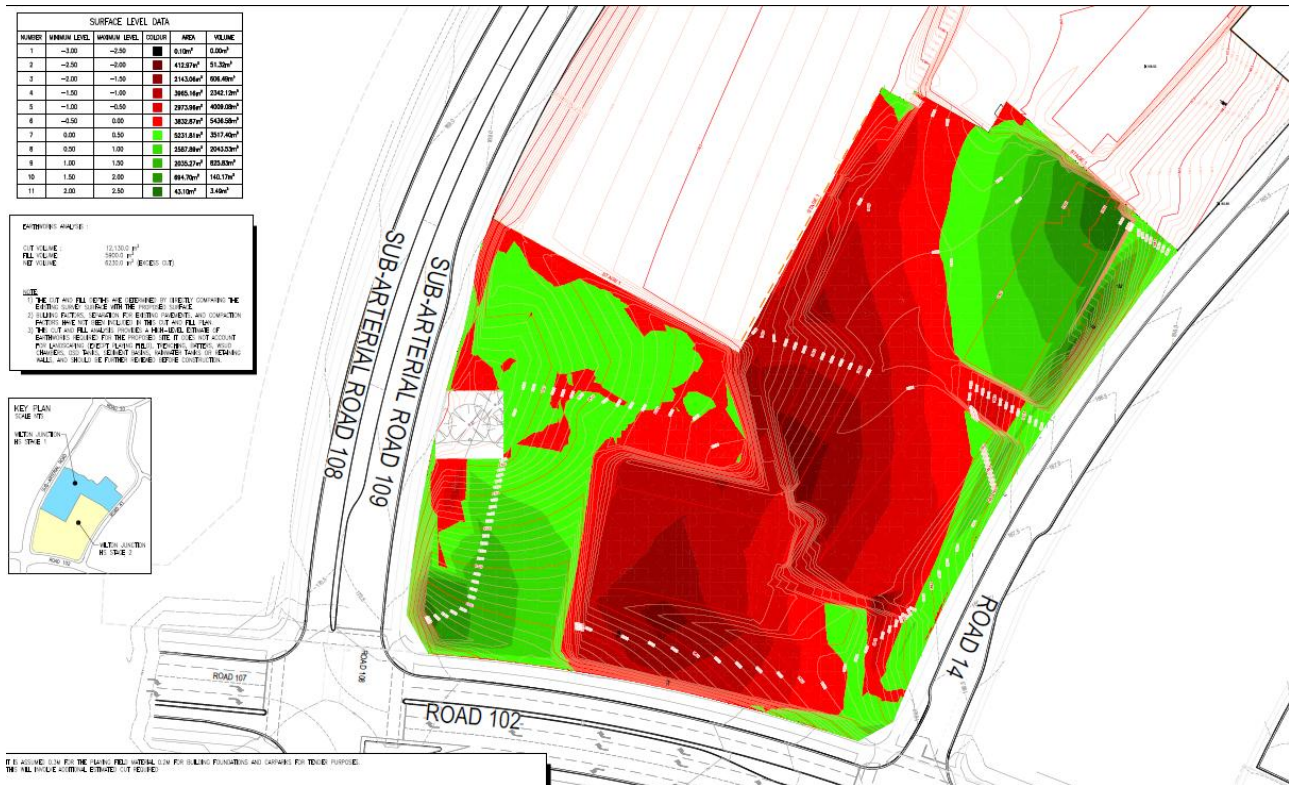
The natural site topography includes a minor fall in gradient from south to north. Bulk earthworks are required to accommodate the proposed building pads. An extract of the proposed cut and fill plan is provided at **Figure 22** and a summary of the proposed quantities are provided in **Table 6**. No earthworks will be undertaken within the no harm area established under AHIP 5288

Table 6. Cut and fill quantities

Earthwork Type	Volume required (m3)	
	Stage 1	Stage 2
Cut	9,050	12,500
Fill	2,300	6,500
Total	6,750 (cut)	6,000 (cut)



Picture 10 Stage 1 Bulk Earthworks Plan



Picture 11 Stage2 Bulk Earthworks Plan

Figure 22 Cut and fill plans

Source: Robert Bird Group, 2025 (subject to change through detailed design)

Tree and Vegetation Removal

The proposed activity will involve the removal of nine trees, all of which have been previously approved for removal under DA/2022/1279/1. These trees are located within the building footprint or areas required for infrastructure delivery and are generally of low to moderate retention value.

The proposal seeks to retain 29 existing trees, including one scar tree (WJ-ST-01) which holds cultural significance which will be protected in accordance with AHIP 5288. No modification to WJ-ST-01 or ground disturbing activities within the no harm zone established surrounding WJ-ST-01 under AHIP 5288 (currently 20 x 20m area) will occur while the AHIP remains valid. Retention efforts have focused on integrating existing canopy into the site layout, particularly along the boundaries and within key open spaces, to provide shade, ecological value, and visual amenity.

A comprehensive landscaping strategy accompanies the proposal, incorporating replacement tree planting with native and drought-tolerant species, outdoor learning spaces, rain gardens, and shaded recreation areas. The design supports enhanced canopy cover over time and contributes to biodiversity and urban cooling.

It should be noted that the high school REF is not proposing to remove any trees that were proposed to be retained or planted under the primary school/preschool REF.

Utilities and Services

The following utility and service works are proposed:

- **Stormwater:** New stormwater infrastructure will be installed across the site and will connect to future stormwater pits along proposed Road 14. Roof water will be collected via gutters and downpipes and directed to rainwater tanks for reuse in landscape irrigation. Surface

runoff will be managed through a combination of vegetated swales, surface inlet pits and in-ground drainage pipes, which will direct flows to on-site detention tanks in accordance with DCP requirements. Two on-site detention tanks are proposed, one beneath the northern car park and another within the front setback of Building B, providing a combined storage capacity of 715m³. The primary discharge point for stormwater will be a future inlet pit located on Road 14 adjacent to the northern car park and Building B. The stormwater management layout for both Stage 1 and Stage 2 is shown in **Figure 23**.

- **Wastewater:** All wastewater from the new buildings will be directed to a new pressure sewer main via a new connection through a sewer pump. The pressure sewer indicative location is to be to the north east of the site which will then connect to a new Sydney Water sewer main. The final location is subject to further investigations and the release of information on the Sydney Water sewer main by Landcom.
- **Potable Water:** The site will be connected to the local authority's potable water supply. This connection will be made to the east of the site and is designed to meet the demands of the school.
- **Fire Protection Water:** A fire water supply connection will also be established, drawing from the authority's recycled water supply located in the east of the site. This connection will be sized to provide adequate flow and pressure for firefighting purposes.
- **Recycled Water:** In addition to the fire protection water, a separate recycled water supply will be provided for landscape irrigation and other non-potable uses. This connection will also be made in the east of the site.
- **Roof Water Plumbing and Drainage:** Roof water from the buildings will be collected and conveyed to the lowest level, where it will be discharged into the main civil stormwater trunk system. Some of the roof water will be harvested and reused for sanitary fixtures and landscape irrigation.
- **Power Supply:** For Stage 1, the high school will utilise the primary school's main switchboard which will be rated to accommodate the additional load and constructed with space for a 630A circuit breaker slot. This slot will be set at 40A and will supply power to Building A. For Stage 2, a new 1500 kVA padmount substation and a new main switchboard will be installed connecting to the Endeavour Energy network.
- **Communications:** Existing Telstra infrastructure will be augmented and expanded to near the site. A private underground pit and pipe network is planned to provide a pathway for a fibre connection to the main communications room. This will allow the school to be connected to Telstra's services once the external infrastructure is ready, and the area becomes serviceable.
- **Gas:** No gas connection is proposed to the school site.

All utility connections to the site will be delivered by Landcom as approved under DA/2022/1279/1. Landcom is responsible for delivering new utility infrastructure, including electricity, water and sewer services, across the broader precinct to ensure sufficient capacity and timely servicing for both the new high school and the adjoining primary school.

If these off-site works are not completed prior to the opening of Stage 1 of the high school, Mitigation Measure UIIMM6 is included in the REF which requires the preparation of an Interim Utility Infrastructure Management Plan to ensure suitable alternative arrangements are in place.



Figure 23 Stormwater General Arrangement Plan

Source: Robert Brid Group, 2025 (subject to change through detailed design)

Waste Management

A private waste contractor will be engaged by the department to service general waste and recycling bins as per an agreed collection schedule. Bin storage areas and collection will change as each construction stage of the activity is completed.

Stage 1

For Stage 1 operations, the bin storage area will be located on the designated waste pad adjacent to the staff car park within the Primary School site, as shown in **Figure 24**. Waste collection vehicles will access the site via Fairway Drive and Road 14, with waste collection staff retrieving the high school's bins from this shared location. The waste pad will accommodate the required capacity based on projected waste generation rates, including two 1100-litre bins for general waste and two 1100-litre bins for recycling.

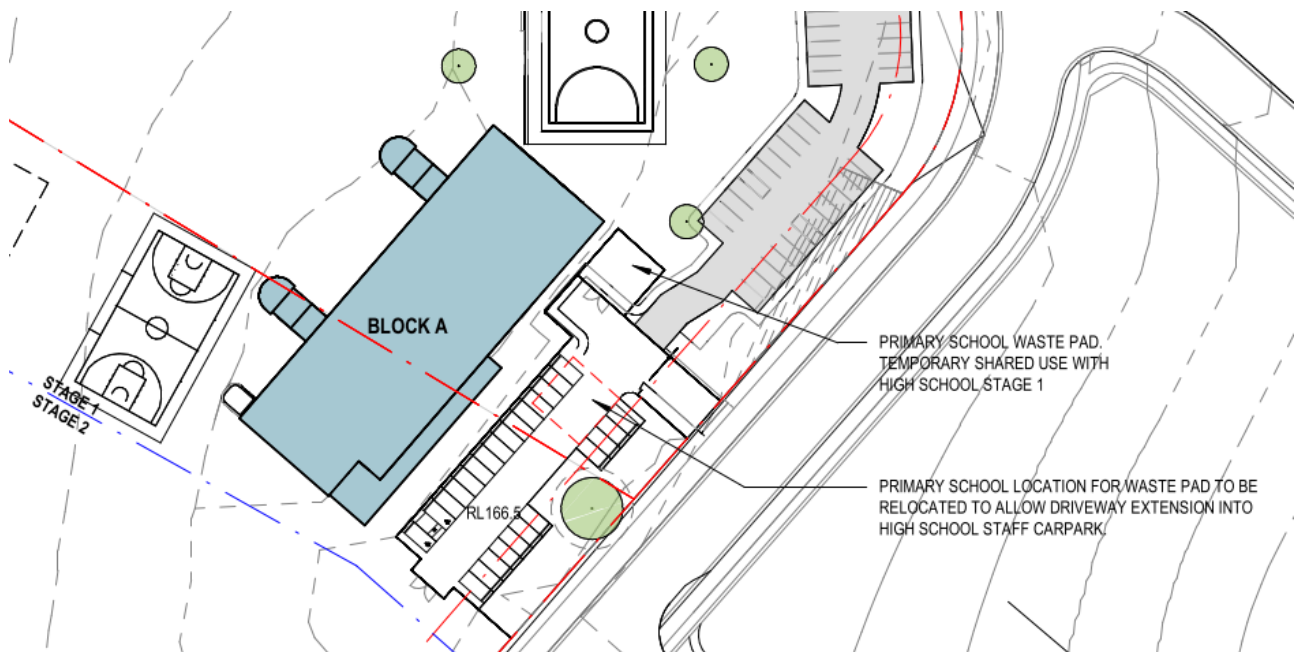


Figure 24 Location of bin storage area - Stage 1

Source: TKD Architects, 2025 (subject to change through detailed design)

Stage 2

Following the completion of Stage 2 works, the bin storage area will be relocated to the waste pad located to the northern end of the southern car park (**Figure 25**). This area will be screened from the car park. This waste storage area will accommodate the required number of bins based on the waste generation rates equating to a total of seven 1100L bins for general waste and five 1100L bins for recycling waste.



Figure 25 Location of bin storage area - Stage 2

Source: TKD Architects, 2025 (subject to change through detailed design)

Access to both bin storage areas will only be provided to grounds keepers, waste collection staff and cleaners. In each room and across the school, bins will be provided for waste and recycling. The groundskeeper and cleaners will monitor the capacity of the bins to prevent overflowing and transport waste to bulk bins located in the car park after hours.

Waste will be collected outside the hours of 7am to 9am and 4pm to 6pm on Monday to Friday to ensure the safety of children on site. Once the waste collection is complete the department contracted Medium Rigid Vehicle (**MRV**) will perform a three-point turn and exit the activity in a forward direction and continue along Road 14. Swept path diagrams are provided in the Transport and Access Impact Assessment (**TAIA**) in **Appendix 3**.

Staging

The new high school will be delivered in two stages as shown in **Figure 26** to align with the needs of the growing community and allow for a scalable approach to student enrolments.

Stage 1 includes the construction of Block A, the northern car park, a sports court, and the main sports field. Block A will contain flexible learning spaces designed to support delivery of a full curriculum from the outset, while allowing the school to expand as enrolments increase.

Stage 2 will involve the construction of Blocks B, C and D, the southern car park, and two additional sports courts. The layout and functionality of Stage 1 have been designed to minimise the need for future modification, ensuring Stage 2 can be delivered with minimal disruption to school operations.

Stage 1 construction is anticipated to take approximately 12 months with operations scheduled to begin in January 2027. Stage 2 works are scheduled to be operational approximately 12 months after Stage 1.



Figure 26 Staging Plan

Source: TKD Architects, 2025 (subject to change through detailed design)

2.5.3 Operation

The high school will be operated by the department and open in stages. Stage 1 will have the capacity for 187 students and 23 staff. Stage 2 will have the capacity for 1,000 students and 78 staff. Standard school hours are anticipated to occur.

Mitigation Measure OPTMM3 is included in the REF requiring the implementation of staggered bell times between the high school and primary school, with a minimum 30-minute offset between start and finish times to reduce peak traffic and access pressures.

As described above, access will be provided at the pedestrian entrances on Road 14 and the future sub-arterial road during drop off and pick up times. A kiss and drop zone is proposed along future Road 14. The kiss and drop zones and bus zone do not form part of the REF, however, are to be delivered by Landcom prior to the school opening.

Out of school hours care (**OOSH**) and the community use of school facilities is not proposed under this REF.

2.6 Related activities

New primary school and preschool for Wilton

A separate REF has been submitted and exhibited for a primary school and preschool directly to the north of the high school site on the remainder of Lot 10 DP 1311811. The new primary school will accommodate 552 students and 35 staff. The integrated new public preschool will accommodate 60 students and 7 staff. In total, the new school will support 612 students and 42 staff.

Specifically, the new primary school and public preschool for Wilton proposal includes:

- Construction of a part two, part three-storey learning hub which includes:
 - 24 general learning spaces
 - Three support learning spaces
 - Staff hub including administrative areas and library.
 - Integrated public preschool.
- Standalone school hall and COLA.
- Associated landscaping including sports court, and separate outdoor play space for the preschool.
- Associated site utilities and services including installation of new 1500 kVA padmount substation and a new main switchboard.
- Main car park to the south of the school with 33 car spaces (including one accessible space).
- Separate car park for pre-school located to the north of the school with 18 spaces (including one accessible space).
- Main school pedestrian entrance proposed off proposed Road 14.
- Earthworks.

The new primary school and preschool are anticipated to open in Term 1, 2027, concurrently with Stage 1 of the high school. Accordingly, the technical reports prepared for this REF have considered the cumulative impacts of both schools during construction and operation, where relevant.

It should be noted that part of Stage 1 of the high school is located on land previously included within the primary school and preschool REF. The environmental impacts associated with Stage 1 works on this portion of land are specifically addressed in this REF. In addition, this REF also assesses minor modifications to the approved car park layout, waste management area, and other relevant site infrastructure.

An extract of the site plan for the proposed primary school and preschool is provided at **Figure 27**.

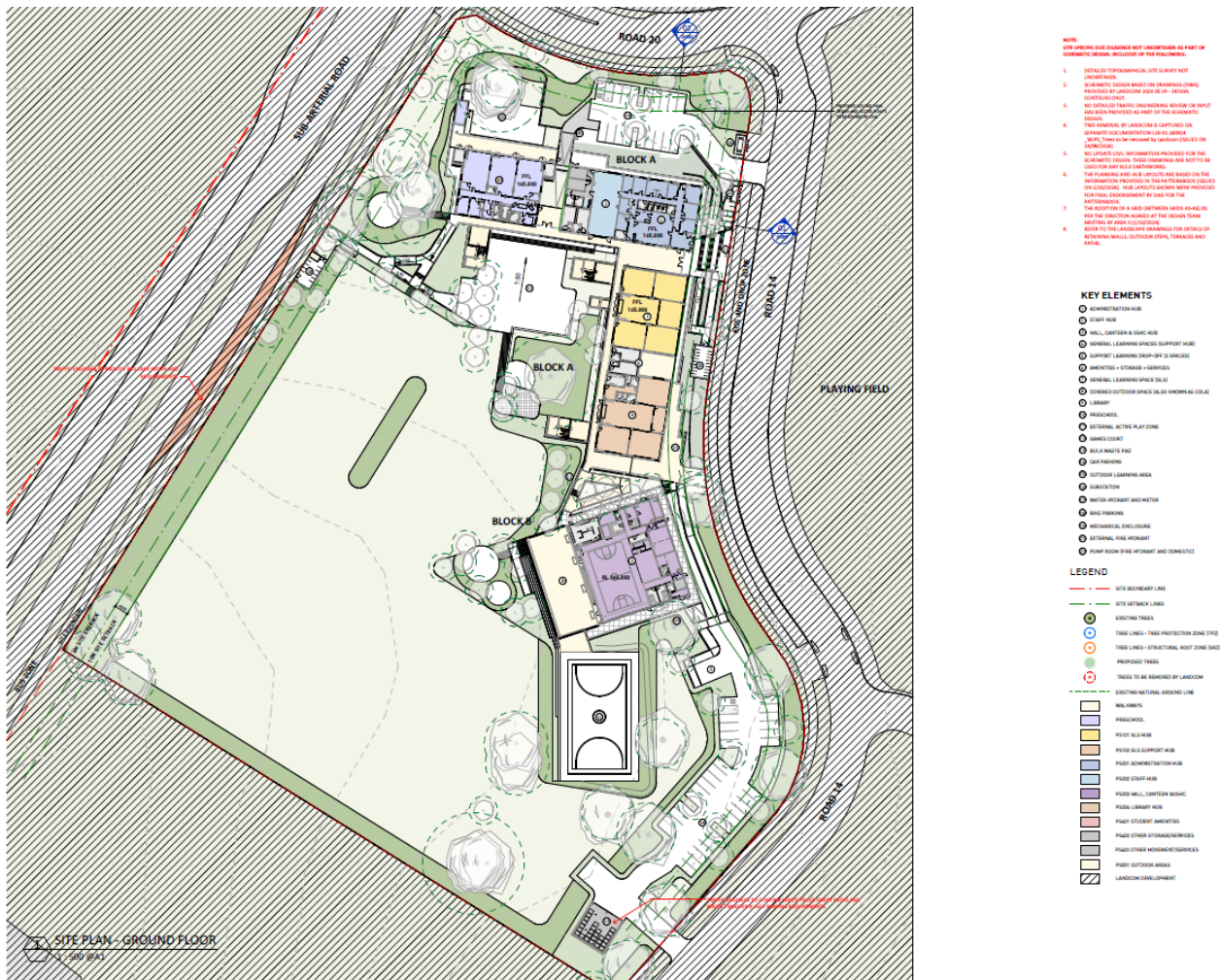


Figure 27 Proposed Site Plan (Primary School)

Source: PTW Architects ,2025 (subject to change through detailed design)

Related works subject to separate approval

To address school related traffic and access, the following additional works are required to be undertaken:

- Mid-block pedestrian crossing on Fairway Drive (between Road 14 and the eastern roundabout).
- 2.5m wide shared path on eastern side on unnamed sub-arterial road.
- 2.5m wide shared path east of Road 14 through open space.
- Wombat crossing on Road 20, north west of the playing fields.
- Wombat crossing on Road 14, south of Road 20.
- Wombat crossing on Road 14, north of Road 15.
- Wombat crossing on Road 14, north of the entrance to the southern high school car park.
- Kiss and drop zone, with a minimum of 21 spaces and a total length of 137 metres, located along the Road 14 school frontage.

The location of the relevant off-site transport related works is shown at **Figure 20**. These works are essential to support the operation of the school but do not form part of the proposed activity and will instead be delivered by Landcom under a separate approval pathway.

In addition, Landcom is also responsible for delivering new utility infrastructure, including electricity, water and sewer services, across the broader precinct to ensure sufficient capacity and timely servicing for both the new high school and the adjoining primary school.

To manage potential delays in the delivery of off-site works, the REF includes mitigation measures to ensure interim arrangements are in place should any works remain incomplete prior to the school's opening.

3. Proposal Need and Alternatives

3.1 Proposal Need

The proposal to provide a high school for North Wilton is consistent with the State Government's plan to rebuild public education in Western Sydney.

The proposed activity will provide integral social infrastructure in an emerging urban environment experiencing significant population growth.

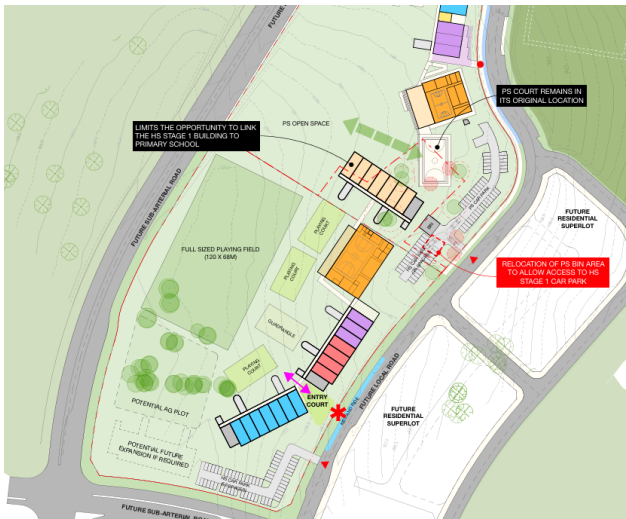
3.2 Alternatives

The proposed activity has been developed following a consideration of options and alternatives to address the need identified above. Alternative sites were not considered for this school as the subject site has always been identified in Structure Plan to accommodate a school. A summary of the options considered is provided in **Table 7** and outlined in **Figure 28**.

Table 7. Assessment of Options and Alternatives

Option	Discussion	Preferred Option
Option 1: Do Nothing	If the project was not to proceed, the following consequences are likely to occur: - A significant shortfall of high school infrastructure within the locality required to support the enrolment needs of the rapidly growing population in the Wilton area. - A "Do nothing" approach would result in the failure of the department to provide education services within the nominated catchment, which is not an option.	Option 1 is not preferred as it would result in a significant shortfall of secondary educational establishments and not achieve the intended outcomes of the NSW plan to rebuilding essential services, including the development of schools in Western Sydney.
Option 2: Alternative Designs	As outlined in Figure 28 the project team has evaluated several design options for the delivery of the new school at this site. The alternative design options explored locating the buildings in different configurations along the site's eastern boundary, including some options which included further overlap with the primary school site. The initial option served as a foundation for developing the final masterplan. However, as the understanding of surrounding infrastructure proposals, the development of the adjoining primary and preschool and on-site conditions improved, certain design elements were re-evaluated. Ultimately, it was decided to proceed with a layout which locates the built form along the eastern and southern portions of the	Option 2 is not preferred as the alternative design options explored, including the building layout and site access, and internal arrangements to provide outdoor play areas did not provide sufficient space and high amenity. The initial option also did not efficiently integrate with the required off-site works or adequately address the street frontages.

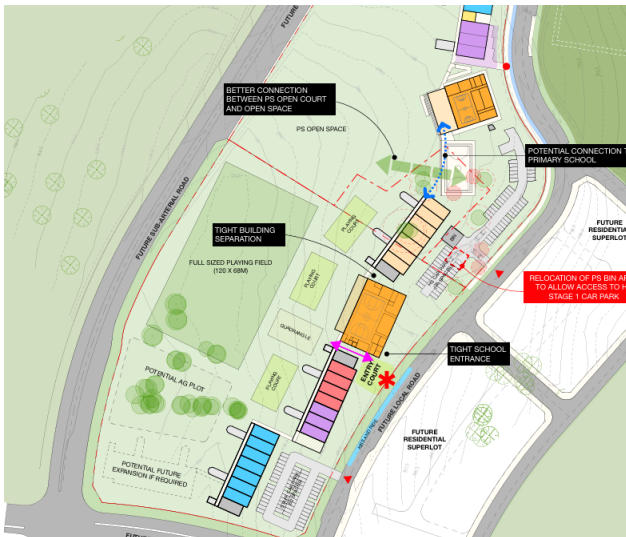
Option	Discussion	Preferred Option
	site as this provides for improved streetscape presence and ensures a better connection with the adjoining future primary school and infrastructure along Road 14.	
Option 3: Proposed activity as described in this report	Ultimately, the proposed activity as described in this report was informed by the shortcomings and opportunities identified in the options above. The final concept design significantly improves the school's street presence, retains additional trees and improves the relationship between with the adjoining future primary and preschool. The final design also ensured a seamless integration with future road infrastructure. Minor adjustments to the locations and orientations of the buildings have also helped to manage level transitions between the street or boundary and the building bench levels.	Option 3 is the preferred option as it will ensure that the ambitions of the NSW government are achieved, a high level of amenity is achieved, and that connections to necessary infrastructure are readily achieved.



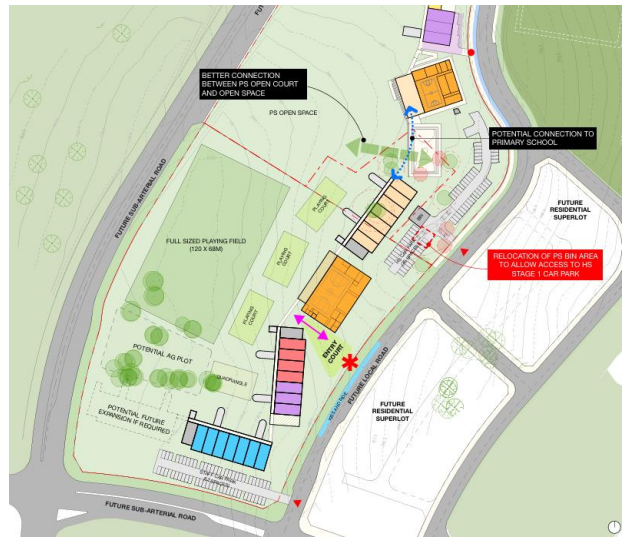
Picture 12 Option 1



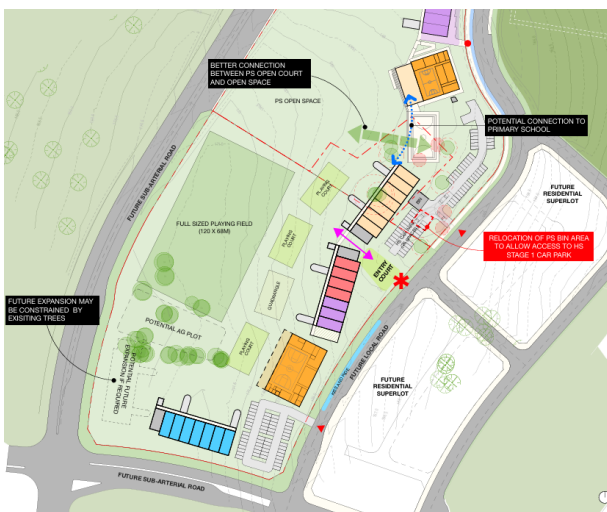
Picture 13 Option 2



Picture 14 Option 3



Picture 15 Option 4



Picture 16 Option 5

Figure 28 Masterplan options

Source: TKD Architects, 2025

4. Statutory and Strategic Framework

4.1 Permissibility and Planning Approval Pathway

State Environmental Planning Policy (Transport and Infrastructure) 2021 (TI SEPP) aims to facilitate the effective delivery of infrastructure and educational establishments across the state and provides that various developments for the purposes of a government school are permitted without consent. The proposed activity is development permitted without consent as outlined at **Table 8**.

Table 8. Description of Proposed Activities under the TI SEPP

Division and Section within TI SEPP	Description of Works
3.37A	The proposed activity comprises development for the purposes of a new government high school on behalf of a public authority on land which does not contain an existing or approved school. The site is located in the 'UD' Urban Development zone which is a prescribed zone under the TI SEPP. The proposed activity involves the construction of buildings with a maximum height of three storeys which is less than the four-storey height limit required under 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 2.5.1 of this REF.
Section 3.38A	All notification matters are addressed in Section 5 of this REF Report.
Section 2.44	The proposed activity involves the installation of a new 1,500kVA substation by or on behalf of a public authority without consent on any land. Section 2.44 of the TI SEPP allows for development for the purpose of an electricity transmission or distribution network to be carried out by or on behalf of an electricity supply authority or public authority (the department).

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

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

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

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

The *Guidelines for Division 5.1 Assessments* (DPE June 2022) and the *Guidelines for Division 5.1 assessments Consideration of environmental factors for health services facilities and schools Addendum* (DPHI, October 2024) provide a list of environmental factors that must be taken into

account for an environmental assessment of the activity under Division 5.1 of the EP&A Act. These factors are considered in detail at **Section 6.12**.

4.2 Environmental Protection and Biodiversity Conservation Act 1999

The provisions of the EPBC Act do not affect the proposal as it is not development that takes place on or affects Commonwealth land or waters. Further, it is not development carried out by a Commonwealth agency or development on Commonwealth land, nor does the proposed development affect any matters of national significance. An assessment against the EPBC Act checklist is provided at **Table 9**.

Table 9. EPBC Act Checklist

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

4.3 Other Approvals and Legislation

Table 10 identifies any additional approvals that may be required for the proposed activity.

Table 10. Consideration of other approvals and legislation

Legislation	Relevant?	Approval Required?	Applicability
State Legislation			
<i>National Parks and Wildlife Act 1974</i>	No	No	The proposed activity is not located within, nor will it impact on an NSW National Park. An Aboriginal Cultural Heritage Assessment Addendum has been prepared for the high school project (refer Appendix 5) which confirms that the site contains a registered AHIMS site (scar tree site WJ-ST-01 and AHIMS ID 52-2-4081) and that Aboriginal Heritage Impact Permit (AHIP) 5288 has already been granted for the site and the broader precinct and therefore no permits or approvals are required under the NPW Act. The AHIP conditions the conservation of the scar tree site WJ-ST-01 and establishes a no harm zone surrounding the scarred tree. A no harm zone is currently conditioned as extending

Legislation	Relevant?	Approval Required?	Applicability
			across a 20x20m area. The Addendum includes several project specific mitigation measures (HMM3, HMM4, HMM5, HMM6 and HMM7), including a measure to ensure compliance with the conditions of AHIP 5288.
<i>Rural Fires Act 1997</i>	Yes	Yes	The proposed activity is categorised as a Special Fire Protection Purpose (SFPP) in accordance with section 100B of the RF Act. As the site is mapped Bushfire Prone Land, a Bushfire Safety Authority or approval is required from the RFS as per section 100B(2) of the RF Act.
<i>Water Management Act 2000</i>	Yes	No	The site is not located within 40 metres of a waterway. The activity does not involve water use, water support work, drainage work or flood work. No dams exist within the site and dewatering is not required. Further, the department is a public authority and is exempt from a controlled activity approval under the Water Management Act.
<i>Biodiversity Conservation Act 2016</i>	No	No	The entire site is biodiversity certified under the Cumberland Plain Conservation Plan as 'certified – urban capable land'. Refer to Section 6.6 of the REF for further assessment, and an image of the bio certification map. Under the BC Act, work carried out under Part 5 of the EP&A Act on certified land is exempt from requiring an impact assessment on biodiversity. Section 8.4(4) of the BC Act states: <i>(4) Activities under Part 5 of the Planning Act: An activity to which Part 5 of the Environmental Planning and Assessment Act 1979 applies that is carried out or proposed to be carried out on biodiversity-certified land is taken, for the purposes of Part 5 of that Act, to be an activity that is not likely to significantly affect any threatened species or ecological community under this Act, or its habitat, in relation to that land."</i> This provision means that if an activity falls under Part 5 of the EP&A Act and occurs on biodiversity-certified land, it is deemed, for the purposes of Part 5, not to have a significant impact on any threatened species, ecological communities, or their habitats on that land. Accordingly, no further assessments regarding biodiversity impacts are required as the certification process has already addressed these impacts. Section 8.4(5) provides that a determining authority under Part 5 of the SP&A Act is not required to consider the effect of biodiversity on bio certified land: <i>(5) A determining authority under Part 5 of the Environmental Planning and Assessment Act 1979 is not required under that Part to consider the effect on biodiversity of an activity to the extent that it is carried out on biodiversity certified land.</i> Further, under Section 7.8 of the BC Act, the following is outlined: <i>(1) This section applies to environmental assessment under Part 5 of the Environmental Planning and Assessment Act 1979.</i> <i>(2) For the purposes of Part 5 of the Environmental</i>

Legislation	Relevant?	Approval Required?	Applicability
			<i>Planning and Assessment Act 1979, an activity is to be regarded as an activity likely to significantly affect the environment if it is likely to significantly affect threatened species.</i> <i>(3) In that case, the environmental impact statement under Part 5 of the Environmental Planning and Assessment Act 1979 is to include or be accompanied by—</i> <i>(a) a species impact statement, or</i> <i>(b) if the proponent so elects—a biodiversity development assessment report.</i> It notes that a SIS or Biodiversity Development Assessment Report (BDAR) is only required for Part 5 projects where the activity is likely to significantly affect the environment or if it is likely to significantly affect threatened species. Given that Section 8.4(4) of the BC Act outlines that an activity on biodiversity certified land is 'an activity that is not likely to significantly affect any threatened species,' neither a SIS nor a BDAR is required.
<i>Biodiversity Conservation Regulation 2017</i>	No	No	The site is subject to an approved Biodiversity Certification Order under the BC Act. As the proposed activity is consistent with the certification, no further assessment under the Biodiversity Conservation Regulation 2017 is required. Biodiversity impacts have already been addressed through the strategic certification process.
<i>Heritage Act 1977</i>	No	No	No items, places, objects or conservation areas of European or aboriginal heritage have been identified on or adjoining the site. No approval is required under the Heritage Act.
<i>Fisheries Management Act 1994</i>	No	No	The FM Act applies in relation to all waters that are within the limits of the State and needs to be addressed for development in proximity to or which could have impact on any aquatic flora and fauna. The FM Act is not relevant as the proposed activity will not impact aquatic flora or fauna.
<i>Contaminated Lands Management Act 1997</i>	No	No	A Detailed Site Investigation (DSI) prepared for the project confirms that the site is not listed on a register of contaminated sites and is suitable for the proposed activity and use in its current state. Therefore, no approval is required under the CLM Act. Furthermore, the Section 10.7 Planning Certificate does not indicate that the site is significantly contaminated or that any approvals under the CLM Act are required. Ground water is unlikely to be affected by the proposed activity. No approval is required under the CLM Act.
<i>Protection of the Environment Operations Act 1997</i>	No	No	The proposed activity will not result in significant air, noise, water or waste pollution and therefore an approval under the POEO Act is not required. The proposed activity relates to the construction of a new high school and therefore a licence under Sections 47, 48, 49 or 122 of the POEO Act is not required. In accordance with Mitigation Measure CMM2, a detailed Construction Environmental Management Plan (CEMP) will be developed and implemented during construction to mitigate impacts.

Legislation	Relevant?	Approval Required?	Applicability
<i>Roads Act 1993</i>	No	No	No approval is required under section 138 of the Roads Act.
<i>Local Government Act 1993</i>	Yes	No	No approval under section 68 of the LG Act is required.
<i>Mine Subsidence Compensation Act 1961</i>	Yes	Yes	The site is located within a mine subsidence district. As a result, the REF will be referred to Subsidence NSW. Advice from Subsidence NSW (dated December 2023) confirmed the site is not subject to risks associated with subsidence.
<i>Environmental Planning and Assessment Regulation 2021 (Section 171A)</i>	Yes	No	The proposed activity is located within the Hawkesbury-Nepean Catchment. Consideration of the impacts of the proposed activity on water quality are provided in Section 6 .
<i>Coastal Management Act 2016</i>	No	No	The CM Act is not relevant as the site is not within a coastal zone or coastal area.
<i>Electricity Supply Act 1995</i>	Yes	No	The Network Operator, in carrying out its functions is required to notify Council in accordance with section 45 prior to works on the substation commencing.
State Legislation – State Environmental Planning Policies			
<i>State Environmental Planning Policy (Planning Systems) 2021</i>	No	No	Although the Planning Systems SEPP allows new educational establishments to be classified as State Significant Development (SSD) if the estimated development cost (EDC) exceeds \$20 million, the proposed activity is being carried out under Section 3.37A of the TI SEPP as development permitted without consent.
<i>State Environmental Planning Policy (Sustainable Buildings) 2022</i>	No	No	The provisions of Chapter 3 of the Sustainable Buildings SEPP apply to non-residential development which includes new schools with an EDC greater than \$5 million. However, this SEPP does not apply to development under Part 5 of the EP&A Act. Notwithstanding, the provisions of the SEPP has been considered as part of the environmental impact assessment for the project. A Net Zero Statement and ESD Report have been prepared by Stantec which outline the strategies to resolve operational and construction emissions as well as committing to Net Zero operational emissions by 2050.
<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>	Yes	No	Chapter 4 of the Resilience and Hazards SEPP regulates the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment. The DSI confirms the site is suitable for the proposed high school use and that remediation is not required.
<i>State Environmental Planning Policy (Industry and Employment)</i>	Yes	No	The proposed signage is consistent with the objectives of section 3.1(1)(a) of the Industry and Employment SEPP as they are compatible with the proposed activity. The proposed building identification signage provides effective communication, are integrated into the proposed building design and will be of a high-quality design and finish. The

Legislation	Relevant?	Approval Required?	Applicability
2021			proposed signs are also consistent with the assessment criteria specified in Schedule 5 of the SEPP, as outlined in Table 11 .
<i>State Environmental Planning Policy (Precincts - Western Parkland City) 2021</i>	Yes	No	The Western Parkland City SEPP is the principal planning instrument regulating land use over the site. As shown in Figure 29 the site is zoned 'UD Urban Development' and does not include controls relating to height of buildings, FSR, heritage or flood planning for the site.



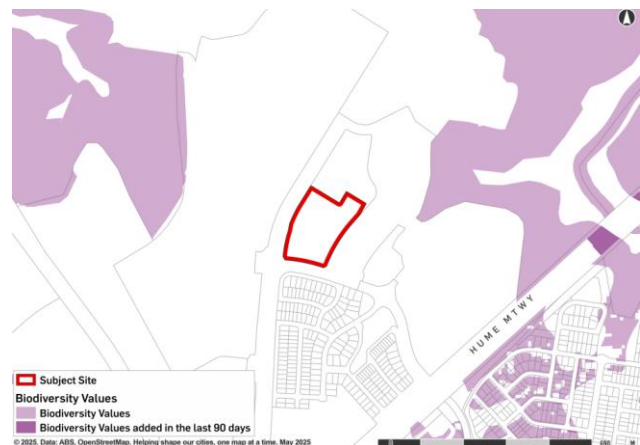
Picture 17 Land Zoning Map



Picture 18 Height of Buildings Map



Picture 19 Bushfire Prone Land Map



Picture 20 Biodiversity Values Map

Figure 29 Western Parkland City SEPP Maps

Source: Urbis, 2025

Table 11 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 11. 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. The signage is designed to be clear, functional, and integrated within the architectural and landscape elements of the school, ensuring minimal visual intrusion. The entry signage and identification sign are appropriately scaled to maintain a cohesive streetscape presence while respecting the low-density residential and educational setting. The materials and colour palette align with the school's architectural theme, reinforcing a contemporary and contextually responsive design. The signage will be commensurate to the signage proposed for the adjoining future primary school and preschool.
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	Yes	The signage is commensurate with signage locations and dimensions for other school signage within the area. 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 any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	Yes	The proposed signage does not detract from the amenity or visual quality of any environmentally sensitive areas, natural or other conservation areas, open space area, waterways or rural landscapes. The proposed signage will not adversely impede the visibility of other signage within the surrounding area. An 'Acknowledgment of Country' sign will be incorporated into a co-designed art piece.
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 at the school's entrances and on the eastern elevation of Block B. The main school sign will be positioned on the upper level of Block B's external façade without extending above the structure, ensuring it does not dominate the skyline or obstruct any views.
Streetscape, setting or landscape		
Is 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	Yes	The proposed signage is compatible with the scale of the proposed 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 future design and character of the school and will not present visual clutter. The proposed signage will not protrude above any buildings or tree canopies or require ongoing vegetation management.

Criteria	Complies	Proposal
unsightliness? Does the proposal protrude above buildings, structures or tree canopies in the area or locality? Does the proposal 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 is 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 the names of the buildings on-site.
Associated devices and logos with advertisements and advertising structures		
Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	Yes	The main school sign will incorporate the school logo.
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	The illuminated electronic school sign adjacent to Road 14 and Block B will be set to a level that is suitable for adjoining residents.
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.

As demonstrated above, the proposed signage is consistent with the relevant matters contained in the applicable SEPPs.

4.4 Strategic Plans

Table 12 considers strategic plans that are relevant to the proposed activity.

Table 12. Consideration of applicable Strategic Plans

Strategic Plan	Assessment
<i>Greater Sydney Region Plan – A Metropolis of Three Cities 2056</i>	The Greater Sydney Region Plan (Region Plan) provides the overarching strategic plan for growth and change in Sydney. It is a 20-year plan with a 40-year vision that seeks to transform Greater Sydney into a metropolis of three cities - the Western Parkland City, Central River City and Eastern Harbour City. It identifies key challenges facing Sydney including increasing the population to eight million by 2056, 817,000 new jobs and a requirement of 725,000 new homes by 2036. The Region Plan includes the following matters of relevance to the proposed activity: • Objective 1: Infrastructure supports the three cities. Schools are essential local infrastructure. The proposal will deliver a vital piece of educational infrastructure in south west Sydney that will service the emerging community of Wilton. • Objective 2: Infrastructure aligns with forecast growth – growth infrastructure compact. North Wilton and the wider Wilton precinct is forecast to experience significant residential growth. The proposed school will provide educational services which accommodate the educational needs of the growing student population. The new school will provide contemporary facilities to meet future educational standards and increased employment opportunities within the precinct. • Objective 6: Services and infrastructure meet communities' changing needs. Schools are essential local infrastructure, and the department estimates that an extra 270,000 students will need to be accommodated in government and non-government schools in Greater Sydney by 2036. The proposal provides a school in an area experiencing significant growth to service the educational demands of the community.
<i>Western City District Plan</i>	The Western City District Plan (District Plan) is a 20-year plan to manage growth in the context of economic, social and environmental matters to implement the objectives of the Greater Sydney Region Plan. The intent of the District Plan is to inform local strategic planning statements and local environmental plans, guiding the planning and support for growth and change across the district. The District Plan contains strategic directions, planning priorities and actions that seek to implement the objectives and strategies within the Region Plan at the district-level. The Structure Plan identifies the key centres, economic and employment locations, land release and urban renewal areas and existing and future transport infrastructure to deliver growth aspirations. The project will support the priorities and objectives of the District Plan by providing for improved and new infrastructure within the Western Sydney District, to support the social needs of the rapidly growing population. In particular, it satisfies the following: • Planning Priority W1: Planning for a city supported by

Strategic Plan	Assessment
	infrastructure. • Planning Priority W3: Providing services and social infrastructure to meet people's changing needs. • Planning Priority W4: Fostering healthy, creative, culturally rich and socially connected communities. The District Plan identifies the following points that are relevant to the site and project: • Schools are essential local infrastructure. The department estimates that an extra 77,978 students will need to be accommodated within the district in both government and non-government schools in the district by 2036. • The project will assist in providing essential educational infrastructure which will support the expected growth of the Western City District. In accordance with the above Planning Priorities, the development of the site for the purposes of an educational establishment is consistent with the District Plan. In accordance with the above Planning Priorities, the development of the site for the purposes of an educational establishment is consistent with the District Plan.
<i>Wollondilly Local Strategic Planning Statement</i>	The Wollondilly Local Strategic Planning Statement 2040 (LSPS) envisages the future growth of the region and identifies Wilton as a new strategic centre, with new job opportunities, regional facilities including healthcare and education and a variety of open spaces. The LSPS outlines that Wollondilly's contribution to Greater Sydney's housing supply will predominately occur in the Wilton Growth Area. In 20 to 30 years, Wilton will transform into a major new centre with 15,000 homes and space for 15,000 jobs. The LSPS identifies that Council will continue to advocate for a diversity of jobs and housing, new infrastructure, environmental protection, public transport, and social and community facilities. North Wilton will contribute to 5,600 homes. The project will support the following priorities of the LSPS: • Planning Priority 1 – Aligning infrastructure provision with community needs. • Planning Priority 2 – Establishing a framework for sustainable managed growth. • Planning Priority 4 – Creating vibrant, healthy and sustainable communities in our new town in Wilton. • Planning Priority 4 outlines that one high school is envisioned to be provided within the precinct. The proposal will deliver a high school to support the future development and growth of the Wilton.
North Wilton Precinct Structure Plan	As outlined earlier in this REF, the proposed activity is located within the North Wilton Precinct. North Wilton is being developed by Landcom over multiple stages. The North Wilton Precinct Structure Plan marks the site in light purple as a preferred location for a future school. Construction of a school at the site is therefore consistent with the Structure Plan. The proposed activity aligns with the broader objectives of the Structure Plan by ensuring that population and housing growth is supported by essential social infrastructure, such as schools, to meet the needs of the growing community. The new school is critical to serving the growing population in the area and will alleviate enrolment pressures on existing schools in

Strategic Plan	Assessment
	the locality. The importance of balancing residential growth with necessary infrastructure, such as schools, is critical to create a sustainable and liveable community. The school will provide long-term benefits to the community, such as better education facilities, local employment opportunities, and improved access to amenities like open spaces and recreational facilities.

5. Consultation

5.1 Early Stakeholder Engagement

Table 13 provides a summary of early stakeholder (non-statutory) consultation that was undertaken to inform project development and preparation of the REF.

Table 13. Summary of Early Stakeholder Engagement

Stakeholder	Engagement	Response
Wollondilly Shire Council	A meeting was held on 15 April 2025 with Council officers to present the proposed activity including details such as an overview of the master plan, planning considerations and breakdowns of the two stages. Overall Council were largely supportive of the proposed activity however, displayed large amounts of interest related to surrounding infrastructure (kiss and drop zone, bus zones and crossings).	Landcom has confirmed that the design of suburb-wide services and infrastructure will accommodate the needs of the school. This includes delivery of the surrounding road network, utility connections, and various off-site transport works required to support the high school.
Transport Working Group (TWG) Transport for NSW (TfNSW)	Two meetings were held with the TWG and TfNSW in November 2024 and May 2025. The following matters were discussed: - Proposed intake area and mode share analysis - Active transport options - Offsite infrastructure locations - Road safety issues - Bus network planning and bus bays - Onsite parking.	Landcom will deliver a range of off-site works to support the high school, including a dedicated kiss and drop zone along the new Road 14 on the eastern boundary. Pedestrian crossings will be coordinated with the adjacent primary school and integrated with active transport routes. On-site parking has been designed to support shared community use of school facilities. If any off-site transport works are not completed prior to the commencement of Stage 1 operations, an IAMP will be prepared in consultation with Landcom, Council, and TfNSW, and to the satisfaction of the Department of Education's Transport team to ensure safe temporary pedestrian and vehicular access to the site.
NSW Government Architect (SDRP)	A meeting with SDRP was held on 30 April 2025 and raised a number of issues to consider with the design of the proposed activity.	Responses to the SDRP are outlined in Section 2.5.1 of this REF and within the Architectural Design Report.
Aboriginal stakeholders	Walumarra Studio facilitated the first Connection with Country consultation with Aunty Glenda Chalker and Edward Burge on 16 June 2025. They met with the design team, architect and landscape architect on the south end of the school site. In this consultation, the experiences from the primary school site were shared and the relationship with the Country they were standing on	The proposed activity will retain one scarred tree of cultural significance (WJ-ST-01, AHIMS ID 52-2-4081) and enhance its presence on the site through the landscape design. AHIP 5288 was approved based on an Aboriginal Cultural Heritage Assessment Report prepared for Landcom, in consultation with Registered Aboriginal Parties.

Stakeholder	Engagement	Response
	and the animals in the area. This consultation is the start of many CWC considerations for the project with discussions of language, signage, views of the Razorback ranges and the retention of two scar trees ongoing.	The landscape design seeks to retain as many significant tree plantings as possible to enhance the relationship with Country and respect the ecosystem of the surrounds.
Rural Fire Service NSW (RFS)	At this stage, the project team has not initiated direct consultation with the RFS. This approach is due to ongoing discussions between the Primary School project team and the RFS concerning the adjoining site. As these discussions have not yet reached a formal resolution, the High School team is awaiting the outcomes to ensure consistency and alignment in bushfire safety strategies across both developments. Recognising the critical role of the RFS in ensuring bushfire safety and compliance, the High School project team is committed to engaging with the RFS during the public exhibition period. The objective is to obtain detailed feedback from the RFS before the conclusion of the exhibition phase. Any recommendations provided will be carefully considered, and, where applicable, the REF will be amended to reflect this feedback, ensuring alignment with best practices and regulatory requirements.	In accordance with the Planning for Bush Fire Protection 2019 (PBP) guidelines, a 140-metre APZ is proposed to the west of the site. An assessment of potential bushfire threats within this 140-metre zone has been conducted. The assessment indicates that there is no significant bushfire threat within this area. It is also noted that the current Bush Fire Prone Land (BFPL) mapping may be outdated and does not accurately reflect recent urban development and the subsequent removal of bushfire-prone vegetation. To address this, and in accordance with Mitigation Measure BMM5, the project team will consult with the local Council, Landcom, and the RFS to update the BFPL map applicable to the site. The objective is to remove the mapped bushfire risk designation where it is no longer applicable, based on current site conditions. Consequently, it is anticipated that the BFPL designation will be removed from the site. In light of this, it is proposed that no specific bushfire construction requirements will be applicable to the high school proposal.
Sydney Water	A technical stakeholder meeting was held which discussed the provision and timing of potable water and sewer infrastructure as well as the high school's power demand and capacity requirements.	It was confirmed that Sydney Water will deliver a new pumping station and rising along the main school boundary to the east. Sewer and potable water reticulation for school connection will be provided along Road 14.
Landcom	Each fortnight since November 2023, the project team meets with Landcom to discuss service requirements, design coordination, and status of the Landcom works.	Continuous engagement with Landcom has allowed the project team to coordinate works and eliminate the need for abortive works related to surrounding road infrastructure and site levels.

5.2 Statutory Consultation

Consultation has been undertaken with 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, relevant state and commonwealth government agencies and service providers inviting comments within 28 days
- placing an advertisement in a local newspaper.
- placing 3 public notice signs in proximity to the site to inform the community of the activity and the public exhibition period.
- making the REF publicly available on the Planning Portal throughout the consultation period.

Table 14 provides an overview of the comments received during the consultation period and how these comments have been responded to.

Following an assessment of the impacts and ongoing consultation, including during the exhibition period, several additional mitigation measures have been determined as required and included within the REF and supporting Mitigation Measures provided at **Appendix 1**.

Table 14. Response to considerations raised during consultation

Consideration raised		Response	Mitigation Measure
Endeavour Energy – Received 29 July 2025			
1	Standard set of conditions and standards were provided by Endeavour Energy.	The REF includes standard mitigation measure GMM1, which clarifies that the REF does not exempt the Department from obtaining all other necessary licences, permits, approvals, and consents required under applicable legislation. This includes obtaining any necessary approvals from Endeavour Energy and complying with their standard conditions during the detailed design and construction phases.	GMM1 – Approvals
Rural Fire Service – Received 6 August 2025			
2	Construction Please provided further information regarding construction level. Nil is proposed. The acceptable solution under the PBP 2022 addendum, aligning with the NCC, is BAL-19 construction. Due to the proximity of unmanaged forested vegetation and potential ember attack to the proposal, RFS is seeking further assessment and recommendations to align with discussion had between stakeholders, bush fire consultants and the RFS that took place on 6/08/2025.	The proposed buildings are located more than 200 metres from any potential wooded bushfire hazard and therefore will not be subject to direct radiant heat or flame contact. However, in line with RFS feedback on the broader bushfire landscape risk, there remains potential for ember attack. To address this, construction has been treated as a performance solution (refer to Section 4.3 of the Bushfire Protection Report), which provides ember protection measures in lieu of full BAL-12.5/19 construction requirements. This approach was discussed with the RFS at the pre-DA meeting, where in-principal support was provided.	BMM4
3	Landscaping A landscape management plan/commentary is to be provided for any deviations/performance solutions regarding compliance with	Given the separation distance from any bushfire hazard and noting that Wollondilly Council's 40% tree canopy requirement conflicts with the 15% Inner Protection Area standard in the PBP, a detailed landscape plan	BMM3A and BMM3B

Consideration raised		Response	Mitigation Measure
	Appendix 4 of PBP 2019.	will be prepared as a performance solution. This plan will be endorsed by a BPAD Level 3 Practitioner, consistent with the approach agreed with RFS during the pre-DA meeting (see Section 4.2 of the ELA BPA Report). The landscape plan will adopt the guiding principles outlined in Table 6 of the BPA, rather than applying strict bushfire landscaping criteria.	
Subsidence Advisory Board NSW – Received 20 August 2025			
4	The proposed school site is within the Wilton mine subsidence district and is not undermined. The site is not covered by an active mining lease. The proposed school site is not at risk of subsidence from historic or future coal mining. Specific design measures to account for subsidence are not required for the proposed scope of works.	Noted, no further response required.	N/A
Transport for NSW – Received 12 August 2025			
5	Traffic Signals TfNSW does not support the proposed signalisation at Road 14/sub-arterial intersection on safety grounds. A mid-block pedestrian crossing on Fairway Drive (between Road 14 and the eastern roundabout) should be investigated instead. Further information is required from Landcom regarding SIDRA modelling, right-turn bay storage, and mid-block pedestrian signals for assessment under s87 of the Roads Act 1993.	In response to TfNSW's advice, SINSW has consulted with Landcom, who have provided updated plans and traffic modelling to TfNSW. This modelling, based on peak traffic flows, supports relocating the proposed signalised intersection and replacing it with a mid-block pedestrian crossing on Fairway Drive (between Road 14 and the eastern roundabout). To account for this change, a new pedestrian crossing is proposed on Road 14, north of the southern car park entrance, to improve pedestrian access to the high school site.	OPTMM4 - Interim Access Management Plan
6	Green Travel Plan (GTP) Applicant to prepare a comprehensive GTP in consultation with TfNSW prior to completion. Plan must set mode share targets, strategies to encourage sustainable transport, a Transport Access Guide, and identify parties responsible for implementation, monitoring, and review.	The requirement for a Green Travel Plan is addressed through mitigation measure OPTMM1, which requires the preparation of a School Transport Plan (STP) prior to the commencement of each stage of operations. The STP must be prepared to the satisfaction of the Department of Education Transport Planning Team and will include strategies to support and encourage active and public transport use.	OPTMM1 - School Transport Plan
7	School Zones 'School Zone' signs and pavement markings must be installed on all	The implementation of school zones and associated signage will be carried out in accordance with the relevant TfNSW guidelines. While	GMM1 – Approvals

Consideration raised		Response	Mitigation Measure
	roads with direct access points to the school. Written TfNSW authorisation is required at least 8 weeks before opening. Detailed design plans and opening date must be provided. Assets must be installed, inspected, and formally handed over to TfNSW before student occupation.	these works fall outside the scope of the REF, they are subject to standard mitigation measure GMM1, which reinforces the requirement to obtain all necessary approvals and permits under other applicable legislation. This ensures that all road safety elements, including school zones and signage, are delivered in coordination with the relevant road authorities.	
8	Regulatory Signage Changes to local regulatory signage (e.g. bus stops, pick-up/drop-off zones) must be referred to Council's Local Traffic Committee for review and endorsement.	Standard mitigation measure GMM1 ensures that all necessary approvals are obtained under the relevant legislative and regulatory frameworks, including referral to Council's Local Traffic Committee where required for any regulatory signage changes.	GMM1 – Approvals
9	Construction Pedestrian and Traffic Management Plan (CPTMP) Applicant to prepare a CPTMP in consultation with TfNSW and Council prior to works. Plan must detail construction methodology, haulage routes, crane arrangements, vehicle movements, mitigation of traffic/public transport/pedestrian/cyclist impacts, and cumulative construction impacts. Final CPTMP to be submitted to TfNSW for endorsement, with builder's direct contact details provided to affected businesses and TfNSW's Transport Management Centre.	To address construction traffic impacts, mitigation measure CMM18 has been included in the REF. This measure requires the preparation of a CPTMP prior to the commencement of works. The CPTMP will address construction-related traffic impacts and will be prepared in consultation with TfNSW and Council to ensure appropriate management and mitigation throughout the construction phase.	CMM18 - A Construction Traffic and Pedestrian Management Plan
Sydney Water – Received 26 August 2025			
10	Water Servicing Site is in the Appin Water Supply Zone which currently has limited capacity. Servicing for the high school is expected once Wilton Stage 1 assets are delivered (around 2027, subject to funding). Amplifications/adjustments may be required.	All utility connections will be delivered by Landcom into the site as approved under DA/2022/1279/1. The REF includes mitigation measure UIMM6, which requires the Department of Education to continue consultation with Sydney Water and Landcom, and if permanent connections are not available, implement agreed interim servicing arrangements to ensure water and wastewater services are in place prior to school operation.	UIMM6 - Interim Utility Infrastructure Management Plan
11	Wastewater Servicing Currently unavailable. Future servicing will rely on Wilton Stage 1 assets (including Pump Station SP1233 and trunk sewers). The site will be within a low-pressure sewer system (LPSS) to be planned by	All utility connections will be delivered by Landcom into the site as approved under DA/2022/1279/1. The REF includes mitigation measure UIMM6, which requires the Department of Education to continue consultation with Sydney Water and Landcom, and if permanent connections are not	UIMM6 - Interim Utility Infrastructure Management Plan

Consideration raised		Response	Mitigation Measure
	Landcom.	available, implement agreed interim servicing arrangements to ensure water and wastewater services are in place prior to school operation.	
12	Recycled Water Recycled water servicing is available and future connection to the recycled network is anticipated.	Noted, no further response required at this stage.	N/A
13	Approvals Required Section 73 Compliance Certificate (prior to occupation/subdivision). Building Plan Approval (prior to construction).	The REF includes standard mitigation measure GMM1, which clarifies that the REF does not exempt the Department from obtaining all other necessary licences, permits, approvals, and consents required under applicable legislation. This includes securing a Section 73 Compliance Certificate from Sydney Water or obtaining a Building Plan Approval from Sydney Water.	GMM1 – Approvals
State Emergency Services – Received 21 August 2025			
14	The school site is located outside the Flood Planning Area (FPA) for both mainstream and overland flooding, outside the PMF extent, and is not at risk of isolation.	Noted. No further response required.	N/A
15	Verify flood risk to the surrounding road network once the final Wollondilly Shire Flood Study is available and incorporate any residual risks into the school's Emergency Management Plan. Ensure site design and stormwater management minimise any community flood risk. Ensure workers, staff, and students are aware of flood risks, for example through site inductions and signage.	This matter is addressed through mitigation measure OPFMM2 in the REF, which requires the school's Emergency Management Plan to be reviewed and updated to include flood considerations and where available, relevant findings from the Wollondilly Shire Flood Study are to be incorporated into the plan to ensure appropriate response and evacuation procedures are in place.	OPFMM2 - Emergency Management Plan
16	Recommend pursuing site design and stormwater management that minimises any risk to the community.	As outlined in the Civil and Structural Engineering Concept Report, the stormwater management strategy is designed to minimise disturbance to natural catchments, preserve existing drainage paths, and meet the requirements of the High School and Wilton Growth Area DCP. Stormwater will be managed through an integrated system of pits, pipes, swales, drains and grates to capture and redirect flows away from buildings and access paths. To offset the increased runoff from new impervious surfaces, the design incorporates on-site detention (OSD) tanks with filter chambers to detain	OPMM2 – Operation Stormwater Management Plan

Consideration raised		Response	Mitigation Measure
		and treat stormwater before discharge to Council's system. This approach maintains pre-development flow characteristics, reduces downstream impacts, and supports protection of waterways, groundwater systems and bushland areas.	

6. Environmental Impact Assessment

6.1 Traffic, Access and Parking

A Transport and Access Impact Assessment (**TAIA**) has been prepared by Stantec to address the traffic and transport impacts during the operational and construction stages of the proposed new high school and to identify appropriate mitigation measures. The TAIA is included at **Appendix 3**.

Methodology

The report evaluated transport conditions and impacts using the following approach:

- Analysis of the local and regional planning policies and frameworks to ensure alignment with strategic goals. This includes the TfNSW Active Transport Strategy and Wilton 2040 Plan, to assess enrolment boundaries and projected student travel demand.
- Evaluation of the existing and proposed transport network, including walking, cycling, public transport, and road infrastructure.
- Assessing the cumulative impact of the development of the neighbouring new primary school and public preschool plus high school.
- Traffic volumes and intersection performance were measured using data collected in the *North Wilton Development Stages 2 and 3 – Transport Impact Assessment*, developed by consultant WSP for Landcom in 2022 to understand current capacity and constraints.
- Estimating future travel demand based on projected student enrolments, staff numbers, and catchment demographics. This includes assessing walking, cycling, bus, and private vehicle mode share.
- Evaluating on-site and street parking provisions for staff, students, and visitors, including the kiss and drop zone and school bus zone layout to minimise congestion and ensure efficient operations.
- Using standardised traffic generation rates and local development control plans to forecast vehicle trips generated by the school. This includes evaluating peak-hour travel demand, mode share assumptions, and vehicle occupancy rates.
- Identifying infrastructure upgrade requirements to reduce the school's impact on the transport network, including pedestrian crossings, kiss and drop zone, bus stops, and parking management.
- Providing recommendations for mitigation measures.
- A preliminary STP is included at the end of the report which provides a set of school transport operations, as well as a communications and monitoring plan to address the ongoing operational and safety concerns at the school site.

6.1.1 Construction Traffic Impacts

Construction Worker Parking and Traffic

Up to 200 construction workers are expected to be on site during peak construction activities. Construction worker parking is to be provided on site where possible. Informal public parking will be available on surrounding local streets such as Road 14 for any parking spillover. Any construction worker arrivals and departures by vehicle would typically be outside of road network peak hours and as such, are unlikely to impact the surrounding road network. The Contractor will

be required to implement measures to reduce car usage by construction workers, such as providing shuttle buses from key transport nodes including Picton Train Station or designated remote pick-up points as necessary.

Construction Traffic Volumes

During construction, various types of construction vehicles will need to access the site. The largest standard construction vehicles regularly accessing the site is a 12.5-metre heavy rigid vehicle. 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. It is expected that no more than 20 heavy vehicles (40 heavy vehicle movements) are expected per day which will have a negligible impact on the surrounding roads.

Site Access and Construction Vehicle Routes

The existing Niloc Bridge, a temporary single-lane structure managed by traffic signals, currently serves as the sole access point to the North Wilton precinct. A new multi-lane bridge and associated on/off ramps are under construction by TfNSW and are expected to be operational by mid-2027. Since the new bridge will not be ready when construction commences, the existing Niloc Bridge will provide construction vehicle access for all of Stage 1 and into Stage 2 construction. The CTPMP will specifically address the use of the Niloc Bridge by construction vehicles, including any associated impacts during the construction period.

As shown in **Figure 30**, construction vehicles will access the site via Picton Road and Fairway Drive, crossing the existing single-lane Niloc Bridge over the Hume Motorway to reach Road 14. No queueing or marshalling of construction vehicles will be permitted on public roads. It should be noted that the existing informal road around the school is currently suitable for construction traffic, as a compacted unsealed dirt road.

Generally, construction vehicles will have origins and destinations from a wide variety of locations throughout Sydney. However, all construction vehicles will be restricted to the State and Regional Road network where practicable.

In accordance with Mitigation Measure CMM18, a detailed CTPMP will be prepared prior to the commencement of works to manage and mitigate traffic impacts during the construction of the new high school. As part of the detailed CTPMP, a Traffic Guidance Scheme (**TGS**) will be prepared in accordance with the principles of the TfNSW Traffic Control at Work Sites manual. The TGS would primarily show where “Truck” signs would be located at specific locations (such as uncontrolled intersections) along the approved truck routes to warn other road users of the increase in construction vehicle movements.

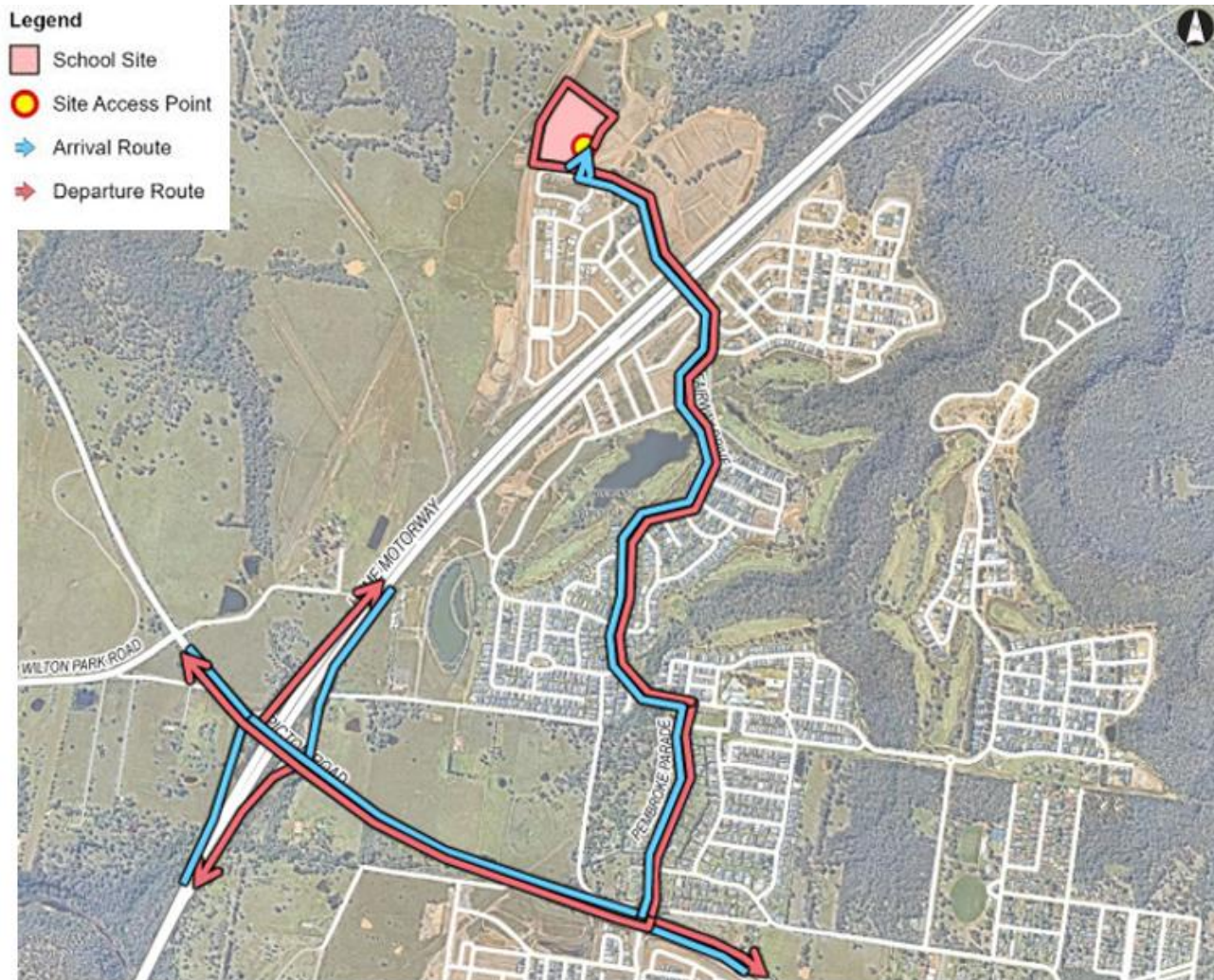


Figure 30 Construction vehicle routes

Source: Stantec, 2025 (subject to change)

Mitigation Measures

The following project-specific mitigation measure is to be implemented to address traffic impacts during construction and ensure pedestrian and vehicle safety during the construction of the school.

Aspect	MM ID	MM Name	Mitigation Measure	Timing
Construction	CMM18	Construction Traffic and Pedestrian Management Plan	A detailed CTPMP is to be prepared by a qualified transport consultant prior to the commencement of each construction phase. This plan should be developed in consultation with the DOE Transport Planning Team, TfNSW and local council. The CTPMP should include: • site-specific risk assessment for managing construction traffic during school hours, including school drop-off and pick-ups. • specified routes for construction vehicles (see Figure 22 and Figure 23 of the Transport and	Prior to the commencement of each phase of Construction

Aspect	MM ID	MM Name	Mitigation Measure	Timing
			- Access Impact Assessment). - details that accredited traffic controllers will be provided where pedestrian or cyclist routes are affected - a schedule of worker start and finish times and demonstrate that this does not have any significant impact on local traffic activity. - measures to manage construction traffic impacts including addressing impacts to Niloc bridge during the construction phase. Once Stage 1 of the high school is operational, construction vehicle movements to and from the site will be restricted between 8:00am–9:30am and 2:30pm–4:00pm to ensure student safety and minimise disruption to school operations.	

6.1.2 Operational Traffic Impacts

Existing Environment

The proposed school site is a greenfield location with no existing footpaths, cycling infrastructure, or adequate road access and public transport services. The surrounding area is transitioning from a semi-rural to urban environment, with significant residential and mixed-use development planned. Road 14, which forms the eastern boundary of the site and will provide primary vehicle access, is currently under construction and is expected to be completed by late 2025, well in advance of the opening of Stage 1 of the high school.

Active Transport

The North Wilton Structure Plan envisages a highly walkable neighbourhood with key pedestrian connections to schools, shops, local community and recreation facilities and bus stops, complemented by a network of green paths through parks and open space corridors. The proposed cycling network consists of 2.5-metre-wide shared paths along main roads and green paths. The pedestrian and cycle network envisaged surrounding the school site is expected to be in place by Stage 1 of the school's opening in Term 1 2027.

Public Transport

The school site is currently located within a predominantly greenfield area, with limited access to public transport services. The nearest bus stop is situated on Fairway Drive after Butler Drive (Stop ID 2571373) and is currently serviced only by school bus routes. The only public transport option in the vicinity is Route 901 (Wilton to Picton via Douglas Park), which stops on Pembroke Parade near White Street, approximately 5 kilometres from the school site.

The existing public and school bus network surrounding the proposed school site is provided at **Figure 31**. Existing public and school bus routes that operate in Wilton region, do not currently

extend to service the North Wilton precinct. However as shown in **Figure 32**, TfNSW has indicated future bus network plans for the precinct which include these new bus routes:

- North Wilton – Picton.
- North Wilton – Campbelltown.
- Potential new route between North Wilton and Wollongong.
- Detailed alignments of these routes are yet to be finalised by TfNSW.

Mitigation Measure OPTMM2 is proposed which requires ongoing coordination and consultation with TfNSW to ensure adequate bus services for students, including the introduction of new school services and extension of existing routes where necessary.

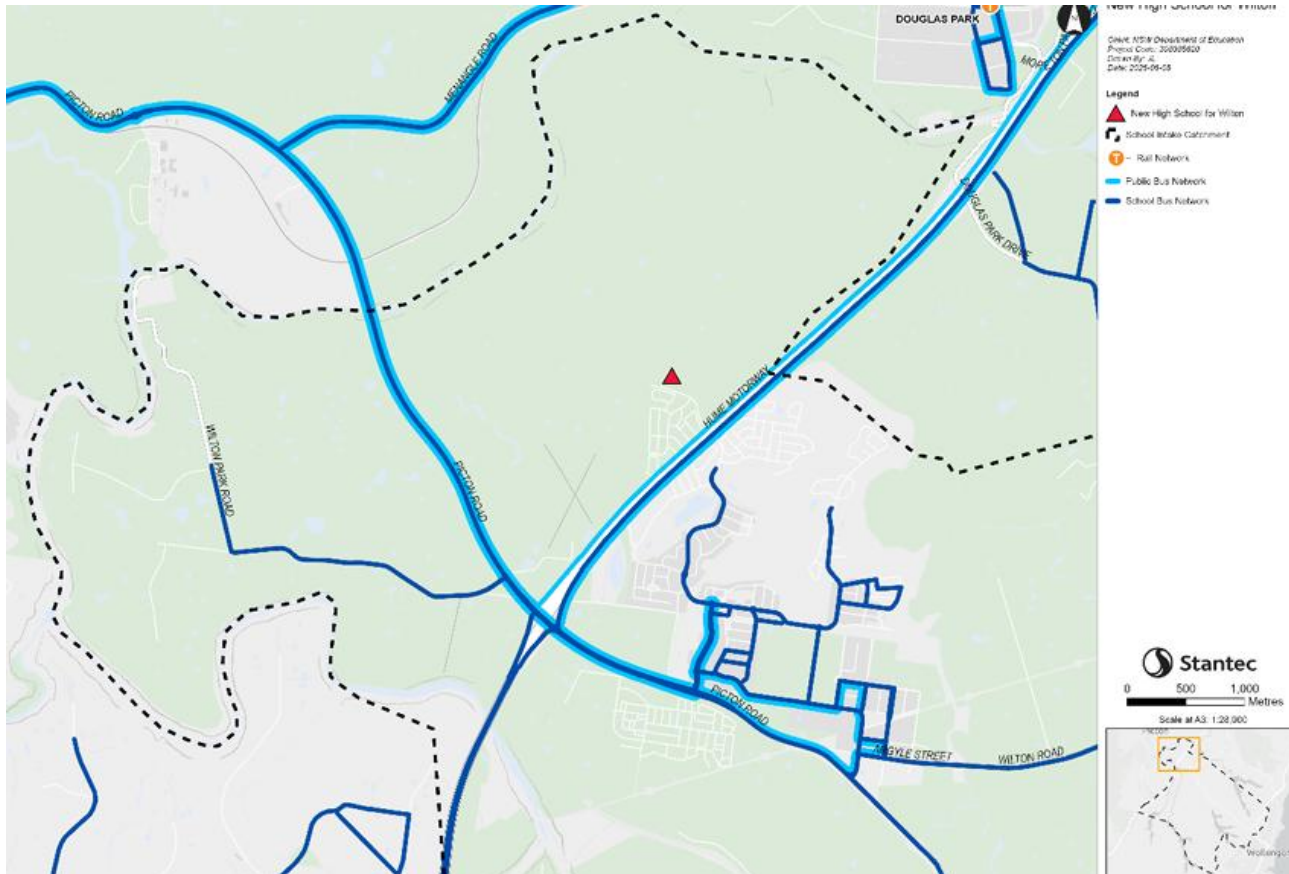


Figure 31 Existing bus network

Source: Stantec, 2025

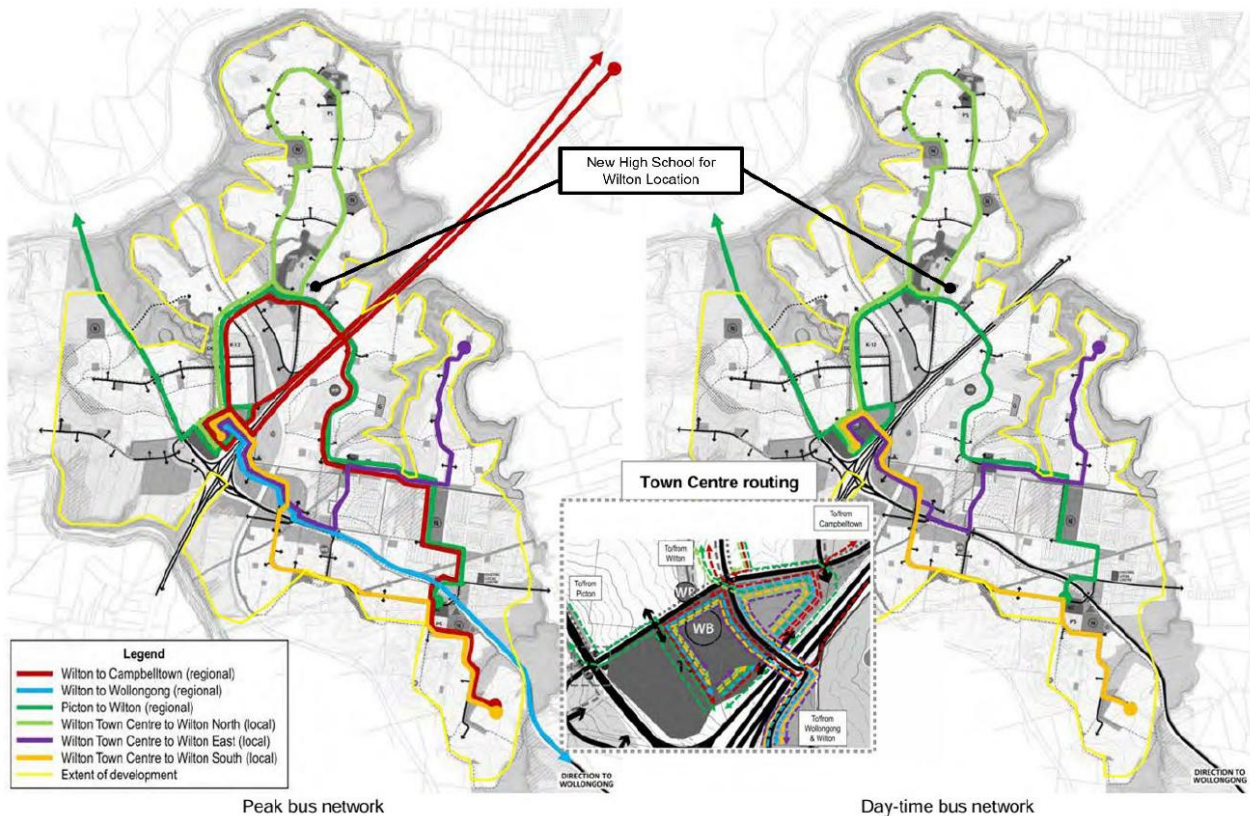


Figure 32 Indicative future bus network

Source: Stantec, 2025

Road network

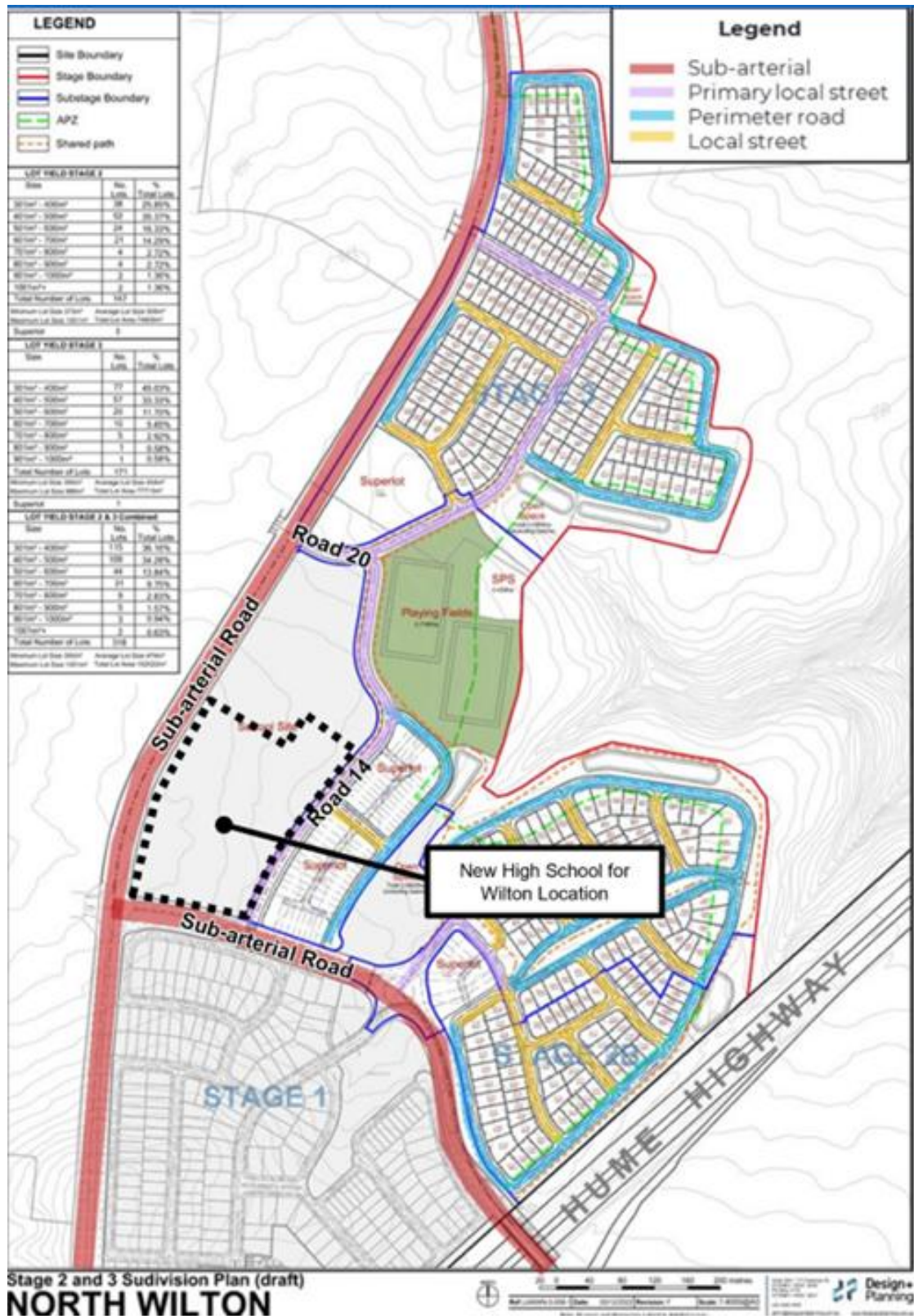
As shown in **Figure 33**, the school site is bounded by Road 14 to the east, Fairway Drive to the south, and an unnamed north-south sub-arterial road along the western boundary. Road 14 is a local road that runs along the eastern boundary of the school site, with one traffic lane and one parking lane in each direction.

Access to the school site is currently provided via Fairway Drive and a single-lane bridge over the Hume Motorway (known as Niloc Bridge). The bridge operates under traffic signal control to allow alternating two-way vehicle movements and serves as a temporary arrangement pending construction of a new permanent bridge. The new bridge, to be delivered by Landcom, is anticipated to be completed and open by mid-2027, after the scheduled opening of Stage 1 in Term 1 of that year.

The TAIA confirms that the interim bridge arrangement can accommodate expected traffic volumes during the initial stage of school operation. As Stage 1 of the high school and the adjoining primary school and preschool will not be operating at full capacity initially, traffic impacts during this early phase are expected to be minimal. Operational access during the interim period will be managed through the STP as per Mitigation Measure OPTMM1. This plan will address operational traffic and access arrangements, including contingencies should the new bridge not be delivered in time. In accordance with Mitigation Measure OPTMM1, the STP will be required to be reviewed and updated prior to opening of Stage 2 of the high school.

Once the new bridge is in use, the Niloc Bridge will be repurposed as a pedestrian and shared-user path, enhancing active transport connections in the precinct.

At the time of the school's opening, an interim road configuration will be in place whereby the north south sub-arterial road west of the school site will feature only two southbound lanes, meaning Road 14, Road 20 and the north-south sub-arterial road will operate in an anticlockwise direction. This will allow traffic to circulate around the site without needing temporary turnarounds. The duplication of the north-south sub-arterial road is anticipated to be completed by 2029/ 2030.



Source: Stantec, 2025

Travel Patterns and Demand

Walking Coverage

All dwellings within the North Wilton Neighbourhood Plan No.1 are located within a 1,600-metre on-path or 20-minute walk of the school site. It is anticipated that around 28% of students will live within 20-minute walking distance to the school site. Around 61% of students are expected to be located more than 2,000m from the school site.

Cycling Coverage

The majority of student population (89%) are projected to live within a 3,600-metre notional cycle catchment of the school site, which has been considered as the upper limit for reasonable cycling distance for high school students. Notably, around half (52%) are projected to reside within a 2,400-metre notional cycle catchment.

Private Vehicle Demand

Based on a moderate private vehicle mode share target of 25%, approximately 250 students are expected to travel to school by car. Applying a student vehicle occupancy rate of 1.2, accounting for siblings and moderate carpooling, results in an estimated demand of 209 vehicles. This occupancy rate is considered appropriate based on observations at comparable school sites. The predicted drop-off and pick-up requirements to accommodate this demand are shown in **Figure 34**.

Description	Considerations
Number of students enrolled	1,000 students
Moderate target mode share for students travelling via private vehicle	25%
Proportion of students using private vehicle	250
Average dwell time per pick-up	1.5 min
Length of time pick-up is operational	15 mins
15-minute capacity per K&D car space	10 vehicles
Number of students assumed per vehicle	1.2
Number of vehicles picking up and dropping off	209 vehicles
Number of DOPU spaces required	21 spaces
Metres of DOPU kerbside zoning required	137m

Figure 34 Drop off and Pick up requirements

Source: Stantec, 2025

Mode Share

Students

Moderate and reach mode share scenarios have been developed for the new high school using NSW government population projections for 2036. These scenarios consider transport accessibility for walking, cycling, public transport, and private vehicles. The mode share targets have been benchmarked against the mode shares observed for Rouse Hill High School as both schools are located on a comparable land use and transport infrastructure and share similar student distributions. These scenarios are defined as follows:

- Moderate target mode share: This scenario considers existing accessibility and the implementation of key active transport infrastructure and adequate bus services.
- Reach target mode share: This scenario maximises the uptake of sustainable travel modes, minimising dependency on private vehicles. It includes the continued promotion of bus services, active transport encouragement programs, and carpool programs.

A summary of the student mode share targets is provided below in **Figure 35**.

Travel mode	No of students	Proportion of students (%)
Walk	207	21%
Cycle	41	4%
Public transport	505	51%
Private vehicle	247	25%
Total	1,000	100%

Figure 35 Moderate Student Mode Share Targets

Source: Stantec, 2025

Staff

A total of 78 full-time equivalent staff are expected to be employed at the new high school in Wilton. Most staff are anticipated to commute by private vehicle, with some opting for car-pooling and others using alternative modes of transport, including public transport. Details on staff mode share targets and the rationale for each mode are provided in **Figure 36**.

Mode	Number of staff	Percent of staff	Rationale
Walk	4	5%	Low to medium residential density of North Wilton neighbourhood precinct and likelihood of staff residence resulting in ability to use active transport network
Cycling	4	5%	Provision of end of trip facilities will encourage staff to ride to work
Public transport	0	0%	A lack of existing public transport routes which service the area. Existing public transport networks are considered disconnected and inefficient for staff to choose bus and/or train travel
Car, as driver	62	80%	Majority of staff will choose private vehicle as their mode of travel due to convenience and variability in time of travel
Car, as carpool passenger	8	10%	Staff who live close together or on the way to the school will choose to carpool together
Total	78	100%	

Figure 36 Summary of Mode Share Targets (Staff)

Source: Stantec, 2025

Site Access Arrangements

Pedestrian Access

Pedestrian access to the school will be available from the eastern and western school frontage. Two pedestrian access points are proposed for the school site, including a main entry on Road 14 and a secondary entrance from the new sub-arterial road to the west. Within the vicinity of the site, formalised crossing facilities in the form of either wombat crossing or signalised pedestrian crossing are required to support safe travel to the site.

During Stage 1, pedestrian access to the school is provided via the entry point to the High School northern car park. This entry connects to Block A, which is to be delivered as part of Stage 1. Following the completion of Stage 2, pedestrian access will be available from both the eastern and western frontages of the school.

In total, two pedestrian access points are proposed for the school site. The main entry will be located on Road 14 (Stage 1), with a secondary entry provided on the North-South sub-arterial road (Stage 2). Formalised crossing facilities are anticipated within the vicinity of the site to support safe pedestrian movement.

A total of three wombat crossings are proposed; however, these works are not part of this REF and will instead be delivered by Landcom. In the event the wombat crossings are not delivered prior to operation, the REF includes Mitigation Measure OPTMM4 which requires the preparation of an IAMP to establish appropriate temporary access arrangements.

Bicycle Access and Parking

As per the requirements outlined in the Green Star Buildings Submission Guidelines, the proposed activity is required to provide 41 student bicycle parking spaces and 3 staff bicycle parking spaces. Bicycle parking facilities are to be located close to the school pedestrian entries to ensure convenient access for students and staff travelling via cycling.

Bus Access

A school bus zone is proposed on the eastern side of the unnamed sub-arterial road, within proximity to the school entry. This will be delivered by Landcom prior to the opening of Stage 1 under a separate planning pathway. In the event of any potential delivery delays, this REF includes Mitigation Measure OPTMM4, which requires the preparation of an IAMP. The IAMP must identify suitable temporary access arrangements to ensure safe and efficient school operations until the permanent bus zone is delivered.

Assumptions were made using the target mode share outlined above to determine the required number of bus spaces to service the school:

- Dwell time per bus as 5 minutes
- Each bus bay to service 4 buses over a 20-minute period
- School bus services are expected to service other high schools in the Wollondilly region. As such, up to 80% of the total bus capacity is assumed to be allocated for students attending the new high school for Wilton.

To meet operational requirements, three bus bays, totalling 57 metres in length, will be provided along the unnamed north-south sub-arterial road on the western boundary.

Vehicle Access

Vehicle access to the school will be provided via two entry points on Road 14 providing access to the northern and southern car parks. A waste pad for the high school will be provided in the southern car park. To the north, the shared primary and high school driveway provides access to

the waste pad for the primary school and Stage 1. Swept paths have been undertaken at both car parks which confirm the location of the waste pads is suitable for a 10.5-metre-long vehicle to safely manoeuvre – the typical length of the department contracted vehicle. These swept paths are provided within the TAIA (**Appendix 3**).

Car parking

Two on-site car parks are proposed, located at the northern and southern ends of the site, both accessed via Road 14. The southern car park will accommodate 54 spaces, while the northern car park will provide 36 spaces, including two accessible spaces.

There is no student car parking proposed on site. Therefore, a minimum car parking provision for students has not been considered. A total of 90 on-site parking spaces have been provided. The on-site parking facilities are to be designed in accordance with AS 2890.1:2004 to ensure adequate parking is provided. The TAIA confirms that this provision is sufficient to accommodate anticipated staff demand and avoid adverse impacts on the surrounding road network, including minimising reliance on on-street parking.

Kiss and Drop Zone

A kiss and drop zone is proposed along the eastern frontage of the school on Road 14, providing space for approximately 21 vehicles (137 metres in length). The TAIA confirms this provision is sufficient to accommodate expected peak period demand and mitigate potential impacts associated with school-related traffic generation and queuing. It will be delivered by Landcom under a separate planning pathway and is scheduled for completion prior to the opening of Stage 1. To address any potential delay, the REF includes Mitigation Measure OPTMM4 which requires the preparation of an IAMP to outline temporary arrangements if the kiss and drop zone is not delivered in time.

Traffic Impact Assessment

The *North Wilton Development Stages 2 and 3 – Transport Impact Assessment*, developed by WSP for the precinct wide Landcom masterplan in 2022, provides an overview of the transport impacts of the North Wilton Stages 2 and 3.

Considerations for the modelled scenarios in the report cover:

- The completion of North Wilton Stage 1 between 2023 and 2024.
- The completion of North Wilton Stage 2 between 2024 and 2025.
- The completion of North Wilton Stage 3 between 2025 and 2026.
- The completion of North Wilton by 2036 with 100% development and traffic generation. This has been modelled to demonstrate that the proposed intersection layouts can accommodate the long-term traffic demands.

Traffic Generation

The traffic generation for the proposed residential development in the locality was estimated using the following TfNSW rates:

- 0.99 vehicle trips per dwelling in the AM peak hour
- 0.95 vehicle trips per dwelling in the PM peak hour.

The North Wilton Stage 1 development includes a proposed school in this location. The following assumptions were made regarding the school:

- Capacity of 1,000 students
- 25 students per class, one teacher per class
- 25% additional administration staff
- 50 staff in total, 90% drive based on 2016 Journey to Work data
- 2% of students drive and park
- 60% arrive as car passengers, 1.33 students per vehicle
- Two frontages for drop-off and pick-up (on the eastern and northern frontages of the school)
- Pro-rata of arrival direction based on the location of residences
- 100% in the AM peak hour, 20% coincides with the PM peak hour.

In the TAIA, the assumptions from North Wilton Stage 1 were used in combination with the cumulative impacts from the combined capacity of the neighbouring new primary school and public preschool for Wilton and the high school.

Intersection Performance

The intersection performance associated with North Wilton Stages 1, 2 and 3, is summarised in the TAIA. All modelled intersections show a level of service of C or above in both AM and PM peak periods, except for the future north-south sub-arterial road and Hume Highway entry ramp intersection in the AM peak period which was modelled to have a level of service of D. Notwithstanding, the proposed intersection layouts have sufficient capacity to accommodate the forecast traffic in 2036 with full development of North Wilton.

Previous modelling undertaken in December 2022 as part of the North Wilton Development Stages 2 and 3 assumed a total of 1,000 students across both the high school and the primary school. The forecast for future year capacities across the school sites, including the preschool, primary school and high school, is now 1,612 students. These cumulative capacity numbers were used to assess the potential future impact. **Figure 37** details the projected mode share and resulting vehicle generation following the completion of Stage 2 of the high school.

Scenario	Detail
WSP Assumptions	• 1,000 students • 60 per cent arrive as car passengers, 1.33 students per vehicle • Two frontages for drop-off and pick-up (on the eastern and northern frontages of the school) • Pro-rata of arrival direction based on the location of residences • 100 per cent in the AM peak hour, 20 per cent coincides with the PM peak hour. • 50 staff (90% car mode share) • Total vehicle generation: 496
High School Trip Generation	• 1,000 students at full capacity • Mode share target of 25% • 1.2 students per vehicle assumed • 78 staff (80% in own car) • Total vehicle generation: 270
Public School Trip Generation	• 552 student at full capacity • Mode share target of 48% private vehicle use • 1.2 students per vehicle assumed • 35 staff (80% in own car) • Total vehicle generation: 248
Pre-school Trip Generation	• 60 pre-school students • All students to arrive by private vehicle • 1.1 students per vehicle assumed • 7 staff (80% in own car) • Total vehicle generation: 60

Figure 37 Modelling assumptions and future growth forecasting

Source: Stantec, 2025

Overall, an additional 82 vehicles, comprising 31 student-related and 51 staff-related movements, are expected to enter the network when compared to the WSP modelling assumptions and the total student capacity scenario.

Based on these assumptions and projections, the key findings are as follows:

- All three key intersections within the vicinity of the school site (Fairway Drive and Road 14, the north-south sub arterial road and Road 14, and the north-south sub arterial road and Road 20) are projected to operate at a satisfactory Level of Service (**LoS**). The combined planned high school, primary school and preschool population of 1,612 students is expected to add between 3% and 4% to demand at each intersection.
- The PM peak hour modelled by WSP does not align with the school's PM pick-up time. Background traffic during the PM pick-up is expected to be significantly lower than during the PM peak hour modelled.
- During the AM peak hour (expected to align with the AM drop-off period), the degree of saturation at the three intersections varies between 0.81 and 0.86.
- The 82 additional vehicle movements are expected to distribute across all turning movements at the intersections, limiting the impact on each approach. The movements are distributed across the two school bell times off-set by 30 minutes in accordance with Mitigation Measure OPTMM3.
- Adding traffic demand between 3% and 4% to the intersections is expected to have a minor to negligible impact on the degree of saturation (**DoS**) and is not expected to lower the LoS.

Based on the above, the cumulative traffic impact of the primary school, preschool, and high school is not expected to result in capacity issues. The road network is anticipated to have sufficient capacity to accommodate the forecast traffic volumes by 2036, following the full development of North Wilton.

The bell time of the new high school for Wilton are to be offset by at least 30 minutes from the bell time of the adjacent primary school and preschool in accordance with Mitigation Measure OPTMM3. This adjustment minimises the overlap of afternoon pick-up activities of both schools, thereby reducing the cumulative traffic congestion impacts associated with the schools.

Mitigation Measures

The following table outlines the project-specific mitigation measures to be implemented to ensure pedestrian and vehicle safety during the school's operation.

Aspect	MM ID	MM Name	Mitigation Measure	Timing
Operational Transport	OPTMM1	School Transport Plan	Prior to the commencement of each stage of operations, 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.	Prior to the commencement of each stage of Operations
Operational Transport	OPTMM2	School Bus Service	Ongoing coordination and consultation with TfNSW must be conducted regarding new school bus services and the extension of existing school routes to ensure students have adequate bus services.	Prior to commencement of Operation of Blocks B and C
Operational Transport	OPTMM3	School Operation	Implement off-set bell times between the Public School and High School, i.e. two bell times staged by at least 30 minutes apart.	Prior to commencement of Operation of Block A
Operational Transport	OPTMM4	Interim Access Management Plan	Where any of the following works are not complete prior to the commencement of Operation, an Interim Access Management Plan must be prepared in consultation with Landcom, Council and TfNSW and to the satisfaction of the DoE Transport team to provide safe temporary access to the site. The works are: • Mid-block pedestrian crossing on Fairway Drive (between Road 14 and the eastern roundabout). • 2.5m wide shared path on eastern side on unnamed sub-arterial road.	Prior to commencement of Operation of Stage 1

Aspect	MM ID	MM Name	Mitigation Measure	Timing
			2.5m wide shared path east of Road 14 through open space. - Wombat crossing on Road 20, north west of the playing fields. - Wombat crossing on Road 14, south of Road 20. - Wombat crossing on Road 14, north of Road 15. - Wombat crossing on Road 14, north of the entrance to the southern high school car park. - Kiss and drop zone, with a minimum of 21 spaces and a total length of 137 metres, located along the Road 14 school frontage. This zone is positioned north of the Wombat crossing on Road 14, north of the entrance to the southern high school car park The Interim Access Management Plan must be updated when any of the above works are complete, until all of the above works are complete. The Interim Access Management Plan must be implemented until such time that all of the above works are complete.	
Operational Transport	OPTMM5	Staff Parking Management	Allocate 36 parking spaces in the northern car park exclusively for high school staff. Install clear signage to ensure these spaces are reserved for high school staff use only.	Prior to commencement of Operation of Stage 1

6.2 Noise and Vibration

A Noise and Vibration Assessment (**NVA**) has been prepared by Stantec to assess the potential noise and vibration impacts associated with the proposed activity during the construction and operational phases of the school as well as identify appropriate mitigation measures. The NVA is included at **Appendix 4**.

Methodology

The NVA methodology consisted of the following key components:

- Noise monitoring was undertaken to establish baseline noise levels around the proposed school site.
- 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.
- The methodology also involved predictive modelling of noise and vibration impacts using the data gathered and the established criteria.
- Detailed assessments were carried out for various noise sources including operational noise emissions from external mechanical plant, the sports and performance hub / school hall, school traffic and public address (**PA**) systems, as well as construction-related noise and vibration.
- The assessment also considered intrusiveness and amenity criteria for noise, ensuring that operational and construction noises remained within acceptable limits for the surrounding residential areas.

Based on the assessment results, the NVA recommends several project specific mitigation measures in addition to the standard measures to minimise noise and vibration impacts during the construction and operational phases of the school.

Existing Environment

The acoustic environment of the proposed high school site is heavily influenced by its proximity to the Hume Highway and ongoing construction activities. As the area transitions from semi-rural to urban, it experiences persistent traffic and construction noise, affecting the ambient noise levels.

To assess these levels, a noise survey was carried out, with attended and unattended measurement locations shown below in **Figure 38**. Two noise unattended loggers were placed at positions L1 and L2 to measure background and ambient noise levels, particularly from an existing airfield and the Hume Highway. The loggers recorded data from 16 April to 24 April 2025, with results shown for day, evening, and night periods, excluding any extraneous or rain-affected data.

Key findings from this survey include:

- L1: Daytime noise level of 53 decibels (dB(A)), evening 48 dB(A) and night 46 dB(A). Background noise levels were 37 dB(A) during the day, 42 dB(A) in the evening and 35 dB(A) at night.
- L2: Daytime noise level of 62 dB(A), evening 62 dB(A) and night 59 dB(A). Background noise levels were 52 dB(A) during the day, 49 dB(A) in the evening and 38 dB(A) at night.

Attended noise measurements were also conducted to validate the unattended monitoring results. These measurements, taken on 14 April 2025, included observations of heavy vehicle traffic and single propeller aircraft activity, with specific noise levels recorded at different times and locations.

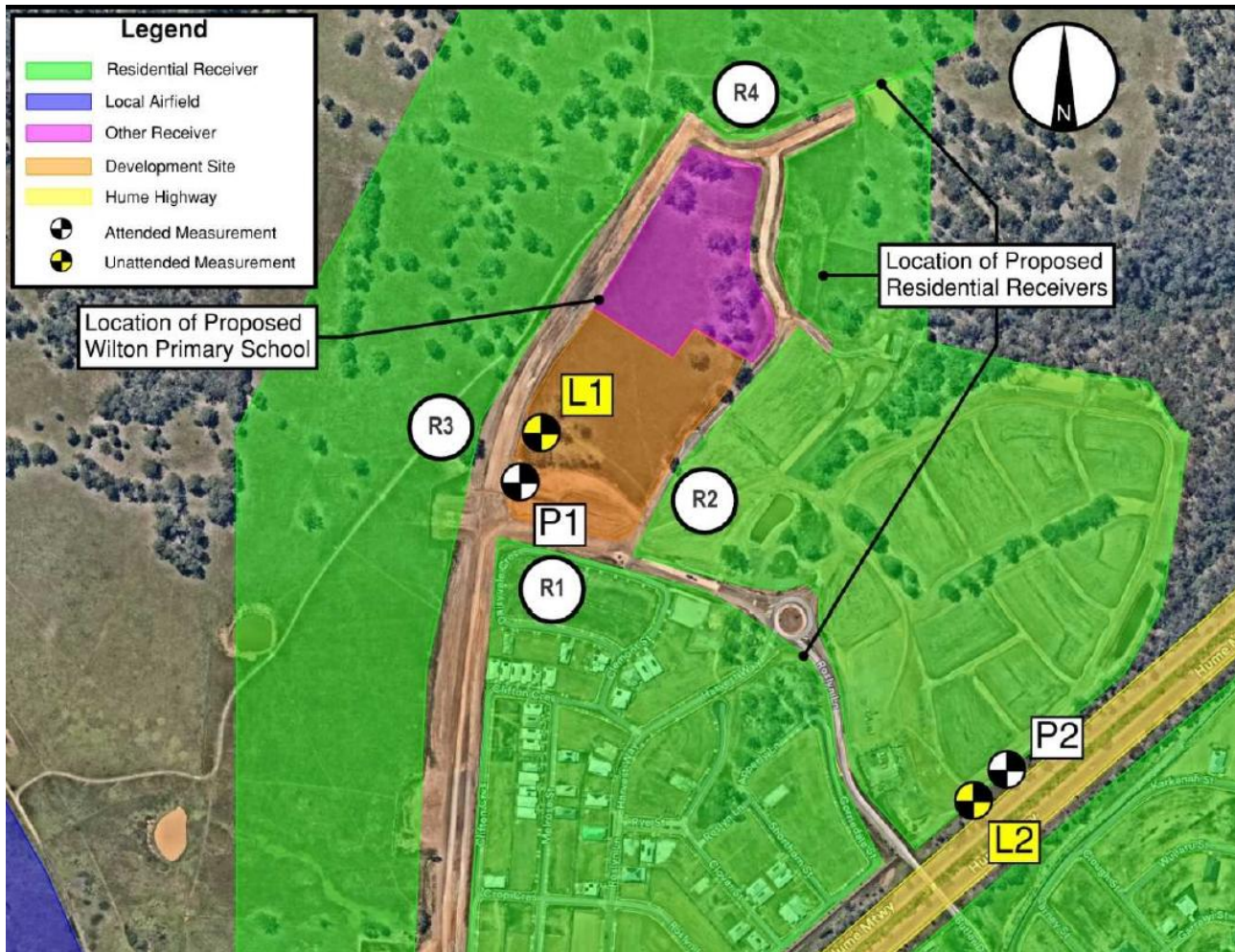


Figure 38 Attended and Unattended Noise Measurement Locations

Source: Stantec, 2025

6.2.1 Construction Noise and Vibration Assessment

The following construction hours are proposed as follows:

- Monday to Friday: 7am to 6pm.
- Saturday: 8am to 1pm.
- Sundays and Public Holidays: No excavation or construction works unless approval is obtained in accordance with Mitigation Measure CMM13.

The proposed construction hours are within the recommended EPA hours and align with the standard mitigation measures. It is recommended that high noise level works be scheduled to not occur during shoulder periods of the recommended standard hours – i.e. 7am to 8am and 5pm to 6pm.

It is important to note that adjoining residential development is not expected to be completed until after Stage 2 of the school is scheduled to open. The closest occupied residential areas will be located over 200 metres to the south of the site during the construction phase.

The construction of each stage of the new high school will involve various high noise generating activities including the use of heavy machinery like excavators, pile drivers, and concrete trucks, as well as power tools such as jackhammers and circular saws. Vibration will primarily result from

activities such as compaction, piling and heavy vehicle movements which are likely to cause perceptible vibrations, especially when operated near sensitive boundaries.

A preliminary construction noise assessment has been undertaken, accounting for the cumulative impacts of the proposed high school and the adjoining new primary school and preschool. The assessment indicates that, under worst-case construction scenarios, noise levels are likely to exceed the limits specified in the ICNG.

However, compliance with relevant construction noise criteria can be achieved through the preparation and implementation of a Construction Noise and Vibration Management Plan (**CNVMP**) in accordance with Mitigation Measure CMM19. The CNVMP must be prepared by a qualified acoustic consultant prior to the commencement of each stage of construction works and will outline measures to manage potential impacts on nearby noise-sensitive receivers. .

6.2.2 Operational Noise and Vibration Assessment

Operational noise from the proposed high school will include medium to large waste collection vehicles, PA systems and school bells, outdoor play areas, kiss and drop zones, car parks, and service areas.

The most noise-sensitive receivers include existing and future residential developments surrounding the site, as well as the new primary school and preschool to the north. As shown in **Figure 38**, the nearest future residential receiver is Receiver R2, located 25 metres east of the school site. Receiver R1 is located 33 metres to the west, while Receiver R3 is situated 47 metres to the south.

The associated noise impacts are summarised below:

- **Mechanical Plant Noise:** While specific plant equipment has not yet been selected, compliance with project noise trigger levels is expected through appropriate unit selection, plant layout, and the use of standard acoustic treatments such as acoustic louvres or enclosures. Mitigation Measure OPMM4 is proposed which requires a detailed noise assessment to be undertaken during the detailed design phase, once plant specifications are confirmed, to ensure that installed machinery does not exceed the relevant noise trigger levels.
- **Sports and Performance Hub/School Hall Operation:** The assessment considered typical sports and performance hub / school hall use, including 300 occupants with raised voices and PA systems operating at up to 85 dB(A). The predicted noise level at the nearest residence is 43 dB(A), meeting the relevant evening criterion. Mitigation Measure ACMM2 is included in the REF which requires acoustic façade treatments with a minimum Weighted Sound Reduction Index of 50 decibels (Rw 50).
- **Outdoor Student Activity:** Noise modelling undertaken considered cumulative impacts from the proposed high school, primary school and preschool, and is based on 1,612 students using external play areas. Based on the results above, residential receiver R3 will be the most affected by play area noise, with noise levels up to 65 dB(A). Noise levels at all other receivers are predicted to be between approximately 53 and 60 dB(A), with several properties west of the activity receiving only 45 dB(A) due to greater shielding from the school structures. Northern residential receivers within R3 and R4 will primarily be exposed to play area noise from the proposed primary school and preschool assessed under a separate REF. An Offensive Noise Test, undertaken in accordance with the NSW Noise

Guide for Local Government, determined the impact to be acceptable, given the noise occurs only during the day, is short in duration, and is not tonally intrusive. As such, outdoor play activities are not expected to result in offensive noise, with only limited impacts anticipated at the two nearest residential receivers to the south.

- **School Bell and PA System:** Noise from the bell and PA system is expected to be audible at surrounding residences but manageable. Mitigation Measure ACMM3 is included in the REF and requires speakers to be oriented away from nearby dwellings and positioned to maximise acoustic shielding. Usage will be limited to school hours only.
- **Traffic Noise:** Traffic generated by the new high school, combined with adjacent primary and preschool traffic, is expected to result in less than a 2 dB(A) increase to surrounding road noise. This is considered negligible in accordance with the NSW Road Noise Policy.
- **Noise Intrusion into Teaching Spaces:** A façade intrusion assessment found that internal noise levels within learning spaces will comply with department requirements, subject to adopting appropriate acoustic glazing and wall treatments, particularly along the eastern façade facing traffic sources.

Mitigation Measures

In addition to the standard mitigation measures, the following project-specific mitigation measures are to be implemented to manage noise, and vibration impacts during construction and operation of the school.

Aspect	MM ID	MM Name	Mitigation Measure	Timing
Construction	CMM19	Construction Noise and Vibration Management Plan	Prior to commencement of construction works for Stage 1, a Construction Noise and Vibration Management Plan (CNVMP) must be prepared by a qualified acoustic engineer in accordance with the criteria established in Sections 4.5 & 4.6 of the Noise and Vibration Assessment.	Prior to the commencement of each phase of construction.
Acoustics	ACMM1	Sports and Performance Hub/School Hall Noise	Prior to the commencement of operations of Stage 2, it must be demonstrated by a suitably qualified acoustic engineer that noise associated with the operation of the sports and performance hub / school hall does not exceed the relevant project noise trigger levels.	Prior to the commencement of Operation of Block D
Acoustics	ACMM2	Hall Design & Assessment	Solid façade sections must be designed to achieve a minimum Rw 50 performance. Minor openings in façade to allow natural ventilation may be permitted in the halls design. A detailed assessment must be conducted by a qualified acoustic engineer during the detailed design Stage to ensure the compliant noise levels are maintained.	Design
Acoustics	ACMM3	School Bell &	Position and orient external	Design

Aspect	MM ID	MM Name	Mitigation Measure	Timing
		P.A System	speakers away from nearest residential receivers. Locate external speakers such that there is significant shielding to nearby residential receivers.	
Acoustic	ACMM5	Street Facing Habitable Spaces	The acoustic performance of all glazed façade elements and natural ventilation systems on all street facing habitable spaces must be reviewed by a suitably qualified acoustic engineer prior to the commencement of construction for stage 1, to ensure that all habitable spaces meet the established internal noise level criteria established in Section 4.1 of the Noise and Vibration Assessment.	Prior to commencement of Construction of Stage 1

6.3 Contamination and Hazardous Materials

A Detailed Site Investigation (**DSI**) has been prepared by SMEC to assess the site's soil profile, contamination status and suitability for the proposed activity.

Methodology

The DSI methodology involved a desktop review of historical data sources and a site walkover to assess existing site conditions, surrounding land uses and any potential sources of contamination. The DSI was further informed by on-site sampling, including:

- Excavation of 50 test pits using a mechanical excavator. Each pit was excavated to approximately 0.3 metres, or until natural soils were encountered, to a maximum depth of 2.5 metres below ground level.
- Screening of all collected soil samples for volatile contaminants.
- Drilling of four boreholes and installation of groundwater monitoring wells.
- Groundwater sampling from the four monitoring wells.

All soil and groundwater samples were analysed for contaminants of concern at a laboratory accredited by the National Association of Testing Authorities.

Assessment

The DSI assessment indicates that the site has predominately been used for agricultural purposes since around 1929, with minimal alterations over time. The DSI assessment builds upon previous investigations undertaken for the broader area, which identified a low risk of contamination.

Two stockpiles were observed on site: approximately 150 m³ of mixed material in the southwest, comprising general silty clay with sandstone gravels, natural reddish-brown clay, and dark brown topsoil with trace organic matter; and a larger stockpile of approximately 1,000 m³ of compacted topsoil in the north, likely sourced from surrounding construction activity. Intrusive investigations confirmed the presence of an organic fill layer extending to depths of up to 2.3 metres. The likelihood of widespread contamination associated with this area of environmental interest is considered low.

Groundwater was found to flow in an easterly direction. Minor exceedances of cadmium, copper, lead, mercury and zinc were detected in two groundwater wells. These concentrations are considered representative of regional background levels and are not considered a concern for the proposed development.

Overall, the DSI confirms that the site is suitable for the proposed school, subject to the implementation of standard mitigation measures, including the implementation of appropriate asbestos handling procedures, as well as the preparation of a CEMP and an unexpected finds protocol. No project-specific mitigation measures are considered necessary.

It is also noted that the Preliminary Site Investigation (**PSI**) prepared for Lot 10 DP 1311811 (the primary school site) found a low potential for contamination on the portion of the high school site that overlaps with this lot. The PSI concluded that the land is suitable for the proposed school use.

6.4 Hydrology, Flooding and Water Quality

A Flood Risk Assessment (**FRA**) has been prepared by TTW to identify potential flood hazards, assess risks to people and property, and ensure appropriate mitigation measures are in place to protect the school and its users. The FRA is included at **Appendix 8**.

Methodology

The FRA methodology consisted of the following key components:

- The assessment was prepared in accordance with the relevant DPHI and Council guidelines.
- The assessment detailed the site's geography and hydrology, including topography and proximity to water bodies, and analysed how surrounding urban development impacts local hydrology.
- Hydrological modelling was undertaken using DRAINS software and the Rational Method for validating runoff calculations based on various storm scenarios
- Identified and analysed the external catchment area contributing to runoff.
- Integrated flood planning requirements from local development control plans to ensure compatibility with flood management strategies and minimise impact on flood behaviour.
- Analysed potential flood impacts using the latest flood studies, including predictive modelling and historical data, to assess the suitability of the school site.
- Evaluated flood emergency management scenarios, including site access during flood events, to ensure safety and preparedness.

Existing Environment

As shown in **Figure 39** the site is located within the Upper Nepean sub-catchment and is not identified as flood-affected land. Detailed flood studies, including the Draft Wollondilly Shire Flood Study, indicate that the site remains outside significant flood extents for both the 1% Annual Exceedance Probability (**AEP**) event and the Probable Maximum Flood (**PMF**). These studies utilise advanced hydrological modelling which confirms that the school site is not impacted by flooding under current conditions.



Figure 39 Peak flood extent during both the 1% AEP event and the PMF event

Source: TTW, 2025

Flood Assessment

The Draft Wollondilly Shire Flood Study (the **Study**) confirms that the site is not subject to flooding up to the PMF event. The site is therefore deemed suitable for the development of a high school. A DRAINS model analysis indicates that the proposed buildings will not be impacted by overland flow from the external catchment, although the site will need to cater for runoff from the site itself and have adequately sized inground drainage and overland flow provisions.

As shown in **Figure 40**, the Study also identifies potential flood risks to access routes such as Fairway Drive and the Hume Motorway during heavy rainfall. However, the Hume Motorway and parts of Fairway Drive are elevated above the PMF level, suggesting they would remain passable during flood events. This is supported by elevation data and flood modelling. The TUFLOW model used in the Study highlights the need for further upgrades to stormwater infrastructure, including culverting first-order streams, to ensure road trafficability during extreme conditions. As these watercourses will be culverted and managed as part of the ongoing subdivision works, there is unlikely to be any access constraints during the PMF event for students within the Neighbourhood 1 catchment.

The school is not flood affected and with the implementation of the below mitigation measures, the flood consultant has confirmed that a Flood Emergency Response Plan (**FERP**) is not deemed necessary. While the site is secure from flooding, the accessibility during extreme flood events remains a consideration. As such, Mitigation Measure OPFMM2 requires an Emergency Management Plan to be prepared prior to the opening of each stage of the school, incorporating any relevant findings from the final Wollondilly Shire Flood Study once available. The plan must also be reviewed and updated before the opening of Stage 2.

The Flood Risk Assessment also confirms that a shelter-in-place (**SIP**) strategy is not required. SIP guidance published by DPHI in January 2025 states that SIP is an appropriate emergency management response when the flooding occurs within less than 6 hours from the commencement of causative rain, and if the duration of isolation by floodwaters is less than 12 hours from the commencement of rainfall. In the event of a major flood event, the school is therefore safe for a shelter-in-place flood emergency management approach.

Stormwater

Civil drawings and a Civil Engineering Design Report have been prepared by Robert Bird Group detailing the proposed stormwater, drainage, and sediment and erosion control measures to be implemented as part of the proposed activity. There is currently no stormwater infrastructure on the site, which is situated away from existing road and building infrastructure. The key elements of the stormwater design are summarised below:

- Minor storm flows will be directed through the underground stormwater network. The major storm will surcharge into overland flow paths that will follow the existing overland flow path for the site. This will utilise the natural fall and existing drainage paths.
- Surface stormwater will be collected by a series of swales, surface inlet pits and in-ground pipes and directed to an on-site detention (**OSD**) tank.
- In-ground pipes shall convey stormwater to cater for the minor 20% AEP and major 1% AEP storm events as per EFSG. Where pipe capacity is exceeded, overland flow paths will convey the anticipated flows in the 1% AEP storm event.
- MUSIC modelling has confirmed that the proposed activity will meet and exceed Council's requirements for pollutant reduction based on the proposed treatment train consisting of rainwater reuse, pit-insert filter baskets, and filter cartridges.
- In accordance with the standard mitigation measures:
 - An Erosion and Sediment Control Plan is required be implemented in accordance with the Blue Book, and;
 - A Stormwater Operation and Maintenance Plan must be prepared prior to the commencement of operations (Stage 1 and Stage 2).

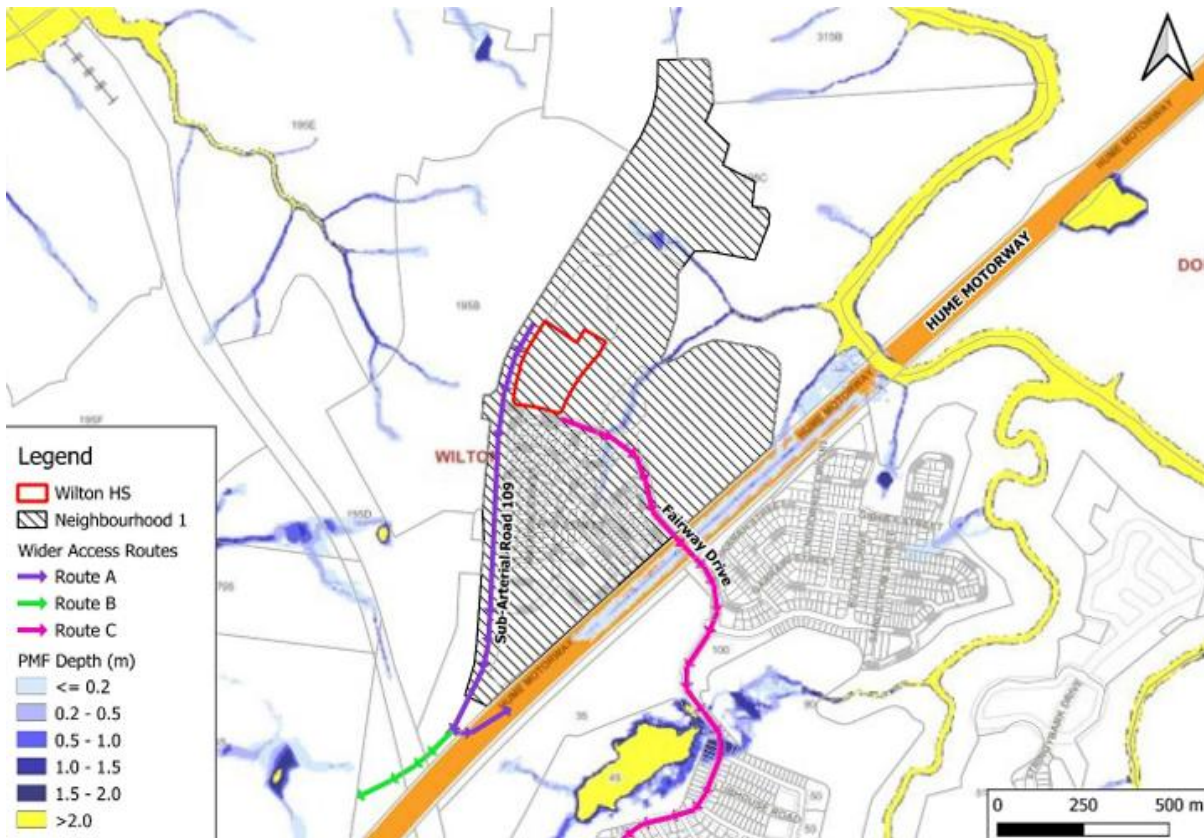


Figure 40 Wider access and egress routes from the new Wilton high school shown against the PMF flood depths

Source: TTW, 2025

Mitigation Measures

The following project-specific mitigation measures are to be implemented to ensure an appropriate emergency plan is in place in the event of a major flood.

Aspect	MM ID	MM Name	Mitigation Measure	Timing
Operational Flooding	OPFMM2	Emergency Management Plan	Prior to the commencement of operations of Stage 1, a School Emergency Management Plan must be prepared to address flood considerations. The School Emergency Management Plan is required to be updated prior to the commencement of Stage 2 operations. Within 12 months of the completion of the final Wollondilly Shire Flood Study, the School Emergency Management Plan must be reviewed and updated if necessary to reflect the impacts of the final Flood Study including preparation of a Flood Emergency Management Plan (FEMP) if required, to the satisfaction of the DoE. A copy of the School Emergency Management Plan is to be provided to the relevant DoE	Prior to commencement of each stage of operations. Within 12 months of the completion of the final Wollondilly Shire Flood Study.

Aspect	MM ID	MM Name	Mitigation Measure	Timing
			Project Lead for implementation during operations.	

6.5 Aboriginal Heritage

An Aboriginal Cultural Heritage Assessment Addendum has been prepared by GML for the high school project (refer **Appendix 5**).

The Addendum confirms that the high school site contains a registered AHIMS site (scar tree site WJ-ST-01 and AHIMS ID 52-2-4081). AHIP 5288 has already been granted to Landcom for the site and the broader precinct and therefore no permits or approvals are required under the NPW Act. Works within the school site must adhere to the conditions of AHIP 5288 while it remains valid.

The Addendum includes several mitigation measures, including a measure to ensure compliance with the conditions of the AHIP 5288 and the establishment of a no-harm area around the identified scar tree. No harm restricts site grading, fill and the addition of landscaping or surfaces, or any other type of ground disturbance or tree removal in a 20 metre by 20 metre area around the tree. Any action to WJ-ST-01 would be subject to additional heritage management and potentially additional heritage permits.

Mitigation Measures

In addition to the standard mitigation measures, the following project specific mitigation measures are to be implemented to manage potential impacts to aboriginal cultural heritage.

Aspect	MM ID	MM Name	Mitigation Measure	Timing
Heritage	HMM4	Aboriginal Heritage – site-specific protocol	If any unexpected Aboriginal objects, sites or places (or potential Aboriginal objects, sites or places) are discovered during any construction work, all works in the vicinity must cease and the area must be appropriately protected. The DoE Heritage Team is to be notified, and an archaeologist engaged to undertake a site inspection to assess the find in consultation with the Registered Aboriginal Parties (RAPs). Following the on-site assessment, the archaeologist and RAPs (if they attended the site) are to advise on management of the find as authorised under AHIP 5228 (while this remains valid). Advice must be provided in consultation with the DoE Heritage Team. Should Aboriginal objects be confirmed, these are to be registered in the Aboriginal Heritage Information Management System (AHIMS).	Construction
Heritage	HMM5	AHIP 5288	The activity must be undertaken in accordance with the conditions of AHIP 5228 as guided by the addendum memo prepared by GML (2025) while this AHIP remains valid. Where the AHIP is varied, the activity must be undertaken in accordance with the conditions of any	Construction

Aspect	MM ID	MM Name	Mitigation Measure	Timing
			future new or varied AHIP which applies to the school site, including any Aboriginal Cultural Heritage Management Plan that may be conditioned under a valid AHIP.	
Heritage	HMM6	Heritage induction	A heritage induction must be provided to all site workers to ensure all workers are aware of the cultural value of scar tree WJ-ST-01, as well as the conditions of AHIP 5228 or any future AHIP conditions which may apply to the site at the time of the construction activity. The heritage induction must include detail on the exclusion zone which surrounds WJ-ST-01.	Prior to the commence of any Construction (Stage 1 and Stage 2)
Heritage	HMM7	Exclusion Zone	An exclusion zone for all construction activities must be established around scar tree WJ-ST-01. This exclusion zone must be 20m by 20m in extent in accordance with conditions of AHIP 5288. Prior to the commencement of any construction (Stage 1 and Stage 2) the exclusion zone must be fenced to prevent any personal or vehicle access and provided with appropriate signage. The location of the exclusion zone must be provided on all construction plans and protocols for managing the exclusion zone during construction included in the Construction Environmental Management Plan (CEMP). This exclusion zone must be maintained for the duration of AHIP 5288 or maintained in accordance with future new or varied AHIP, including any Aboriginal Cultural Heritage Management Plan conditioned under a valid AHIP.	Prior to the commence of any Construction (Stage 1 and Stage 2)

6.6 Ecology

The site currently comprises grassland with several patches of grassy woodland trees. While all of the trees required for removal to accommodate the new school buildings were approved under DA/2022/1279/1, the proposal now seeks to retain 29 of these trees, including two identified scar trees (including one of cultural significance), to support local biodiversity and aboriginal heritage.

The entire site is biodiversity certified under the Cumberland Plain Conservation Plan as ‘certified – urban capable land’. There are areas within the site that contain remnant vegetation from the Cumberland Plain Woodland Plant Community Type however, these areas do not meet the conditional thresholds under the Commonwealth EPBC Act due to having patches containing canopy vegetation of less than 0.5 ha, and area of Derived Native Grassland having projected foliage cover of less than 10%.

Under Section 8.4 of the BC Act 2016, work carried out under Part 5 of the EP&A Act on certified land is exempt from requiring an impact assessment on biodiversity. Section 8.5 of the Act confirms that the determining authority is not required to consider the effect on biodiversity of an activity to the extent that it is carried out on biodiversity certified land.

Therefore, activities falling under Part 5 of the EP&A Act on this land do not require further environmental assessments. The certification process has pre-emptively addressed potential impacts, negating the need for a SIS or BDAR for Part 5 (REF) projects on this site.

6.7 Social Impact

Table 15 provides consideration of social impacts.

Table 15. Social Impact

Type of Impact	Describe the impacts on the community and how they might be experienced, either positively or negatively	Discussion
Impacts on access – will there be an improvement to the quality of provision and a response to emerging and changing needs?	- New high-school facilities meet forecast demand and relieve pressure on existing schools. - Special-purpose and supported-learning classrooms broaden access for students with disabilities. - Future playing field and courts will expand active-recreation choices.	High positive effect for future students, staff and families by providing well-located, inclusive education infrastructure.
Impacts on privacy, overshadowing, peace and quiet, and visual amenity (views / vistas) - will there be significant change for neighbours and the local area during both construction and operation?	No material change to neighbouring privacy, outlook or acoustic environment is anticipated beyond standard construction-phase impacts.	Low neutral impact. Any construction disturbance will be temporary and managed through standard Environmental Management Plans.
Impacts on sense of place - will there be effects on community cohesion or how people feel connected to the place and its character?	- Enhanced community connection through timely delivery of an education hub in a greenfield area. - School design embeds CWC principles, celebrating local Aboriginal culture.	Medium to high positive: strengthens local identity, fosters school–community relationships and embeds cultural recognition in built form.
Impacts on the way people get around – will there be changes associated with traffic or parking in the area?	- Additional school-related vehicle trips may constrain on-street parking and access during peak periods. - Active-travel infrastructure (footpaths, cycle links) encourages sustainable transport choices	Low negative for parking/access until travel-demand management measures mature; residual impacts addressed through implementation of CTPMP and STP.
Impacts on wellbeing - will there be benefits for students and the community associated with better school facilities, sporting facilities and grounds, and active transport options?	- Landscaped, shaded campus mitigates urban-heat-island effects and supports active play/learning. - Construction and operation generate employment across education,	Medium positive during construction (jobs) and high positive once operational, promoting healthy learning environments and local employment.

Type of Impact	Describe the impacts on the community and how they might be experienced, either positively or negatively	Discussion
	administration and construction sectors.	

6.8 Bushfire

A Bushfire Protection Assessment (**BPA**) (refer **Appendix 7**) has been prepared by Ecological to assess compliance with PBP requirements and confirms the proposed high school can be safely developed with minimal bushfire risk.

The site is currently mapped as BFPL; however, this mapping is outdated and does not reflect the cleared and managed state of surrounding lands. While the site assessment confirms that there is no classified bushfire hazard within 140 metres of the proposed school buildings, the BFPL mapping remains in force and therefore triggers the need for a bushfire response in accordance with PBP requirements.

To address this, a temporary 140 metre APZ will be implemented to the west of the site within future development stages of the Panorama North Wilton precinct (refer to **Figure 41**). This APZ will be managed by Landcom in accordance with Inner Protection Area (**IPA**) standards and will remain in place until the adjacent land is developed and the bushfire hazard is permanently removed. Additionally, the balance of the school site will be managed as a temporary internal APZ during Stage 1 works. These measures ensure that no part of the proposed new high school will be exposed to bushfire hazards within 140 metres.

Given the established and future residential development to the south and east, and the cleared primary school site to the north, the school will ultimately be surrounded by managed lands and developed urban areas. In this context, the department will seek to formally update the BFPL mapping in consultation with Council and the RFS as per Mitigation Measure BMM5. Once this update is gazetted, the site will no longer be classified as bushfire-prone, and the need for ongoing PBP or NCC bushfire controls will cease. The BPA has been updated to reflect the outcomes of the RFS formal meeting and the Request for Information issued on 6 August 2025. In summary: construction will not be exposed to direct radiant heat or flame, as all buildings are located more than 200 metres from any wooded hazard. Consistent with RFS advice regarding broader landscape risk, ember attack has been addressed through a performance solution, incorporating ember protection measures in lieu of full BAL-12.5/19 construction, with in-principle RFS support. Landscaping will also be addressed as a performance solution, with a BPAD Level 3-endorsed plan prepared to balance Wollondilly Council's 40% tree canopy requirement with bushfire protection standards, applying guiding principles contained within the BPA rather than strict PBP criteria.

Overall, the assessment confirms that, subject to the temporary APZ being implemented and maintained, the site presents a negligible bushfire risk. No additional construction, access, water supply or utility treatments are required beyond standard design. The proposal satisfies all relevant PBP performance criteria, and the environmental impact from bushfire is considered low.

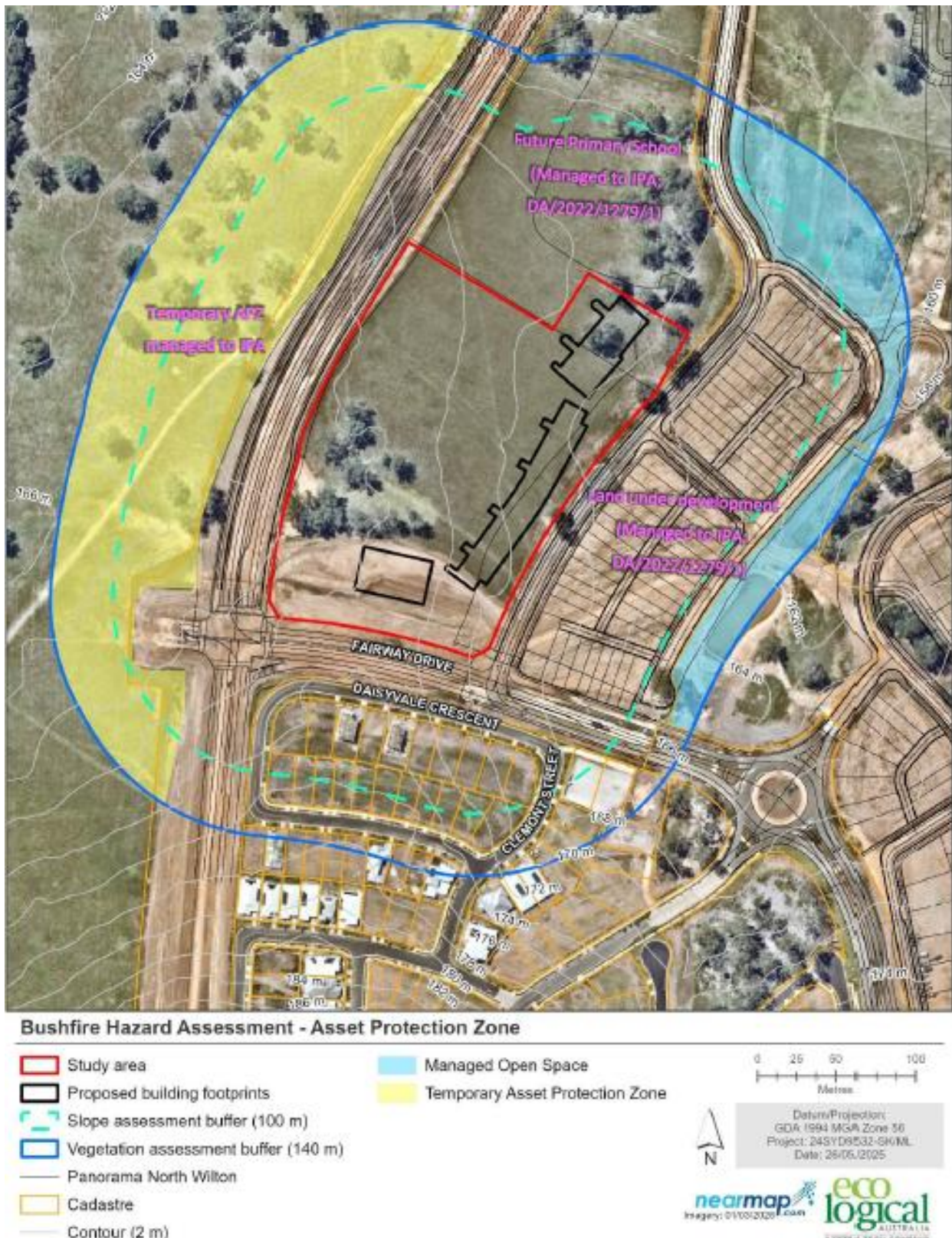


Figure 41 Bushfire Hazard Assessment

Source: Ecological, 2025

Mitigation Measures

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

Aspect	MM ID	MM Name	Mitigation Measure	Timing
Bushfire	BMM1A	Temporary External Asset Protection Zone (APZ) Implementation	An external temporary 140 m APZ (Table 3 and shown in Figure 4) must be implemented in accordance with the specifications detailed in Appendix A of the Bushfire Protection Assessment Report (ELA 2025).	Prior to commence of Construction of Stage 1
Bushfire	BMM1B	Temporary External APZ Management	An external temporary 140 m APZ (Table 3 and shown in Figure 4) must be managed and maintained in accordance with the specifications detailed in Appendix A of the Bushfire Protection Assessment Report (ELA 2025).	Throughout
Bushfire	BMM2	Temporary Internal APZ - Implementation and Management	The remainder of the site must be managed and maintained as a temporary APZ until Stage 2 construction commences.	During Construction and Operation of Block A
Bushfire	BMM3A	Landscaping	DoE must ensure landscaping within the site is designed to consider the principles of bushfire design and the guidance provided in Section 4.2.1 the Bushfire Protection Assessment Report (ELA 2025).	Prior to commencement of Operation of Stage 2
Bushfire	BMM3B	Landscape Plan	A landscape plan shall be developed in consultation with a suitably qualified bushfire consultant and be endorsed by a BPAD Level 3 Practitioner, prior to Crown Certificate being issued for Stage 1 and any construction work being undertaken.	Prior to commencement of Construction of Stage 1.
Bushfire	BMM4	Construction	Prior to operation, DoE are to ensure the following ember protection measures are implemented to all buildings: • Enclose all openings or cover openings with a non-corrosive aluminium, bronze or steel metal mesh with ≤ 2 mm aperture. Where applicable, this includes any sub floor areas, openable windows, vents, louvres, weepholes and eaves. • Affix draught excluders/weather strips to the base of all side-hung external doors and roller doors. • Roller shutter doors with ventilation slots shall be protected with non-combustible mesh with ≤ 2 mm aperture. • If sarking incorporated to roof and/or walls, it shall be non-combustible. • Ensure roof/wall junction is appropriately sealed to prevent ember penetration i.e. with mineral wool, sarking, sealant, capping to ensure any gap is ≤ 2 mm aperture.	Prior to commencement of each stage of Operations.

Aspect	MM ID	MM Name	Mitigation Measure	Timing
Bushfire	BMM5	Bush fire prone land (BFPL) mapping	Consultation is to occur with Council, Landcom and RFS to update the BFPL map applying to the site to remove mapped bushfire risk. In lieu of or until mapping is approved, the activity is to be designed to meet requirements as agreed to by NSW RFS in writing. Evidence of the agreement is to be provided to the DoE Project Lead and DoE Post Approval and Compliance Team.	Prior to the commencement of Operation of Block A.

6.9 Tree Removal and Retention

An Arboricultural Impact Assessment (**AIA**) has been prepared by Indigeco is included in **Appendix 6**. A summary of the key findings is provided below.

- A total of 38 trees were identified within the high school site, all of which have been previously approved for removal under DA/2022/1279/1.
- Nine trees are proposed to be removed due to their condition and locations of proposed building footprints and infrastructure. Any trees within the no harm zone conditioned under AHIP 5288 cannot be removed. Trees within the no harm zone can be pruned however, except for WJ-ST-01.
- The remaining 29 trees, including one culturally significant scarred tree, WJ-ST-01 (AHIMS ID 52-2-4081), will be retained and protected under this REF due to its significance to the landscape.

Mitigation Measures

In addition to the tree protection measures required in the standard mitigation measures, the following project-specific mitigation measures are to be implemented to ensure tree protection.

Aspect	MM ID	MM Name	Mitigation Measure	Timing
Trees	TMM1	Tree Protection	Trees not approved to be pruned or removed are to be protected and maintained in accordance with <i>AS 4970-2009 Protection of Trees on Development Sites</i> and are to remain in place until the completion of all construction work in the vicinity of the protected trees. All trees approved for removal must be tagged on their trunks with a yellow X to ensure the correct trees are being removed.	Construction

Aspect	MM ID	MM Name	Mitigation Measure	Timing
Trees	TMM2	Pruning of Deadwood	Any deadwood within trees being retained is to be pruned to make safe and mitigate falling deadwood. No pruning is permitted to scar tree No 177 (WJ – ST - 01)	Construction
Trees	TMM3	Works Within TPZ of Trees Being Retained	The project arborist shall visit the site to provide guidance and recommendations during any works within the TPZ of any tree to be retained.	Construction

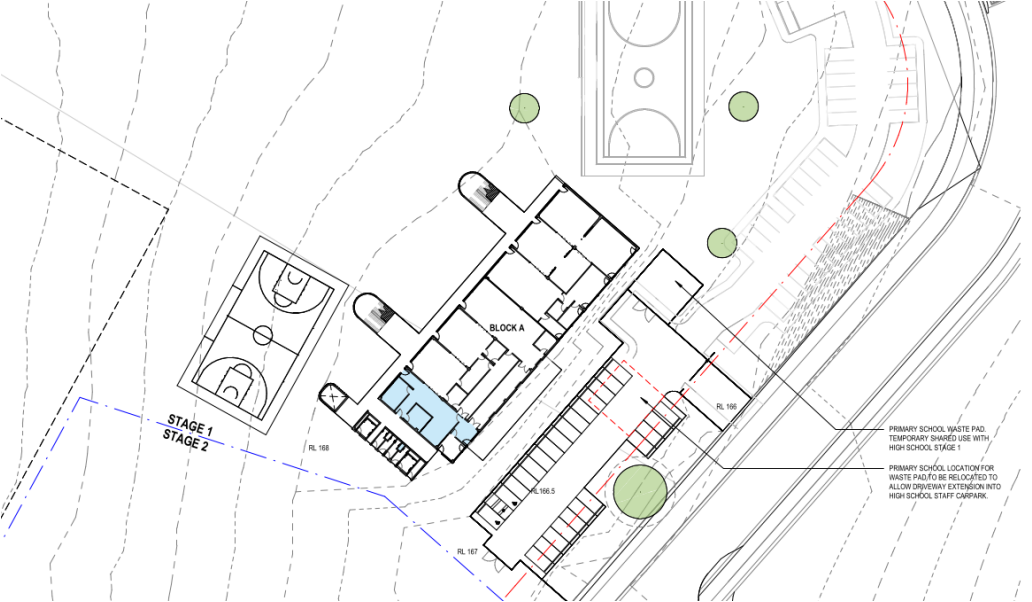
6.10 Other issues

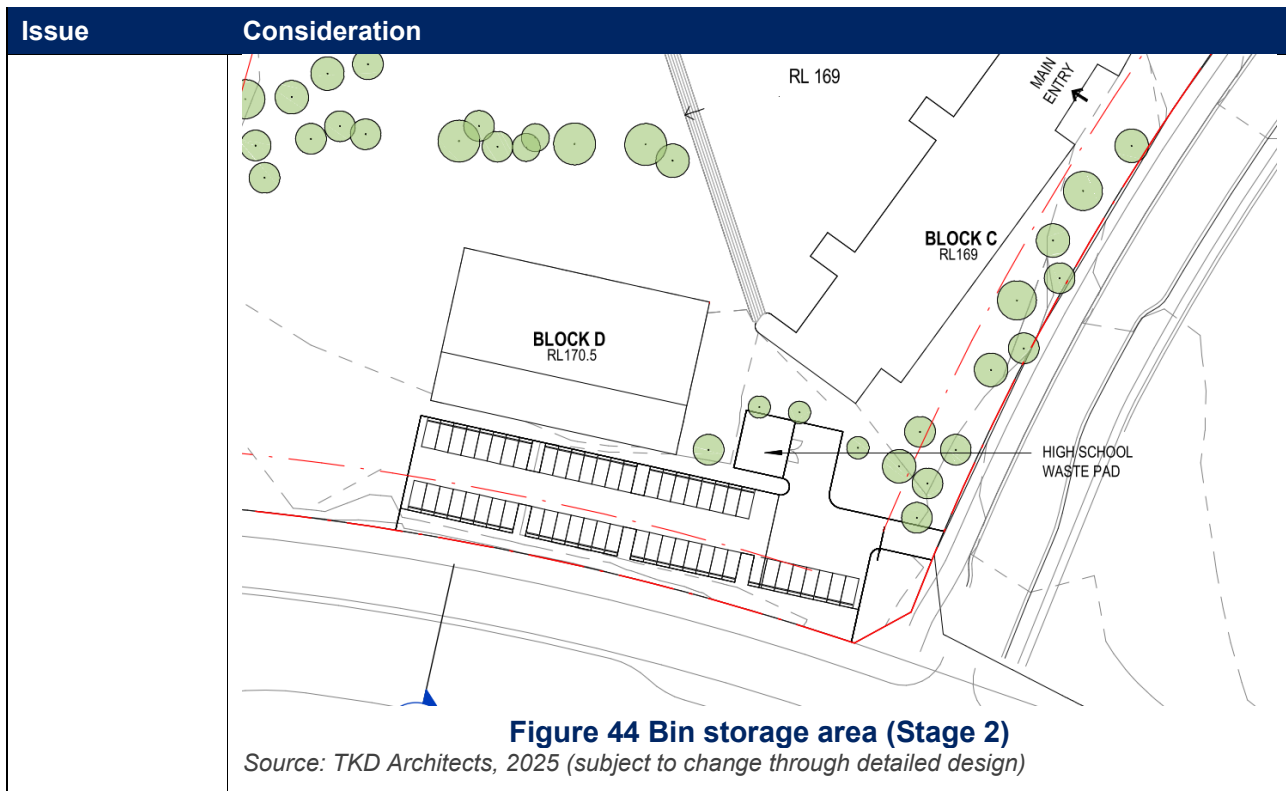
Table 16. Other issues

Issue	Consideration
Visual Amenity and Privacy	The design utilises setbacks, massing, and landscaping to minimise the perceived bulk of the development from surrounding streets, while preserving key natural views and enhancing the area's visual character. The three-storey structures optimise space utilisation, allowing for extensive play areas at ground level. The built form integrates seamlessly with its natural surroundings and future urban context. The buildings are appropriately scaled in relation to the future low- and medium-density residential developments. Generous landscaped setbacks, angled building alignments, and facade articulation reduce visual bulk and ensure a harmonious relationship with adjacent properties. External materials have been selected to reflect and complement the aesthetics of the surrounding Landcom residential development. The main entrance of the school is strategically positioned to face the future pedestrian crossings on Road 14. Tree and shrub plantings along the site's perimeter will provide a buffer to the surrounding roads. The design of the new school has also been considered by the SDRP which has informed design development. Schedule 8 of the TI SEPP establishes seven design quality principles for schools which the proposed activity responds to, as detailed in the Architectural Design Report at Appendix 2. The built form is therefore considered appropriate. The design effectively addresses privacy and overlooking concerns through thoughtful site planning, building orientation, and landscaping. Generous setbacks from Road 14 reduce the potential for overlooking, maintaining privacy for both the school and adjacent residential areas. Buildings are oriented to focus views inward, towards internal courtyards and play areas, rather than neighbouring properties. Trees and native plantings along the boundaries provide natural screening, enhancing privacy and softening the transition between the school and its surroundings. Additionally, articulated facades and strategic window placements limit sightlines into nearby properties, balancing natural light and ventilation with privacy considerations. These measures ensure the development integrates harmoniously with the surrounding environment while respecting the privacy of its neighbours.
Overshadowing	The placement and orientation of the buildings, combined with generous setbacks, ensure that shadows fall within the site boundaries or on the road. Shadow diagrams provided in Figure 42 demonstrate that there are no adverse impacts on adjoining properties due to overshadowing. Within the school site, key outdoor areas such as the sports field, sports courts and cultural garden area are positioned to maximise sunlight during peak usage times. The design ensures these spaces remain functional and comfortable throughout the day, fostering a positive environment for learning and recreation.

Issue	Consideration
	 Figure 42 Shadow diagrams <i>Source: TKD Architects, 2025 (subject to change through detailed design)</i>
Security and CPTED	The proposal incorporates a range of Crime Prevention Through Environmental Design (CPTED) principles to ensure the safety and security of the new school design. Key features include: • The school will be located within secure grounds and protected by 2.15-metre-high security fencing and access control to entry gates • A large entry forecourt with open street front visibility • The school buildings are designed as linear forms with highly visible access way and corridors. This enables passive surveillance from within the school grounds by students and staff who will be using the facilities • Clear sight lines of the building have been maximised and landscaping designed to not obstruct surveillance. • External lighting will be provided to illuminate external spaces and avoid dark shadows. • The new school buildings will be well maintained and will be highly used. • Internal fence lines, gates, and building façades will be used to secure and separate the sports and performance hub / school hall, sports field, and multi-purpose courts from the rest of the school grounds. The high school and primary school will be divided by internal fencing; however, to support interaction between the two schools, the fence line will incorporate gates and landscape treatments to enhance connectivity. Fence lines will also clearly define vehicle and pedestrian zones to support safe and efficient movement throughout the site. For further details, refer to the Architectural Design Report provided at Appendix 2.

Issue	Consideration										
Soils and Geology	A Geotechnical Report has been prepared by SMEC to assess ground conditions, inform earthworks design, and confirm the site's suitability for the proposed high school. The assessment confirms that based on the subsurface conditions encountered, the site is considered suitable for the proposed construction provided that the recommendations presented in this report are complied with. The key findings of the assessment are provided below: - The ground conditions suggest that topsoil, fill, and residual soil can be easily dug up with standard excavation equipment. The upper layers of very weathered rock can also be excavated with standard equipment and some light ripping. However, digging into stronger rock will likely need heavy-duty equipment like rock saws or hammers. Extremely weathered rock may be found between 0.5m and 3m deep across the site. - The site is not within an Acid Sulfate Soils Area. - The site is located within the Wilton Mine Subsidence District. Guideline 8 applies to any surface development on the site. No restrictions apply to sites under Guideline 8. - Recommendations have been provided for general site preparation and re-grading, the design of foundations and retaining walls, bulk earthworks and batter slopes, slabs-on-grade, earthquake loads, soil aggressivity and pavement construction.										
Waste	Construction Waste A preliminary Construction and Demolition Waste Management Plan (CDWMP) has been prepared to outline strategies for minimising, managing, and disposing of waste generated during the construction of the proposed high school. Given there are no existing structures on the site, no demolition waste relating to the demolition of structures is anticipated. Waste generated during the construction stage of the development will be managed by the principal contractor and sub-contractors, with materials being reused and recycled wherever possible. Where neither reuse nor recycling are possible, waste will be disposed of as general waste at a licensed landfill site. 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 generated on site will be transported to an approved and appropriately licensed resource recovery facility and/or landfill site. In accordance with Mitigation Measure CMM2, a Construction Waste Management Plan is required to be prepared which details the measures to manage and dispose of waste generated during construction. Operational Waste A preliminary Operational Waste Management Plan (OWMP) has been prepared by a waste consultant to promote response source of separation, ensure adequate waste and recycling provisions and robust procedures, and to outline compliance with all the regulatory requirements during the operational stages of the school. The estimated waste generated by the school during operations is outlined below. The below estimations incorporate rates anticipated from Stages 1 and 2. <table data-bbox="389 1733 1426 1872"> <tr> <th>Waste Stream</th><th>Litres / Week</th></tr> <tr> <td>General Waste</td><td>24,800</td></tr> <tr> <td>Recycling</td><td>18,600</td></tr> </table> Based on the expected generation and collection frequency, the number of bins required are outlined below. <table data-bbox="389 1953 1426 2040"> <tr> <th>Waste Stream</th><th>Bins Required</th></tr> <tr> <td>General Waste</td><td>9 x 1100L</td></tr> </table>	Waste Stream	Litres / Week	General Waste	24,800	Recycling	18,600	Waste Stream	Bins Required	General Waste	9 x 1100L
Waste Stream	Litres / Week										
General Waste	24,800										
Recycling	18,600										
Waste Stream	Bins Required										
General Waste	9 x 1100L										

Issue	Consideration		
	<table border="1" data-bbox="389 226 1426 271"> <tr> <td data-bbox="389 226 908 271">Recycling</td><td data-bbox="908 226 1426 271">7 x 1100L</td></tr> </table> The OWMP confirms that the proposed waste storage areas and bin capacity are of sufficient size and type to accommodate the estimates waste generated by the proposed activity. Waste will be collected on site by a department contracted, private contractor with entry via Fairway Drive in identified locations. Collection locations for Stage 1 will be adjacent to the Primary Schools waste pad and Stage 2 will be adjacent to the high schools Bin Storage Area. All collection areas have sufficient space to allow the collection vehicle to enter and exit the site in a forward direction. The storage areas for Stages 1 and 2 are identified below in Figure 43 and Figure 44. Bulky and problem waste, such as furniture and e-waste, will be stored in a shared location. This waste will be collected by private waste contractor as necessary to maintain the availability of the storage space. Ultimately, the proposed operational waste management procedures and allocated space will ensure the suitable disposal of waste generated by the proposed activity. In accordance with Mitigation Measure OPMM1, an OWMP must be prepared prior to the commencement of operations for each stage of the school, detailing the measures to manage and dispose of waste generated during ongoing use.  Figure 43 Bin storage area (Stage 1) Source: TKD Architects, 2025 (subject to change through detailed design)	Recycling	7 x 1100L
Recycling	7 x 1100L		



6.11 Cumulative Impact

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

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

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

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

The school site is within North Wilton Precinct, which is undergoing a significant transformation, evolving from a greenfield site into a vibrant residential and mixed-use community, in accordance with its master plan. Landcom, the developer of the surrounding land, is currently undertaking earthworks, clearing vegetation, and constructing the surrounding road and drainage networks.

The primary cumulative impacts are associated with construction activity across the broader education precinct, including the high school, adjoining primary school and preschool

developments, as well as the potential impacts arising from their concurrent operation. These have been assessed collectively through the REF and supporting technical studies. Key infrastructure components such as Road 14 and the future sub-arterial road are scheduled for completion prior to the opening of the high school and adjacent schools. Surrounding residential development is expected to commence following the main construction phases of the education precinct.

The construction activities related to the school are temporary and expected to occur over a period of approximately 24 months. This period may coincide with other construction in the area. The impacts associated with construction of the proposed school will be mitigated through the measures described at **Appendix 1**, including a CEMP.

During its operation, the school will deliver an essential piece of social infrastructure for a growing residential community. Whilst it will increase the daytime population of the locality and introduce more activity to the area, this has been accounted for in the master planning and design of the precinct, so will not unreasonably impact upon the amenity of the precinct. Accordingly, the impacts have been anticipated and are acceptable.

6.12 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 17** and where mitigation measures have been proposed in response to the factor, these have been identified.

Section 171A of the EP&A Regulation sets out additional matters to take into account when considering the likely impact of an activity on the environment in a regulated catchment. The site is located within the Hawkesbury - Nepean Catchment and the Section 171A matters are summarised at **Table 18** Where mitigation measures have been proposed in response to the factor, these have been identified.

Table 17. Environmental Factors considered

Environmental Factor	Division Factors for school developments <i>Guidelines for Division 5.1 assessments</i> <i>Consideration of environmental factors for health services facilities and schools Addendum</i>	Response/Assessment	Mitigation Measure Reference
(a) Any environmental impact on a community?	(a1) Impact during construction – such as noise, vibration, traffic, construction vehicle routes, access and parking, pollution/dust, water and stormwater flow, sediment and run-off, waste removal, servicing arrangements, bushfire, flooding, contamination, other construction occurring in the area. (a2) impact post-construction (including from any development, activity, public-address systems and sirens, signage, events, hours of operation, or out of hours use of facilities, helicopter facilities, emergency facilities) which may include: (i) water flow/water quality, downstream impacts (ii) flooding impact, flood evacuation routes, changes to flood risk and patterns (iii) bushfire impact, bushfire evacuation routes, changes to bushfire risk and patterns (iv) impact, during a flood or bushfire event, on existing infrastructure such as roads, etc (v) impact on emergency response to existing Communities (vi) waste and servicing arrangements (vii) traffic and parking impacts, pedestrian and road safety (including pedestrian and cyclist conflict and safety), operation of the surrounding road network, impact on road capacity, including peak hour, intersection performance and any cumulative impact from surrounding approved developments, impacts of potential queuing in drop-off/pick-up zones and bus bays during peak periods, emergency drop-offs, servicing and loading/unloading areas, large vehicles and height clearances, parking arrangements and rates. Consider in the context of availability, frequency, location and convenience of public transport and consequences of parking overflowing into adjoining streets (viii) existing utility infrastructure and service provider assets	The proposed activity involves constructing a new high school on a vacant lot, addressing the educational needs of the growing local community in two stages. The activity will not have a significant environmental impact on the community. The new high school provides an integrated response to the surrounding built environment and has been designed to provide increased engagement with the community and public domain. The building footprints are proportionate to the overall site area and consistent with the scale of development envisioned for the location. Construction will result in temporary impacts on the surrounding community, including noise, dust, traffic disruption (particularly at Niloc Bridge), and construction worker presence. These impacts are being proactively managed through a comprehensive Construction Environmental Management Plan (CMM2), Construction Traffic and Pedestrian Management Plan (CMM18), notification protocols (CEMM1), and clearly designated hours (CMM13). Operational impacts, such as increased student and staff populations, are mitigated by offset bell times (OPTMM3), a School Transport Plan (OPTMM1), and an Interim Access Management Plan (OPTMM4) to maintain safety and accessibility until full off-site works are complete. Overall, the proposed activity is designed to prevent long-term adverse impacts on the surrounding environment and community.	CEMM1, CMM2, CMM13, CMM18, OPTMM3, OPTMM1, OPTMM4

Environmental Factor	Division Factors for school developments <i>Guidelines for Division 5.1 assessments</i> <i>Consideration of environmental factors for health services facilities and schools Addendum</i>	Response/Assessment	Mitigation Measure Reference
	(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		
(b) Any transformation of a locality?	(b1) impact on the existing and future character of the neighbourhood, streetscape and local area (b2) impact on the operation of existing and future surrounding uses, including industrial or agricultural land uses (b3) visual impact from key viewpoints and views to key viewpoints (b4) cumulative impacts from the development, and other approved developments, on the locality	The proposed activity will positively transform currently undeveloped, biodiversity-certified land into essential public infrastructure, delivering the only public high school identified in the North Wilton Precinct Structure Plan. It complements the adjoining new primary school and preschool for Wilton (under separate REF), together forming an integrated education campus that anchors the future neighbourhood and supports forecast population growth. The design carefully responds to the anticipated urban character, with 3-storey built form, setbacks, and landscape buffers to align with future residential interfaces. Materials have been selected to minimise visual impact (VAMM1), and the school will act as a civic anchor for the emerging community.	GMM5, VAMM1
(c) Any environmental impact on the ecosystems of the locality?	(c1) impact on the existing and future ecosystem (flora, fauna, habitats, biodiversity, ecological integrity, biological diversity, connectivity/fragmentation, air, water including hydrology, soil) (c2) long- and short-term impact of: (i) loss or harm to trees or other vegetation (ii) removed canopy cover (iii) landscape setting in respect of the site and streetscape (iv) impacts of the above on urban heat island effect and urban and internal comfort levels on and off-site	The majority of existing onsite trees (29 trees) will be retained, including the culturally significant scar tree WJ-ST-01. Nine trees will be removed (already approved). Measures have been prioritised where possible to retain mature trees to maintain local biodiversity. Additionally, the proposal includes significantly increasing the tree canopy on the site, which is intended to improve the landscaped setting and reduce urban heat island effects.	TMM1–TMM3

Environmental Factor	Division Factors for school developments <i>Guidelines for Division 5.1 assessments</i> <i>Consideration of environmental factors for health services facilities and schools Addendum</i>	Response/Assessment	Mitigation Measure Reference
	(c3) impact from introducing new trees and vegetation species (c4) cumulative impacts on the ecosystem	Arborist supervision, protective fencing (TMM1), deadwood pruning (TMM2), and careful works within TPZs (TMM3) will ensure ecological integrity is maintained. Extensive native landscaping, vegetated swales, and WSUD measures will enhance ecological functions and contribute to urban biodiversity. Overall, the activity will have a net positive environmental outcome for the site, improving stormwater quality, reintroducing vegetation and reducing urban heat island impacts.	
(d) Any reduction of the aesthetic, recreational, scientific or other environmental quality or value of a locality?	(d1) impacts onto adjoining properties and public spaces (particularly in residential areas) such as lighting impacts and light spill, acoustic, visual privacy, noise and vibration (including from helicopters and ambulances), visual amenity, solar access, view loss and view sharing, vistas, overshadowing, local character, streetscape, weather factors such as wind impacts (i) the above should be considered from any proposed development or activity on the development site, public-address 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	The proposed activity is not expected to reduce the aesthetic, recreational, scientific, or other environmental qualities or values of the locality. The development aligns with the North Wilton Structure Plan, which designates the site for educational infrastructure, suggesting it complements the planned use of the area. Furthermore, the project incorporates significant landscaping enhancements, including increased tree canopy, which is designed to improve the site's visual amenity and contribute positively to the local environment. The proposed activity aligns with the planned character of the area, incorporating significant landscaping and architectural treatments that soften the built form and enhance visual appeal. The design includes setbacks, planting buffers, and facade articulation to reduce visual impact on surrounding residential properties. By integrating these design elements, the proposed activity ensures that it does not detract from the aesthetic, recreational, scientific, or other	VAMM1, CMM12

Environmental Factor	Division Factors for school developments <i>Guidelines for Division 5.1 assessments</i> <i>Consideration of environmental factors for health services facilities and schools Addendum</i>	Response/Assessment	Mitigation Measure Reference
		environmental qualities of the locality. Instead, the development complements the existing character of the area, resulting in a project that is both contextually appropriate and environmentally considerate. The school will introduce new outdoor play spaces including a sports field and sports courts, which could provide recreational opportunities and broader community benefits. The design ensures that green spaces are retained and enhanced, contributing to the overall amenity of the area. From an environmental perspective, the site has been approved for tree removal and is biodiversity certified land. The inclusion of locally endemic plant species and sustainable water management features will help enhance biodiversity and restore elements of the natural landscape. The built form is architecturally articulated, using earth-toned materials and passive design principles (VAMM1). The sports field, outdoor courts, and passive landscaped areas contribute new recreation opportunities for future residents. Construction lighting will comply with AS 4282:2019 to prevent light spill (CMM12).	
(e) Any effect on locality, place or building having aesthetic, anthropological, archaeological, architectural, cultural, historical, scientific or social	(e1) impacts on heritage items (local, state and commonwealth), conservation areas and Aboriginal heritage (including intangible cultural significance), draft and interim items. Both at / or near the site (e2) impacts on Aboriginal cultural heritage values on the land and connection to Country (e3) direct or indirect impacts on the heritage significance of environmental heritage, impacts to archaeological resources	The proposed activity does not have any significant effects on localities, places, or buildings of aesthetic, anthropological, archaeological, architectural, cultural, historical, scientific, or social significance, or other special value for present or future generations. The culturally significant scar tree (WJ-ST-01) will be retained, fenced during construction, and incorporated into a landscaped "culture garden". No	HMM2–HMM7

Environmental Factor	Division Factors for school developments <i>Guidelines for Division 5.1 assessments</i> <i>Consideration of environmental factors for health services facilities and schools Addendum</i>	Response/Assessment	Mitigation Measure Reference
significance or other special value for present or future generations?	(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	ground disturbing activities including landscaping will be undertaken within the no harm zone conditioned under AHIP 5228 (currently a 20 x 20m area) while it remains valid. The project is subject to AHIP 5228 and will be delivered in accordance with its conditions (HMM5). An exclusion zone (HMM7), unexpected finds protocols (HMM4), and mandatory Aboriginal heritage inductions (HMM6) are all embedded into the REF to ensure culturally appropriate outcomes.	
(f) Any impact on the habitat of protected animals, within the meaning of the <i>Biodiversity Conservation Act 2016</i> ?	(f1) impacts on listed protected fauna at and in the vicinity of the site, and their habitat.	The site is certified under the Biodiversity Certification Order and does not contain core habitat for threatened fauna. Tree protection and new native plantings will retain or improve habitat values in the long term. No additional flora and fauna assessment is required under the BC Act.	TMM1–TMM3
(g) Any endangering of any species of animal, plant or other form of life, whether living on land, in water or in the air?	(g1) potential endangering of any species or vegetation (g2) protected and threatened flora, terrestrial, fauna species, populations, ecological communities and their habitats	The proposed activity has been assessed and deemed to not have a significant impact on threatened species or their habitats, given its status as biodiversity-certified land. This certification precludes the need for further impact assessments on biodiversity under the BC Act 2016, thus ensuring no significant adverse effects on any protected species.	N/A
(h) 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	Overall, the activity will have a long-term positive effect on the local environment by providing the local community with a modern educational facility to serve the local population into the future. Any negative impacts associated with the activity, primarily during construction, will be temporary and managed through the imposition of mitigation	SCMM2–SCMM3, BMM1A–BMM5, SWMM5

Environmental Factor	Division Factors for school developments <i>Guidelines for Division 5.1 assessments</i> <i>Consideration of environmental factors for health services facilities and schools Addendum</i>	Response/Assessment	Mitigation Measure Reference
	(iv) industrial land supply (v) housing supply (vi) climate change (vii) cumulative impacts (h2) meet industry recognised building sustainability and environmental performance standards, integrate environmental design, minimise greenhouse gas emissions, minimise energy and water consumption (recycled water) and material resources, renewable energy generation and storage, fossil fuel-free, sustainable travel choices, manage, reuse, recycle and safely dispose of waste (h3) long term ecological, social and economic Effects	measures (e.g. noise, visual, air quality). Both school stages target 5-Star Green Star ratings (SCMM2–3). The design includes rooftop PV, fossil-fuel-free services, on-site stormwater detention (SWMM5), and climate-responsive landscape treatments. Bushfire risks will be managed via a temporary 140m APZ (BMM1A–B), with consultation underway to remove outdated BFPL mapping (BMM5).	
(i) Any degradation of the quality of the environment?	No specific factors – to be assessed by the determining authority if relevant	Erosion and sediment controls (SWMM1), limits on hazardous materials (CMM4–5), and stormwater pollution prevention practices will prevent degradation of soil, water, or air quality. Any unexpected contamination will trigger immediate stop-work and remediation under LCMM4. Only VENM, ENM, and EPA-approved fill/mulch will be imported (SWMM2–3).	SWMM1–SWMM4, CMM2, CMM4–5, LCMM4
(j) Any risk to the safety of the environment?	(j1) whether the development will have adverse environmental impacts (flood or stormwater runoff, storm surge, bushfire, ongoing maintenance of landscaping within the Asset Protection Zone, contamination leak, wind speeds, extreme heat, urban heat, climate change adaptation) on the surrounding area, particularly in sensitive environmental, cultural areas or residential neighbourhoods. (j2) impacts on soil resources and related infrastructure and riparian lands on and near the site, soil erosion, salinity and acid sulfate soils, surface water resources (quality and quantity), hydrology, dependent ecosystems, drainage lines, downstream	No long-term environmental risks are anticipated. The site is above the flood level and is designed with emergency egress and surface water controls. Temporary and internal APZs will manage bushfire risk during staged delivery (BMM1A–BMM2). A School Emergency Management Plan will address remaining risks (OPFMM2).	BMM1A–BMM5, OPFMM2

Environmental Factor	Division Factors for school developments <i>Guidelines for Division 5.1 assessments</i> <i>Consideration of environmental factors for health services facilities and schools Addendum</i>	Response/Assessment	Mitigation Measure Reference
	assets and watercourses, groundwater resources.		
(k) Any reduction in the range of beneficial uses of the environment?	No specific factors – to be assessed by the determining authority if relevant	The proposed activity relates to a new school located on current vacant land and will not limit or reduce the range of beneficial uses of the environment.	N/A
(l) Any pollution of the environment?	(l1) any pollution during construction and post construction e.g. air (including odours and greenhouse gases); water (including runoff patterns, flooding/tidal regimes, water quality health); soil (including contamination, erosion, instability risks); noise and vibration (including consideration of sensitive receptors); light pollution; waste, including hazardous waste (l2) impact of contamination spill, movement or disturbance during and post construction, and into the long term (l3) impact of a potential rainfall or flood event during construction (e.g. storage of fuel for construction vehicles, stock piles of soil, etc) (l4) dangerous goods and hazardous materials associated with the development (i.e. labs)	Construction-related pollution risks will be effectively managed through standard mitigation measures. The CNVMP (CMM19A–B) addresses noise and vibration, while spill kits and bunding manage chemical risk (CMM4–5). Operational noise from PA systems will be limited via directional placement and shielding (ACMM3).	CMM2, CMM4–5, CMM19A–B, ACMM3
(m) Any environmental problems associated with the disposal of waste?	(m1) environmental problems of waste during and after construction (left over construction materials, and personnel waste), transport and disposal of waste, ongoing use and eventual decommission of the development (m2) cumulative impacts from waste	Construction waste will be managed under the CEMP and CWMMP. An OWMP will manage operational waste, ensuring compliant storage, collection, and recycling systems are in place before opening.	CMM2, CMM11, OPMM1
(n) Any increased demands on resources (natural or otherwise) that are, or are likely to become, in short supply?	No specific factors – to be assessed by the determining authority if relevant	The activity will not increase the demand for resources that are or are likely to become in short supply. Rainwater reuse, rooftop solar, electric services, and efficient fittings are embedded in the design. Only approved clean fill and mulch will be imported.	SCMM2–SCMM3, SWMM2–SWMM3

Environmental Factor	Division Factors for school developments <i>Guidelines for Division 5.1 assessments</i> <i>Consideration of environmental factors for health services facilities and schools Addendum</i>	Response/Assessment	Mitigation Measure Reference
(o) Any cumulative environmental effects with other existing or likely future activities?	(o1) The cumulative effects of noise and impacts to the road network from surrounding existing and approved developments	Potential cumulative impacts with adjacent primary school works have been assessed. Shared staging, fencing, and traffic coordination will limit combined disruption.	GMM6, PACMM1–PACMM5, CMM2
(p) Any impact on coastal processes and coastal hazards, including those under projected climate change conditions?	(p1) coastal processes and hazards (impacts arising from the proposed activity on coastal processes and hazards and impacts on the proposed activity from coastal processes and hazards), climate scenarios	Not applicable. The site is located over 40 km from the nearest coastline and is hydrologically disconnected from marine systems.	N/A
(q) Applicable local strategic planning statement, regional strategic plan or district strategic plan made under Division 3.1 of the Act?	(q1) relevant issues, objectives, policies and actions identified in local, district and regional plans and compliance of the proposal, and policies that identify community priorities that may be impacted (q2) relevant legislation, environmental planning instruments (including drafts, policies and guidelines). (q3) requirements of any approvals applying to the site, including concept approval or recommendation from any Gateway determination	The activity is consistent with the strategic plans and policies identified in Section 4.4 of this REF. The project directly delivers infrastructure identified in the North Wilton PSP and aligns with Wollondilly LSPS priorities for liveability, infrastructure-first growth, and high-quality public assets. It also supports Western Parkland City objectives for connected and serviced neighbourhoods.	N/A
(r) Any other relevant environmental factors?	(r1) health or safety risk to children, visitors, patients or staff of the development (r2) developments compatibility with neighbouring land uses, including proximity to: (i) restricted premises, injecting rooms, drug clinics, premises licensed for alcohol or gambling, sex services premises (for schools) (ii) hazardous land uses, waste transfer depots or landfill sites, service stations, air pollutant generating uses, noise or odour	There are no other relevant environmental factors which require consideration for the proposed activity. Connecting with Country principles have been embedded through Dharawal consultation, landscape design, and interpretation features. Universal access and inclusive design are prioritised across all buildings and open spaces.	HMM3–HMM7, VAMM1

Environmental Factor	Division Factors for school developments	Response/Assessment	Mitigation Measure Reference
	<i>Guidelines for Division 5.1 assessments Consideration of environmental factors for health services facilities and schools Addendum</i>		
	generating uses, extractive industries, industrial uses (iii) intensive agriculture, agricultural spraying activities and sources (iv) adjacent to or on land in a pipeline corridor (v) sites which, due to prevailing land use zoning, may in the future accommodate the above uses. (r3) noise/air pollution, vibration and safety impacts from the below on the proposed development: (i) roads with higher traffic volumes, higher operating speeds and more heavy vehicles, freight traffic or used to transport dangerous goods or hazardous materials (ii) rail lines		

Table 18. Section 171A Assessment

Provision	Assessment	Complies? (Yes/No)
Section 6.6 Water Quality	The proposed activity is supported by civil design documentation outlining stormwater and water quality management measures including on-site detention, vegetated swales and rainwater reuse. These measures are designed to mitigate impacts to receiving waters and ensure no downstream degradation. Detailed design responses are outlined in Section 6.4 and the Civil Drawings. Implementation of Mitigation Measures SWMM1–SWMM4 will ensure compliance with relevant guidelines.	Yes.
Section 6.7 Aquatic Ecology	While the site is not proximate to any significant aquatic ecosystems, indirect impacts from stormwater runoff and hydrological changes may affect downstream receiving environments. Water-sensitive urban design elements, including vegetated swales and biofiltration systems, will mitigate these risks. These are supported by Mitigation Measures SWMM1 and SWMM4, ensuring that aquatic environments downstream	Yes.

Provision	Assessment	Complies? (Yes/No)
	remain protected.	
Section 6.8 Flooding	The site is not subject to mainstream flooding or overland flows. Stormwater modelling confirms the proposed activity will not impede floodwater retreat or affect downstream flow paths. Infrastructure is designed to manage peak flows in accordance with Council's requirements. Refer to Flood Risk Assessment (Appendix 8).	Yes.
Section 6.9 Recreation and public access	The proposed activity is not located on land that is currently used for public recreation, nor will it impede on access to existing waterways for recreational purposes.	Yes.

7. Justification and Conclusion

The proposed new high school for Wilton located at 200 Fairway Drive, Wilton NSW 2571, 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.