

SYDNEY WESTERN CITY PLANNING PANEL ASSESSMENT REPORT

Panel Number:	PPSSWC-601.
Application Number:	DA/2025/390/1.
Local Government Area:	Camden.
Development:	Demolition of structures, construction of a two-storey classroom building, relocation and addition of demountable buildings, new access road and car park, associated works and increase of school capacity to 1800 students and 215 staff.
Estimated Development Cost:	\$16,071,302
Site Address(es):	605-635 Cobbitty Road, COBBITTY. LOT: 144 DP: 1303450.
Applicant:	Rhys Brotherton on behalf of Macarthur Anglican School.
Owner(s):	Macarthur Anglican School.
Date of Lodgement:	7 August 2025.
Number of Submissions:	Six.
Number of Unique Objections:	Six
Classification:	Integrated development.
Recommendation:	Approve with conditions.
Regionally Significant Development Criteria (Schedule 6 of State Environmental Planning Policy (Planning Systems) 2021):	Private infrastructure and community facility over \$5 million CIV (educational establishment)
List of All Relevant Section 4.15(1)(a) Matters:	• State Environmental Planning Policy (Planning Systems) 2021. • State Environmental Planning Policy (Precincts - Western Parkland City) 2021. • State Environmental Planning Policy (Resilience and Hazards) 2021. • State Environmental Planning Policy (Transport and Infrastructure) 2021. • State Environmental Planning Policy (Biodiversity and Conservation) 2021. • State Environmental Planning Policy (Sustainable Buildings) 2002
List all Documents Submitted with this Report for the Panel's Consideration:	• Assessment report. • State Environmental Planning Policy (Precincts - Western Parkland City) 2021 assessment table. • State Environmental Planning Policy (Transport and Infrastructure) 2021 assessment table. • State Environmental Planning Policy (Industry and Employment) 2021 assessment table. • Recommended conditions. • Proposed plans.

Development Standard Contravention Request(s):	Nil.
Summary of Key Submission Issues:	All issues relate to perceived additional adverse traffic impacts along, and onto, Cobbitty Road during drop-off/pickup times on weekdays.
Report Prepared By:	Nicholas Clarke, Senior Town Planner.
Report Date:	November 2025.

Summary of Section 4.15 Matters

	Yes
Have all recommendations in relation to relevant Section 4.15 matters been summarised in the Executive Summary of the assessment report?	☒

Legislative Sections Requiring Consent Authority Satisfaction

	Yes
Have relevant sections in all applicable environmental planning instruments where the consent authority must be satisfied about a particular matter been listed and relevant recommendations summarised in the Executive Summary of the assessment report?	☒

Development Standard Contraventions

	Yes	N/A
If a written request for a contravention to a development standard has been received, has it been attached to the assessment report?	☐	☒

Special Infrastructure Contributions

	Yes	No
Does the application require Special Infrastructure Contributions?	☒	☐

Conditions

	Yes
Have draft conditions been provided to the applicant for comment?	☒

PURPOSE OF REPORT

The purpose of this report is to seek the Sydney Western City Planning Panel's (the Panel's) determination of a development application (DA) for the demolition of existing structures, relocation of demountable buildings construction of a two storey building for use as a general purpose learning area, new access road and car park, associated works and increase of school capacity to 1800 students and 215 staff at 605-635 Cobbitty Road, Cobbitty.

The Panel is the consent authority for this DA as the estimated development cost (EDC) of the development is \$16,071,302. This exceeds the EDC threshold of \$5 million for private infrastructure or community facilities for Council to determine the DA pursuant to Schedule 6 of State Environmental Planning Policy (Planning Systems) 2021.

SUMMARY OF RECOMMENDATION

That the Panel determine DA/2025/390/1 for the demolition of existing structures, relocation of demountable buildings construction of a two storey building for use as a general purpose learning area, new access road and car park, associated works and increase of school capacity to 1800 students and 215 staff, pursuant to Section 4.16 of the *Environmental Planning and Assessment Act, 1979*, by granting consent subject to the conditions attached to this report.

EXECUTIVE SUMMARY

Council is in receipt of a DA for demolition of existing structures, relocation of demountable buildings construction of a two-storey building for use as a general purpose learning area, new access road and car park, associated works and increase of school capacity to 1800 students and 215 staff at Macarthur Anglican School located at 605-635 Cobbitty Road Cobbitty.

The DA has been assessed against the *Environmental Planning and Assessment Act 1979*, the *Environmental Planning and Assessment Regulation, 2021*, relevant environmental planning instruments, development control plans and policies.

A summary of the assessment of all relevant environmental planning instruments is provided below with a detailed assessment provided later in the report.

Policy	Assessment Summary
State Environmental Planning Policy (Planning Systems) 2021.	The Panel is the consent authority for this DA as the development has an EDC of \$16,071,302 which exceeds the EDC threshold of \$5 million (private infrastructure or community facility) for Council to determine the DA.
State Environmental Planning Policy (Precincts - Western Parkland City) 2021 (Western Parkland City SEPP).	The development is permitted with consent in the applicable R1 General Residential & C2 Environmental Conservation zones, is consistent with the zones' objectives and acceptable in terms of the Western Parkland City SEPP's other matters for consideration.
State Environmental Planning Policy (Transport and Infrastructure) 2021 (Transport and Infrastructure SEPP).	The proposed development is permissible under the Transport and Infrastructure SEPP. The new school building represents a high-quality design and architectural presence that is in accordance with the design principles prescribed under Schedule 8 of the SEPP. The DA was referred to Transport for NSW for comment pursuant to Section 3.58 of the SEPP and the comments received have been considered.
State Environmental Planning Policy (Resilience and Hazards) 2021 (Resilience and Hazards SEPP).	The Resilience and Hazards SEPP requires the consent authority to be satisfied that the site is suitable for its intended use (in terms of contamination) prior to granting consent.

	A detailed assessment against the relevant matters contained in the SEPP against former State Environmental Planning Policy No. 55 – Remediation of land was considered with the school approval. Therefore, standard conditions will apply to ensure ongoing compliance with the approved measures under the parent application. Council staff are satisfied that the site remains suitable for the development.
State Environmental Planning Policy (Biodiversity and Conservation) 2021 (Biodiversity and Conservation SEPP).	The development is consistent with the aim of the Biodiversity and Conservation SEPP (to protect the environment of the Hawkesbury-Nepean River system) and all of its planning controls.
State Environmental Planning Policy (Industry and Employment) 2021 (Industry and Employment SEPP).	Council staff are satisfied that the signage is consistent with the Industry and Employment SEPP's objectives in that it is compatible with the desired amenity and visual character of the area, will provide effective communication by displaying the development's name and will be of a high-quality design and finish. Council staff have also considered the Industry and Employment SEPP's Schedule 5 assessment criteria and are satisfied that the proposed signage is consistent with those controls.
State Environmental Planning Policy (Sustainable Buildings) 2022	Pursuant to Section 3.2(1) of the SEPP, the development is a non-residential development and is required to demonstrate that embodied emissions attributable to the development have been quantified. The applicant has submitted a NABERS Embodied Carbon calculator satisfactorily demonstrating that embodied emissions attributable to the development have been quantified and will achieve standards for energy and water use.

The DA was publicly exhibited in accordance with Camden Community Participation Plan 2021. The exhibition period was from 21 August to 17 September 2025 and 6 (six) submissions were received. The issues raised in the submissions relate to perceived additional adverse traffic impacts along, and onto, Cobbitty Road during drop-off/pickup times on weekdays. The submission issues are discussed in greater detail later in this report.

The development has been assessed against State Environmental Planning Policy (Precincts - Western Parkland City) 2021, State Environmental Planning Policy (Transport and Infrastructure) 2021, State Environmental Planning Policy (Industry and Employment) 2021, State Environmental Planning Policy (Biodiversity and

Conservation) 2021 and State Environmental Planning Policy (Sustainable Buildings) 2022. The development is consistent with these planning policies and controls.

Part 3.4, Section 3.36(9), of State Environmental Planning Policy (Transport and Infrastructure) 2021 states that any provision of a development control plan (such as the Camden DCP 2019 and Oran Park DCP 2007) has no effect, regardless of when the development control plan was made. Therefore, the controls of the Camden DCP 2019 and Oran Park DCP 2007 do not apply to the site.

Notwithstanding the above, the proposed development includes an increase in the approved student/staff numbers for the school from 1400/160 to 1800/215, as well as accommodating a total of 285 car parking spaces. As such, it is assessed that the proposal is consistent with the objectives and controls contained within both DCPs subject to recommended conditions.

The applicant has submitted an adequate stormwater management strategy that, subject to the attached conditions, will provide adequate stormwater management. Based on the assessment, it is recommended that the DA be approved subject to the conditions attached to this report.

AERIAL PHOTO



Figure 1: Aerial Photo and Surrounding Context

THE SITE

The site has an area of approximately 34.6ha and is legally described as Lot 3102 in DP 1223680. The site has road frontages to Cobbitty Road to the south and Charles McIntosh Parkway to the north. Access to the site is through the school's main entry

on Cobbitty Road. There is no current vehicular access from Charles McIntosh Parkway.

The school campus is centrally located within the lot with an identified riparian corridor running east-west across the site to the north of the existing school buildings. To the north east is an area of moderate significant vegetation which is mapped as bush fire prone land. In terms of topography, the site slopes down from the south-east corner to the north-west, towards the dam.

The school campus currently consists of a number of permanent and demountable buildings that are generally single storey in height. The site has at grade off street parking with internal access roads. To the north of the riparian corridor are several agricultural plots. The area identified for development currently consists of basketball courts, cricket nets and two buildings which contain classrooms, toilets and a cafeteria.

Surrounding development consists of new residential development, consisting of detached dwellings and attached terrace houses to the north, south and west, with new subdivision works to facilitate future housing being undertaken further to the north-west and west of the site. To the west is undeveloped rural land identified for future residential development.

The site is zoned part R1 General Residential and C2 Environmental Conservation pursuant to State Environmental Planning Policy (Precincts - Western Parkland City) 2021. The site is identified for a K-12 educational establishment in the Oran Park Indicative Layout Plan shown in Figure 2.

ZONING PLAN

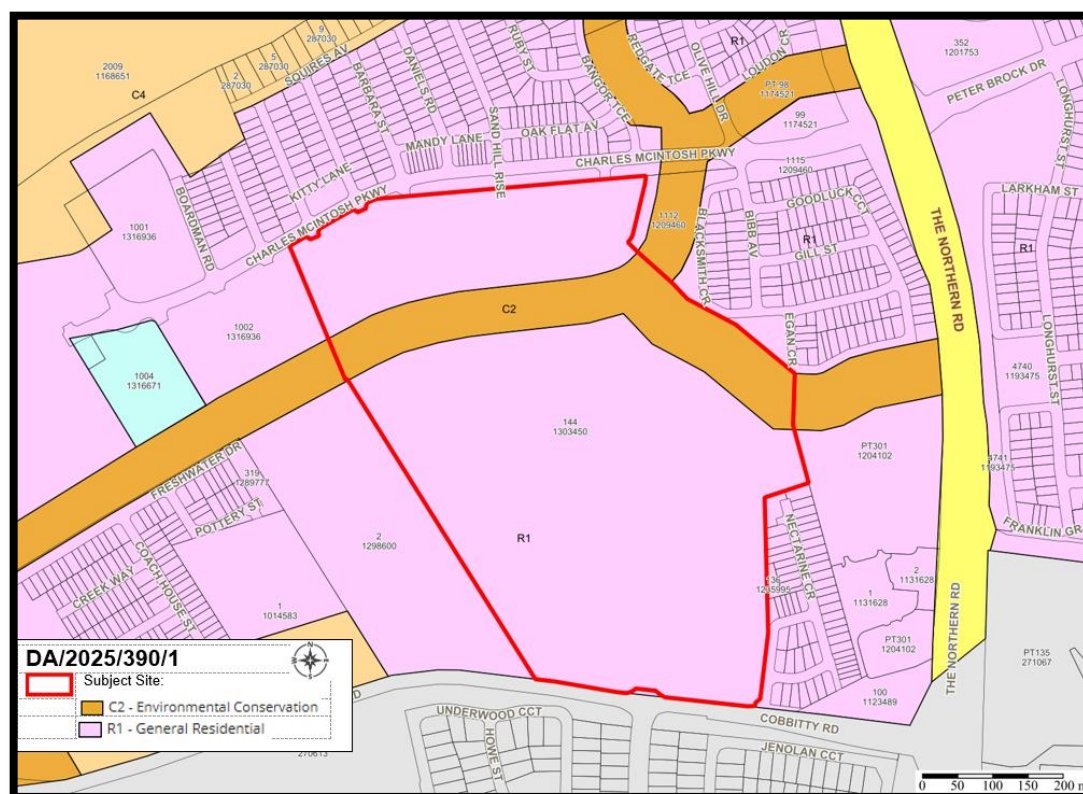


Figure 1: Zoning plan with subject lot outlined in red.

MASTERPLANS

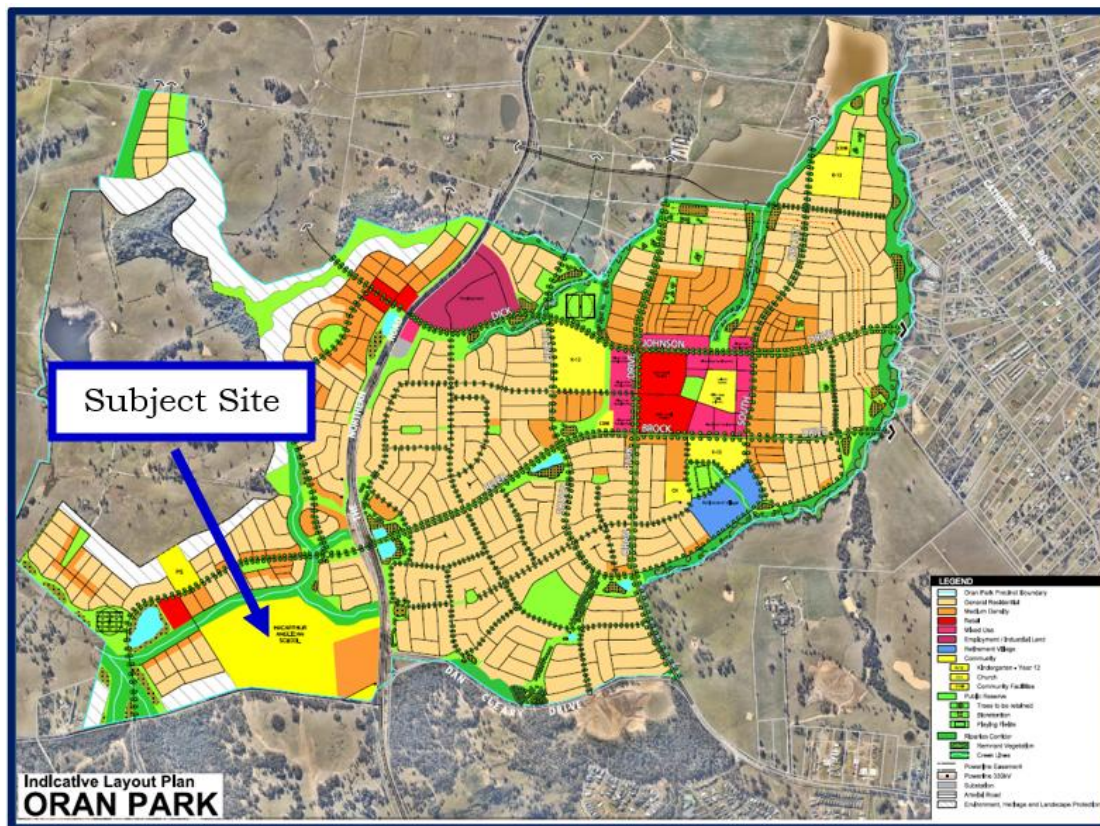


Figure 2: Indicative Layout Plan from Oran Park Development Control Plan 2007.

BACKGROUND

The relevant development background of the site is summarized in the table below:

Date	Development
1 June 1995	Approval of DA/1995/42/1 for the construction of a new educational establishment. Development consent limited the student and staff numbers to 712 pupils, 58 teaching staff and 13 administration staff.
27 January 2004	Approval of DA/2003/948/1 for extensions to Macarthur Anglican School, tree removal, stage 1 junior school buildings, music complex and science block. The extension facilitated an increase in student and staff numbers to 1,124 students and 115 teachers / administration staff.
22 June 2016	Approval of DA/2015/1478/1 for the construction of a single storey child care centre within the grounds of Macarthur Anglican School with a capacity of up to 94 children 0-5 years and 40 school aged children, removal of one tree, landscaping, car parking, signage and associated site works.
15 May 2020	Approval of DA/2019/750/1 for alterations and additions, construction of 1-2 storey integrated study centre, refurbishment of existing buildings, modification to outdoor areas and associated site works.

30 September 2021	Approval of DA/2019/750/2 for deletion of standalone art studio, construction of a new attached art gallery, minor changes to maths centre and tree removal.
9 February 2024	Approval of DA/2019/750/3 to increase to student and staff capacity at Macarthur Anglican School. This increased the capacity of the school to 1,400 students and 160 staff.

THE PROPOSAL

The application is seeking approval for the demolition of existing structures, relocation of demountable buildings construction of a two-storey building for use as a general purpose learning area, new access road and car park, associated works and increase of school capacity to 1800 students and 215 staff at Macarthur Anglican College.

Specifically, this includes:

- Demolition of an existing road and associated car parking spaces, internal footpaths and removal of an existing sail/cover.
- Removal of 10 trees.
- Relocation of six (6) demountable buildings and provision of an additional demountable building for the purpose of a maintenance office.
- Construction of a two-storey general purpose learning area structure comprising:
 - *Ground floor* – an open central courtyard, eight (8) classrooms, two (2) rooms for physical activities, staff/meeting room, storage rooms, and amenities.
 - *First floor* – Six (6) classrooms, storage rooms, collaborative space and staff area including meeting room, amenities and courtyard.
- Provision of a new access road with a 7.5m wide carriageway providing access to Charles McIntosh Parkway with associated 26 car parking spaces.
- Increase of student capacity from 1400 students to 1800 students.
- Increase to staff capacity from 160 to 215
- Provision of a new 2.4m high fence and vehicular access sliding gate along the Charles McIntosh Parkway with associated signage. Signage consists of school name (Macarthur Anglican School) and crest measuring a maximum 1000mmx1800mm.
- Associated earthworks, landscaping works, including new pedestrian paths, and stormwater drainage infrastructure

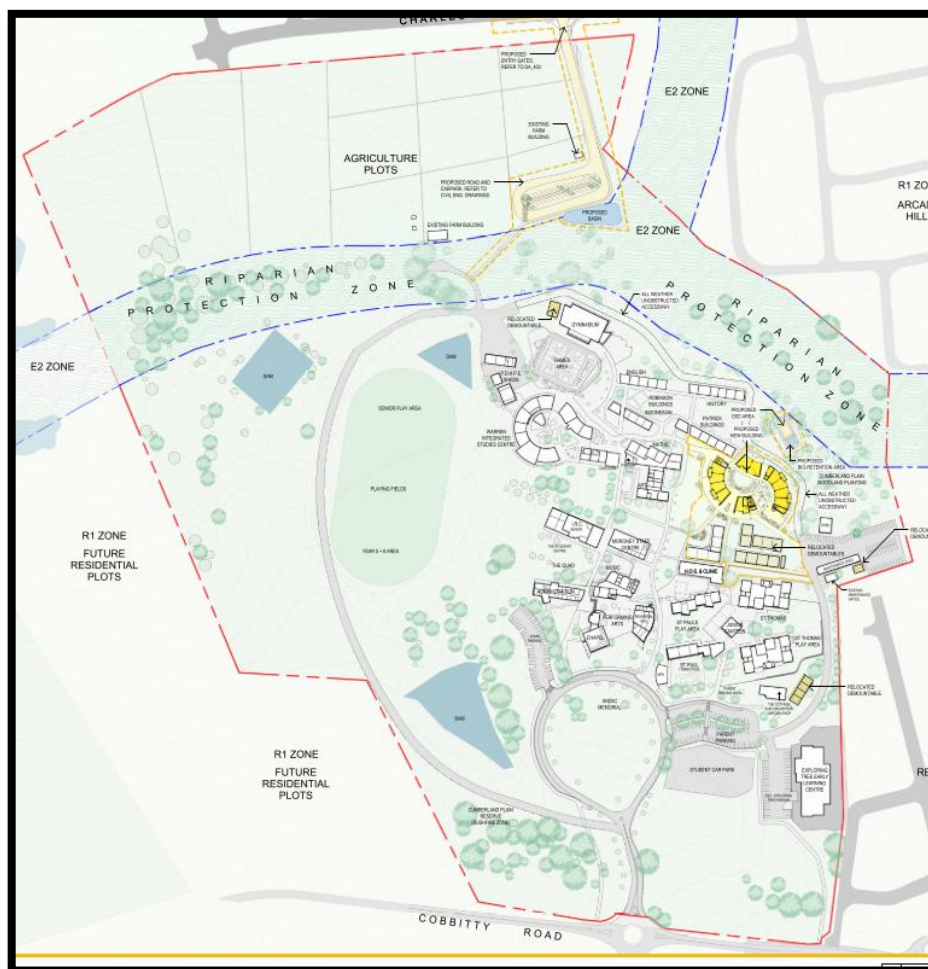


Figure 5: Site Plan



Figure 6: A perspective of the middle school main entry and view of the active courtyard



Figure 7: View from the senior passive courtyard

ASSESSMENT

Environmental Planning and Assessment Act 1979 – Section 4.15(1)

In determining a DA, the consent authority is to take into consideration such of the following matters as are of relevance to the development the subject of the DA:

(a)(i) the provisions of any environmental planning instrument

The environmental planning instruments that apply to the proposed development are:

- State Environmental Planning Policy (Planning Systems) 2021.
- State Environmental Planning Policy (Precincts - Western Parkland City) 2021.
- State Environmental Planning Policy (Transport and Infrastructure) 2021.
- State Environmental Planning Policy (Resilience and Hazards) 2021.
- State Environmental Planning Policy (Biodiversity and Conservation) 2021.
- State Environmental Planning Policy (Industry and Employment) 2021
- State Environmental Planning Policy (Sustainable Buildings) 2022

State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP)

The Planning Systems SEPP identifies development that is State significant development, infrastructure and critical infrastructure and regionally significant development.

The Panel is the consent authority for this DA as the proposed development has a EDC of \$16,071,302 which exceeds the EDC threshold of \$5 million (private infrastructure or community facility) for Council to determine the DA.

State Environmental Planning Policy (Precincts - Western Parkland City) 2021 (Western Parkland City SEPP)

The Western Parkland City SEPP aims to co-ordinate the release of land for residential, employment and other urban development in the North West Growth Centre, the South West Growth Centre, the Wilton Growth Area and the Greater Macarthur Growth Area.

Site Zoning

The site is zoned as R1 General Residential and C2 Environmental Conservation under State Environmental Planning Policy (Precincts - Western Parkland City) 2021.

Development Characterisation

The development is characterised as an “educational establishment” and “drainage” by the Western Parkland City SEPP.

Permissibility

The development is permitted with consent in the zone in which it is proposed pursuant to the land use table in the Western Parkland City SEPP.

Planning Controls

An assessment table in which the development is considered against the Western Parkland City SEPP’s planning controls is provided as an attachment to this report.

State Environmental Planning Policy (Transport and Infrastructure) 2021 (Transport and Infrastructure SEPP)

The Transport and Infrastructure SEPP aims to facilitate the effective delivery of educational establishments and early education and care facilities across the State and applies to the subject development being for the purpose of an educational establishment’.

Subject to Section 3.36(2), the proposed new school structures within the boundaries of the existing school are permitted with development consent. An assessment table in which the development is considered against the Transport and Infrastructure SEPP’s planning controls is provided as an attachment to this report.

With reference to Section 3.36(6) of the SEPP, the proposed development has been assessed against the design principles set out under Schedule 8 of the SEPP. The new school building and associated structures are considered to represent a high-quality design and architectural presence, that is compliant with the design principles prescribed under Schedule 8.

An assessment against the design principles is provided below:

Schedule 8 Schools – Design Quality Principles in Schools		
1 Responsive to context		
Schools should be designed to respond to and enhance the positive qualities of their surroundings. In designing built forms and landscapes, consideration should be given to a Country-centred approach and respond to site conditions such as orientation, topography, natural systems, Aboriginal and European cultural heritage and the impacts of climate change. Landscapes should be integrated into the overall design to improve amenity and to help mitigate negative impacts on the streetscape and neighbouring sites.	The design of the development is generally consistent with other built forms located on site and in the immediate vicinity. The subject site is not identified as a heritage item nor is it located adjacent to a heritage item. The original DA was issued with an AHIP and standard conditions shall apply in relation to any unexpected finds. Landscaping is proposed to soften the visual impact.	Yes
Principle 2 — Sustainable, efficient and durable		
Good school design combines positive environmental, social and economic outcomes and should align with the principles of caring for Country. Schools should be designed to be durable and resilient in an evolving climate. Schools and their grounds should be designed to minimise the consumption of energy, water and other natural resources and reduce waste.	The building has been designed to incorporate sustainable building design principles. The proposed school building utilises natural ventilation and shading devices to control solar access and maximise the buildings orientation. The building itself is constructed of durable materials and the shape of the building allows for there to be future flexibility around the use of rooms.	Yes
Principle 3 — Accessible and inclusive		
School buildings and grounds should be welcoming, easy to navigate and accessible and inclusive for people with differing needs and abilities. Schools should be designed to respond to the needs of children of different ages and developmental stages, foster a sense of belonging and seek to reflect the cultural diversity of the student body and community. Schools should be designed to enable sharing of facilities with the community and to cater for activities outside of school hours.	Clear pathways provide intuitive navigation across the site as well as providing equitable access and connection to other key pathways within the school grounds. It is considered the existing site layout responds to the needs of the students. Proposed works seek to improve the learning experience for all. The development is ancillary to the existing school and will still maintain opportunities the site has to offer to cater for activities outside of school hours.	Yes

Principle 4 — Healthy and safe			
Good school design should support wellbeing by creating healthy internal and external environments. The design should ensure safety and security within the school boundaries, while maintaining a welcoming address and accessible environment. In designing schools, consideration should be given to connections, transport networks and safe routes for travel to and from school.	The new and refurbished buildings will contribute towards increasing the level of health, safety and security within the grounds. The site has a security fence to the property boundary and access to the site is controlled through central entrances. A new entrance is proposed off Charles McIntosh Parkway to improve vehicular and pedestrian access to the site.	Yes	
Principle 5 — Functional and comfortable			
Schools should have comfortable and engaging spaces that are accessible for a wide range of formal and informal educational and community activities. In designing schools, consideration should be given to the amenity of adjacent development, access to sunlight, natural ventilation, proximity to vegetation and landscape, outlook and visual and acoustic privacy. Schools should include appropriate indoor and outdoor learning and play spaces, access to services and adequate storage.	The proposed works will add to the facilities available for formal and informal educational and community activities. The proposed building is centrally located within the site and will have no adverse impact on students and staff. Council’s Specialist Support Environmental Health Officer has reviewed the proposed and raises no issue with potential adverse noise impacts on occupants. The proposed structures are considered appropriate for their intended uses as the majority of existing learning, recreation, play spaces and performance areas remain unchanged.		Yes
Principle 6— Flexible and adaptable			
In designing schools, consideration should be given to future needs and take a long-term approach that is informed by site-wide strategic and spatial planning. Good design for schools should deliver high environmental performance and ease of adaptation, and maximise multi-use facilities. Schools should be adaptable to evolving teaching methods, future growth and changes in climate, and should minimise the environmental	The shape of the building footprint allows for adaptable learning environments with the ability to expand and offer multi-use functions over time if needed.	Yes	

impact of the school across its life cycle.		
Principle 7— Visually appealing		
School buildings and their landscape settings should be aesthetically pleasing by achieving good proportions and a balanced composition of built and natural elements. Schools should be designed to respond to and have a positive impact on streetscape amenity and the quality and character of the neighbourhood. The identity and street presence of schools should respond to the existing or desired future character of their locations. The design of schools should reflect the school's civic role and community significance.	The new school building is generally consistent with the built form of the existing school buildings on the site. The modulated façade and selection of colours and materials complements the character of the existing school-built form. Similarly, the landscaping works are considered appropriate. The existing identity and street presence of the school is not changed by the proposed works. The school's civic role and community significance is unchanged by the proposed works.	Yes

Transport for NSW (TfNSW)

The DA was referred to TfNSW for comment pursuant to Section 3.58 Traffic Generating Development of the Transport and Infrastructure SEPP as the development is for the purpose of an educational establishment able to accommodate 50 or more additional students and involves an extension of existing premises that has direct access to a road.

TfNSW has reviewed the proposal and has not specified any requirements, as they consider that the proposed development will have a negligible impact on the classified arterial road network.

State Environmental Planning Policy (Resilience and Hazards) 2021 (Resilience and Hazards SEPP)

The Resilience and Hazards SEPP requires the consent authority to be satisfied that the site is suitable for its intended use (in terms of contamination) prior to granting consent.

A detailed assessment against the relevant matters contained against former State Environmental Planning Policy No. 55 – Remediation of land was considered with the parent subdivision and school approval. Therefore, standard conditions will apply to ensure ongoing compliance with the approved measures under the parent application. Council staff are satisfied that the site remains suitable for the proposed development.

State Environmental Planning Policy (Biodiversity and Conservation) 2021 (Biodiversity and Conservation SEPP)

The Biodiversity and Conservation SEPP aims to protect the environment of the Hawkesbury-Nepean River system by ensuring that the impacts of future land uses are considered in a regional context.

The development is consistent with the aim of the Biodiversity and Conservation SEPP and all of its planning controls. There will be no detrimental impacts upon the Hawkesbury-Nepean River system as a result of the development. Appropriate erosion, sediment and water pollution control measures have been proposed as part of the development.

State Environmental Planning Policy (Industry and Employment) 2021

The Industry and Employment SEPP aims to ensure that signage is compatible with the desired amenity and visual character of an area, provides effective communication in suitable locations and is of high-quality design and finish.

Section 3.6 of the Industry and Employment SEPP requires the consent authority to be satisfied that signage is consistent with the objectives as set out in Section 3.1 (1)(a) of the SEPP and the assessment criteria specified in Schedule 5 of the SEPP.

Council staff are satisfied that the signage is consistent with the Industry and Employment SEPP's objectives in that it is compatible with the desired amenity and visual character of the area, will provide effective communication by displaying the development's name and will be of a high-quality design and finish.

Council staff have also considered the Industry and Employment SEPP's Schedule 5 assessment criteria and are satisfied that the proposed signage is consistent with those controls. An assessment table in which the development is considered against the Industry and Employment SEPP's planning controls is provided as an attachment to this report.

State Environmental Planning Policy (Sustainable Buildings) 2022 (Sustainable Buildings SEPP)

The development is considered satisfactory in terms of Chapter 3 of the Sustainable Buildings SEPP in that the development has been designed achieve standards for energy and water use measures listed in Section 3.2(1), and the embodied emissions attributable to the development have been quantified in accordance with Section 3.2(2).

(a)(ii) the provisions of any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved)

There are no draft environmental planning instruments that are applicable to the development.

(a)(iii) the provisions of any development control plan

Pursuant to Part 3.4, Section 3.36(9), of the State Environmental Planning Policy (Transport and Infrastructure) 2021 any provision of a development control plan (such

as the Camden DCP 2019 and Oran Park DCP 2007) has no effect, regardless of when the development control plan was made. Therefore, the controls of the Camden DCP 2019 and Oran Park DCP 2007 do not apply to the site. However, it is noted that the proposal is consistent with the objectives and controls contained within both DCPs subject to recommended conditions.

Issues ordinarily considered under these DCPs relating to environmental management, erosion and sedimentation, salinity, water management, waste management, acoustics, and parking are considered elsewhere within this report or are addressed via recommended conditions of consent.

(a)(iia) the provisions of any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4

No relevant planning agreement or draft planning agreement exists or has been proposed as part of this DA.

(a)(iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph)

The *Environmental Planning and Assessment Regulation, 2021* prescribes several matters that are addressed in the conditions attached to this report.

(b) the likely impacts of the development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality

As demonstrated by the above assessment, the proposed development is unlikely to have a significant negative impact on either the natural or built environments, or the social and economic conditions in the locality.

Stormwater Management

A stormwater concept plan was provided as well as a stormwater statement. The proposed classroom building and driveway/parking area accessed from Charles McIntosh Parkway will each drain to their own new stormwater detention and treatment basin located within close proximity.

The stormwater from both structures is shown to connect to new pipework flowing into their respective basin. The two proposed basins have been designed to cater for the new works and are supported by Councils Development Engineer subject to standard and non-standard conditions of consent.

Onsite Parking

While Part 3.4, Clause 3.36(9), of the State Environmental Planning Policy (Transport and Infrastructure) 2021 states that any provision of a development control plan (such as the Camden Development Control Plan 2019 and Oran Park DCP 2007) has no effect, regardless of when the development control plan was made, the following comment regarding car parking is provided.

The Camden Development Control Plan 2019 requires the following car parking for schools:

- 1 car parking space per full time equivalent staff member, plus 1 car parking space per 100 students, plus 1 car parking space per 5 students in Year 12 where appropriate.
- On street car parking cannot be considered as a parking.
- Adequate space is also required for delivery vehicles, a drop off / pick up area and buses as appropriate.

The proposed development results in a total 1650 K-11 students, 150 Y12 and 215 staff, requiring a minimum of 262 car parking spaces. Whilst the development results in the removal of some staff car parking spaces, the site will accommodate a total of 285 car parking spaces once the new spaces within the proposed northern access road are constructed. The site also contains adequate facilities for delivery vehicles, drop – off /pick up, and buses.

Oran Park and Turner Road Waterfront Land Strategy 2009

This strategy applies to *waterfront land* within the Oran Park and Turner Road Precincts identified as Riparian Protection Area. The area zoned C2 Environmental Conservation is identified as Riparian Protection Area, which is defined as *waterfront land* and subject to this strategy.

Under clause 39A of the Water Management (General) Regulation 2004, development carried out in accordance with this strategy, on land to which this strategy applies, will be exempt from the requirement to obtain a controlled activity approval under the *Water Management Act 2000*.

The strategy allows specific works in the defined Core Riparian Zone (CRZ) and Vegetated Buffer (VB), including environmental protection works, drainage and crossings (e.g. roads, service utilities, paths).

The applicant has demonstrated only a pedestrian crossing is proposed in the Riparian Protection Area/CRZ/VB, as seen below. The works are considered to satisfy the strategy and are exempt from the requirement to obtain a controlled activity approval.

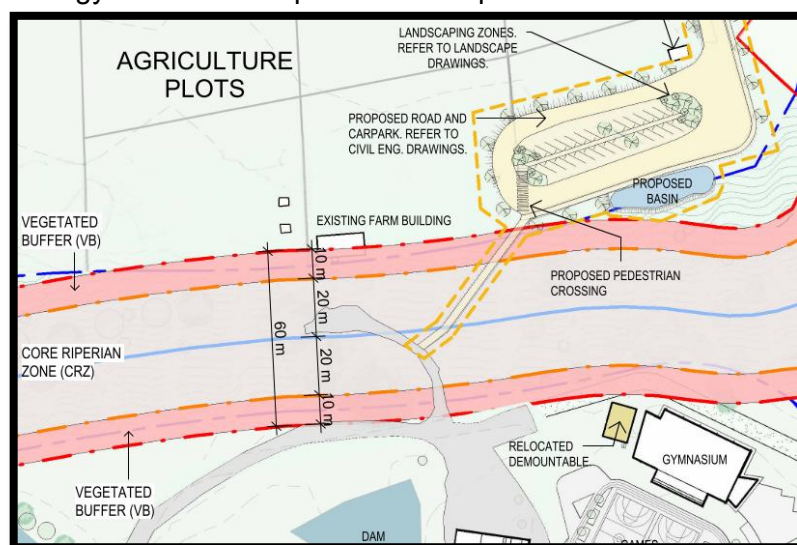


Figure 7: Proposed work within waterfront land.

Flood impacts

The subject site is impacted by Nepean River flood events, with flood prone land being confined within the riparian area. This area is mapped as a mainstream floodplain and an overland flow precinct under Council's Flood Risk Management Policy, which establishes flood risk management planning and development procedures for all flood prone land within the Camden Local Government Area.

The proposed access road from Charles McIntosh Parkway, car park and pedestrian path are the only aspects of the proposed work located within the flood prone land. The driveway, car park and path are considered ancillary to the use of the site as an educational establishment and can be managed appropriately during any flood event.

The proposed works were assessed by Council's Floodplain Management Team and no issue was raised subject to a condition of consent being imposed to ensure adequate flood emergency response information and advice is provided to visitors of the car park at all times.

Increase in student/staff numbers

The applicant has previously advised the school's enrolment growth has outstripped all expectations in recent years, with the growth rate increasing each year. The school was not planning to reach the 2004 DA cap of 1,124/115 student/staff until 2026, however, in 2023 it was revised to 2024. An increase to 1,400/160 student/staff was approved under DA/2019/750/3 in 2024 and the enrolment growth rate has continued to increase, requiring the proposed increase in capacity.

As student and staff numbers are proposed to be increased, an environmental noise impact assessment was submitted with the DA, concluding the proposed development is deemed to comply with acoustic criteria at all receivers with no additional acoustic treatments required. The report was assessed by Council's Environmental Health Specialist, and no issue was raised subject to standard conditions of consent.

The application was accompanied by a traffic impact assessment prepared by PTC Consultants that concluded that with the addition of an alternative northern access road, traffic modelling indicated the existing student capacity of 1,400 could be increased to 1,800 students without having any material impact on:

- the previously approved performance of the intersections surrounding the southern entrance in either AM or PM Peak (i.e. Cobbitty Rd / The Northern Rd, Cobbitty Road / Governor Macquarie Drive and Cobbitty Road / Macquarie Grove Roundabout)
- the existing performance of the intersections surrounding the northern entrance in either AM or PM peak (i.e. Charles McIntosh Parkway /The Northern Road / Peter Brock Drive signalised intersection).

The traffic impact assessment and proposed development have been reviewed by Council's Traffic Engineer who raised no objections to the proposal.

The DA was referred to Transport for NSW for comment, pursuant to the Transport and Infrastructure SEPP, and it was specifically stated the proposal will have a minimal

impact on the surrounding classified road network and no issue was raised subject to conditions of consent.

Tree Removal and Vegetation Impacts

The subject land is Biodiversity Certified and non-certified land, with mapped Cumberland Shale Plains Woodland (critically endangered ecological community) and Cumberland Red Gum River-Flat Forest (endangered ecological community). The non-certified land is within the riparian protection area and works within this area relate to the stormwater detention and treatment basin for the school building. The removal of ten trees is required for the proposed school building, being outside of the riparian protection area and within biodiversity certified land.

The development application was supported by an arboricultural impact assessment and a biodiversity development assessment report.

The arboricultural impact assessment identified that five (5) trees within the riparian protection area require the bio-retention basin design to be amended to ensure the retention of trees numbered 125, 126, 130, 132 and 140. It is considered that clear area, free of significant vegetation in the immediate proximity of the bio-retention basin is available to allow the basin to be re-designed to allow significant trees / vegetation to be retained. Conditions of consent are recommended to address this requirement.

(c) the suitability of the site for the development

As demonstrated by the above assessment, the site is considered to be suitable for the proposed development.

(d) any submissions made in accordance with this Act or the regulations

The DA was publicly exhibited in accordance with Camden Community Participation Plan 2021. The exhibition period was from 21 August to 17 September 2025 and six (6) submissions were received raising the following concerns:

- 1) *Concern is raised the increase in student and staff numbers will create additional adverse traffic impacts along, and onto, Cobbitty Road during drop-off/pickup times on weekdays. It is also commented that the submitted reports are outdated, and the student numbers are doubling.*

Officer Comment:

It is noted the proposed development includes an increase in the approved student/staff numbers from 1400/160 to 1800/215 and the provision of a new access road providing access to Charles McIntosh Parkway with associated 26 car parking spaces.

As noted in the main body of the report, the application was accompanied by a traffic impact assessment that concluded that the development would not have any material impact on:

- the previously approved performance of the intersections surrounding the southern entrance in either AM or PM Peak (i.e. Cobbitty Rd / The Northern Rd, Cobbitty

Road / Governor Macquarie Drive and Cobbitty Road / Macquarie Grove Roundabout)

- the existing performance of the intersections surrounding the northern entrance in either AM or PM peak (i.e. Charles McIntosh Parkway /The Northern Road / Peter Brock Drive signalised intersection.

The application has been reviewed by Councils Traffic and Road Safety Team and Transport for NSW who advised the proposed development will not have unreasonable adverse impacts upon the functioning, safety and efficiency of the surrounding road network.

Therefore, no issue is raised to proposed development regarding additional adverse traffic impacts on Cobbitty Road.

(e) the public interest

The public interest is served through the detailed assessment of this DA under the *Environmental Planning and Assessment Act, 1979*, the *Environmental Planning and Assessment Regulation, 2021*, environmental planning instruments, development control plans and policies. Based on the assessment, the development is consistent with the public interest.

EXTERNAL REFERRALS

The external referrals undertaken for this DA are summarized in the following table:

External Referral	Response
Transport for NSW	No objection raised subject to conditions of consent.
NSW Rural Fire Service	General Terms of Approval and Bush Fire Safety Authority issued 1 December 2025 and conditioned accordingly.

FINANCIAL IMPLICATIONS

This matter has no direct financial implications for Council.

CONCLUSION

The DA has been assessed in accordance with Section 4.15(1) of the *Environmental Planning and Assessment Act, 1979* and all relevant instruments, plans and policies. The DA is recommended for approval subject to the conditions attached to this report.

RECOMMENDED

That the Panel approve DA/2025/390/1 for the demolition of structures, construction of a two-storey classroom building, relocation and addition of demountable buildings, new access road and carpark, associated works and increase of school capacity to 1800 students and 215 staff at 605-635 Cobbitty Road, Cobbitty subject to the conditions attached to this report for the following reasons:

- 1. The development is consistent with the objectives and controls of the applicable environmental planning instruments, being State Environmental**

Planning Policy (Precincts - Western Parkland City) 2021, State Environmental Planning Policy (Transport and Infrastructure) 2021, State Environmental Planning Policy (Industry and Employment) 2021, State Environmental Planning Policy (Resilience and Hazards) 2021, State Environmental Planning Policy (Sustainable Buildings) 2022 and State Environmental Planning Policy (Biodiversity and Conservation) 2021.

- 2. The development is consistent with the objectives of the Oran Park Development Control Plan 2007 and Camden Development Control Plan 2019.**
- 3. The development is considered to be of an appropriate scale and form for the site and the character of the locality.**
- 4. Subject to the recommended conditions, the development is unlikely to have any unreasonable adverse impacts on the natural or built environments.**
- 5. For the above reasons, the development is a suitable use of the site and its approval is in the public interest.**