

New Sydney Olympic Park High School at Wentworth Point

Request for Secretary Environmental Assessment Requirements (SEARs)

On behalf of
NSW Department of Education

November 2020



Project Director

Georgia Sedgmen



20 November 2020

Contributors

Addison Boykin

Jack Rixon

* This document is for discussion purposes only unless signed and dated by the Project Director.

Contact

Mecone

Level 2, 3 Horwood Place
Parramatta, New South Wales 2150

info@mecone.com.au
mecone.com.au

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1 Introduction

This report has been prepared by Mecone NSW Pty Ltd on behalf of NSW Department of Education (DoE) in relation to a proposed development for a new Sydney Olympic Park High School at Wentworth Point.

This report requests the Secretary to prepare Environmental Assessment Requirements (SEARs) to guide preparation of an Environmental Impact Statement (EIS) for a State Significant Development Application (SSDA).

The proposal seeks consent for a new school, and therefore the proposal is classified as SSD in accordance with Schedule 1, Clause 15 of State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP).

To support the request for the SEARs, this report provides the following information:

- Overview of the site and context;
- Description of the proposal;
- Overview of the statutory and strategic context; and
- Overview of the likely environmental and planning issues.

2 The Site

2.1 Location and Context

The site comprises an area of land owned by TfNSW and is located at the north-eastern end of Wentworth Point, immediately east of Wentworth Point Public School. The site is currently vacant, containing mostly cleared land as shown in the figure below.

The site forms part of the Wentworth Point Planned Precinct, which was rezoned in 2014 for the purposes of high density residential, public recreation, school and business purposes.



Figure 1: Site aerial photograph

Source: Nearmap

Wentworth Point Public School

Wentworth Point Public School (WPPS) is a primary school located immediately west of the SSDA site. The WPPS site contains the school building which fronts Hill Road which varies in height from single storey to three storeys.

The WPPS site also includes playing fields adjoining the western edge of the subject site, which includes play equipment, basketball court and seating for students.

Surrounding development

The surrounding area is characterised by high density and high rise residential and mixed-use developments. Wentworth Point has a number of small shops, cafes and restaurants. A new mixed-use development is located south of the WPPS, comprising a supermarket, car parking, specialty shops and residential towers known as Marina Square.

Pierside Shopping Centre is also located to the north west of the WPPS also containing a supermarket, car parking, retail outlets and restaurants/cafes.

Future Development

The new high school will be a valuable addition to this community and help support Wentworth Point as a great place to live, work and visit.

The landowner, TfNSW, is collaborating with government agencies to review the existing masterplan for the broader Wentworth Point Burroway Road precinct, with the aim of delivering a mixed-use residential development, waterfront facilities and the Peninsular Park.

Directly to the south of the site is a land parcel owned by Billbergia and constitutes one of the remaining undeveloped parcels of land in the suburb. The draft DCP for this area, identified as Block H is currently on exhibition until 16 November 2020 and proposes amendments to the GFA and building heights.

2.2 Site Description

A summary description of the site is provided in Table 1.

Table 1 – Site Description	
Item	Description
Site addresses	Part 7 Burroway Road Part 9 Burroway Road
Legal description	Part Lot 202 DP1216628 Part Lot 203 DP1216628.
Zoning	Part R4 High Density Residential Part B1 Neighbourhood Centre Part RE1 Public Recreation

Table 1 – Site Description

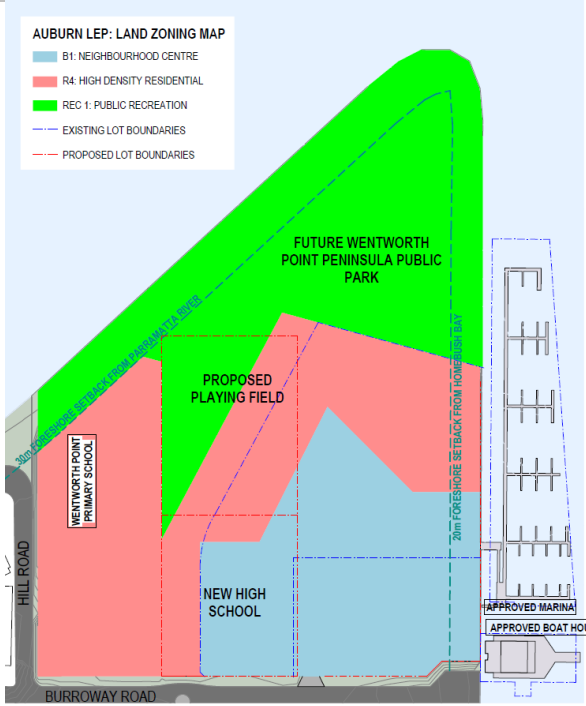
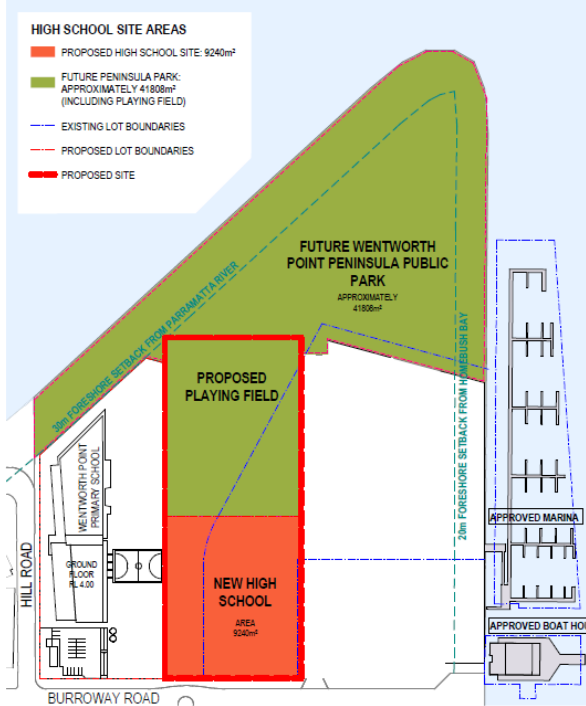
Item	Description
	 <p>AUBURN LEP: LAND ZONING MAP</p> <ul style="list-style-type: none"> B1: NEIGHBOURHOOD CENTRE R4: HIGH DENSITY RESIDENTIAL REC 1: PUBLIC RECREATION EXISTING LOT BOUNDARIES PROPOSED LOT BOUNDARIES <p>Map labels include: HILL ROAD, BURROWAY ROAD, WENTWORTH POINT PRIMARY SCHOOL, PROPOSED PLAYING FIELD, NEW HIGH SCHOOL, FUTURE WENTWORTH POINT PENINSULA PUBLIC PARK, APPROVED MARINA, and APPROVED BOAT HOUSE. Setback lines are marked as 20m FORESHORE SETBACK FROM HERRMATTY RIVER and 20m FORESHORE SETBACK FROM HERRMATTY BAY.</p>
Total area	<p>Approximately 1.9ha</p>  <p>HIGH SCHOOL SITE AREAS</p> <ul style="list-style-type: none"> PROPOSED HIGH SCHOOL SITE: 9240m² FUTURE PENINSULA PARK: APPROXIMATELY 41808m² (INCLUDING PLAYING FIELD) EXISTING LOT BOUNDARIES PROPOSED LOT BOUNDARIES PROPOSED SITE <p>Map labels include: HILL ROAD, BURROWAY ROAD, WENTWORTH POINT PRIMARY SCHOOL, PROPOSED PLAYING FIELD, NEW HIGH SCHOOL, FUTURE WENTWORTH POINT PENINSULA PUBLIC PARK (APPROXIMATELY 41808m²), APPROVED MARINA, and APPROVED BOAT HOUSE. Setback lines are marked as 20m FORESHORE SETBACK FROM HERRMATTY RIVER and 20m FORESHORE SETBACK FROM HERRMATTY BAY. A ground floor level of 4.00 is also indicated.</p>
Frontages	Approximately 88m to Burroway Road
Existing use	Vacant
Vegetation	The site is cleared land and previously disturbed and does not appear to contain any vegetation

Table 1 – Site Description	
Item	Description
Bushfire	The site is not identified as bushfire prone land
Flooding	The site is not identified as flood prone land
Heritage	The site is not a heritage item and is not located in a heritage conservation area
Contamination	The site is located in a former industrial area, and therefore the land will need to be investigated and remediated prior to being made suitable for the proposed school use. Remediation works are approved under consent DA40/2015 (refer to Section 2.3)
Connectivity	The projected demand for secondary school places will be significant with 4,000 additional places required within the catchment by 2036. With the substantial demand concentrated within the current Concord High School live in catchment, the proposal would significantly improve travel times for those living within adjacent high rise developments, maximising the opportunity for students to walk or cycle to school. By 2026, it is estimated that 866 students will live within a 20-minute walk to school.

2.3 Approved Works on the Site

DA40/2015 was approved in 2016 for staged development including demolition, tree removal, earthworks, site remediation, road construction, sea wall and public domain works and further subdivision. The DA covered the land known as the “Burroway Road Site”, which includes the subject site. The purpose of the DA was to prepare the site for future mixed-use development.

Stage one works have been completed and include demolition of structures, bulk earthworks, remediation and capping of around two hectares of contaminated land, removal of underground electrical cables, early road construction works and early planning for the park.

3 The Proposal

The SSDA will seek consent for the construction of a new Sydney Olympic Park High School in Wentworth Point to meet community demand. The proposed school provides a Stream 9 facility catering for 850 students following the completion of stage 1 and 1,530 students following the completion of stage 2.

The addition of the playing field will result in an open space area of approximately 4.1ha when combined with the area of the future Wentworth Point Peninsular Park. It is intended that the playing field will be subject to a joint use arrangement with Council and available for public use outside school hours.

The remainder of the TfNSW site is under review and will be subject to a separate approval process.

Key elements of the proposal are outlined below, and concept plans are provided following.

3.1 Built Form and Layout

The design features a U-shaped building ranging from two to six storeys in height with a building mass concentrated towards the south/southeast of the site. A playing field is located to the north of the building footprint.

The concept site plan is shown in Figure 2 and a 3D view at Figure 3.

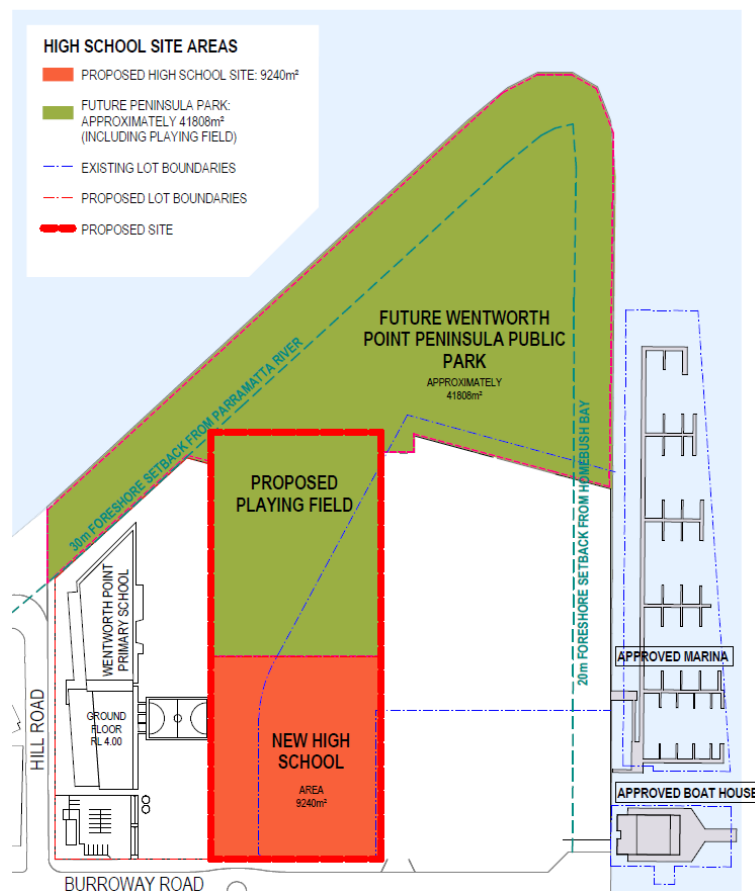


Figure 2: Concept Site Plan

Source: Group GSA

3.2 Staging

The proposed school would be constructed in two stages;

- **Stage 1:** comprising the bottom three levels; and
- **Stage 2** comprising the upper three levels.

The high school will accommodate approximately 1,530 students within Stream 9 facilities following the completion of stage 2.

These stages are differentiated by colour in the concept plan figure below in figure 3, with the yellow denoting Stage 1 and the beige denoting Stage 2.

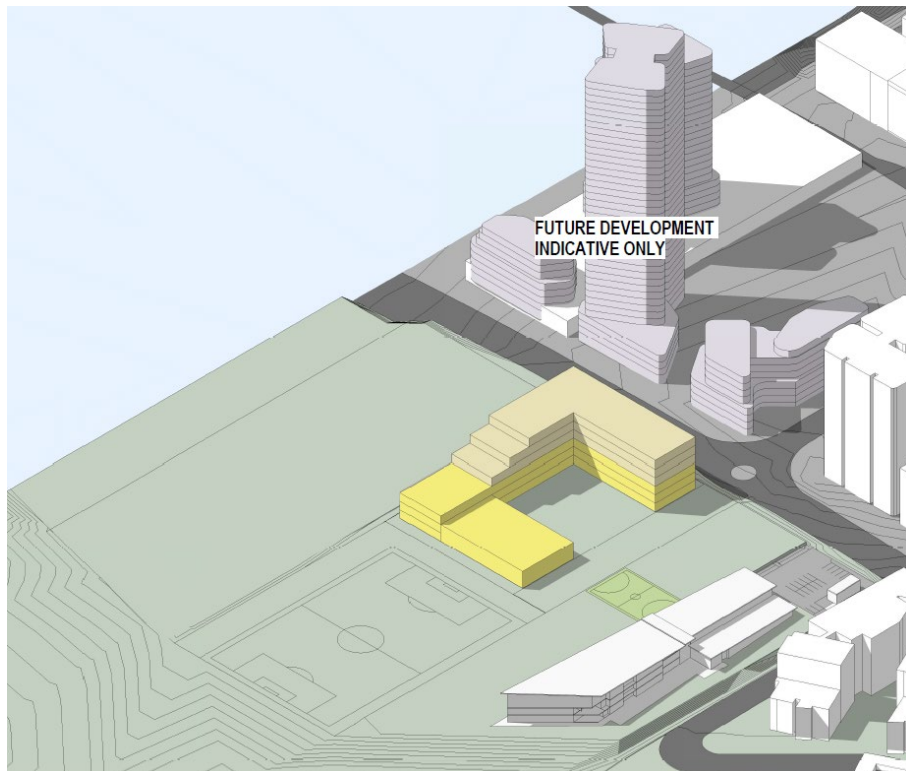


Figure 3: Concept Plan 3D view

Source: Group GSA

3.3 Strategic Need

The strategic need for the new school is driven by population growth, facilitating sustainable development through active transport mode share and providing fit for purpose learning spaces.

The project addresses service needs within the Strathfield Secondary School Community Group (SCG) that covers Burwood, Canada Bay, Inner West, Strathfield and Parramatta LGAs. The SCG contains a number of planned precincts - Greater Parramatta to the Olympic Peninsula (GPOP), Wentworth Point Priority Precinct and Burwood, Strathfield Homebush Priority Precinct – that will deliver additional housing and jobs and which is a driving factor in the increase in demand for school places.

Growth in the Central City District Plan is forecast to have the largest share of additional students in NSW, with an estimated additional 89,360 students to be

accommodated in the district by 2036 of which 32% is expected to be in the Parramatta LGA. As a result, the population density and demographic profile in the Central City District Plan, is going to experience much change. This means that the needs of the community will change, adding greater pressure on the role, quality and accessibility communities expect from core civic services such as schools.

Due to the significant anticipated future student demand, and the need for additional, higher quality learning spaces and facilities, SINSW has identified that there is a need to deliver this through a new school at the subject site along with upgrades to certain schools in the SCG over time.

The physical barriers (such as the Parramatta River, the M4 Motorway and the T1 and T2 rail corridor), mean that growth cannot be serviced by only upgrading existing schools and changing catchment boundaries. A new High School close to areas of demand enhances the opportunities for higher active transport mode share.

4 Strategic framework

The following key Strategic Plans are relevant to the proposal:

- A Metropolis of Three Cities
- Central District Plan
- Parramatta Local Strategic Planning Statement

4.1 A Metropolis of Three Cities

A Metropolis of Three Cities sets a 40-year strategic vision and establishes a 20-year plan to manage growth and change for Greater Sydney in the context of social, economic and environmental matters. The Plan is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places.

Wentworth Point is identified within the Greater Parramatta Growth Area which is anticipated to facilitate greater capacity for new homes in the right locations. Accommodating homes needs to be linked to local infrastructure including access to schools. The proposal will ensure a new high school can be delivered to meet Sydney's growing educational needs and take enrolment pressure off existing schools for the future population in Wentworth Point and surrounding localities.

4.2 Central District Plan

The Central City District Plan provides a 20-year plan to manage growth and achieve the long-term vision for Greater Sydney. The Central District Plan includes a range of priorities and actions to achieve a liveable, productive and sustainable future for the District.

The NSW Department of Education estimates an extra 89,360 students will need to be accommodated in both government and non-government schools in the Central City District by 2036, with Blacktown and Parramatta Council set to take up to 32% of the District's increase in school-aged children.

Wentworth Point is identified Greater Parramatta Growth Area which is a state-led initiative to provide additional housing supply. Planned precincts such as Wentworth Point require investment and infrastructure in essential community infrastructure such as health facilities, schools, open space and roads to meet the growing population needs. The plan also identifies opportunities for increased shared use and more flexible use of under-utilised facilities such as schools and open space facilities which can be used for community, sports, arts, screen, cultural and recreational use when they are not otherwise required.

4.3 Parramatta Local Strategic Statement City Plan 2036

The Local Strategic Planning Statement (LSPS) City Plan 2036 sets out a 20-year land use planning vision for the City of Parramatta and is supported by the Local Housing Strategy and Local Employment Strategy. The plan aims to balance the needs for housing and economic growth, whilst ensuring the protection of heritage, local character and housing diversity. Additionally, the Plan aims to protect the City's environmental assets and improve the health and liveability of the City.

Wentworth Point is identified as an urban growth precinct which is forecasted to accommodate an additional 8, 980 dwellings to 2036. The expected growth in the City of Parramatta is recognised to place further stress on existing community infrastructure with the ability to provide additional school capacity particularly challenging. Sydney Olympic Park is identified to undergo a revitalisation of the precinct to include a new town centre, educational facilities, shopping precinct, new homes and jobs. This proposal seeks to provide for a new high school close to Sydney Olympic Park as part of a commitment to deliver educational establishments in the area.

5 Planning Instruments

The following key State and local planning instruments are relevant to the proposal:

- Auburn Local Environmental Plan (LEP) 2010;
- State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP);
- State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017 (Education SEPP)
- State Environmental Planning Policy No. 55—Remediation of Land (SEPP 55);
- Sydney Regional Environmental Plan No. 24—Homebush Bay Area (Homebush Bay SREP); and
- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (Sydney Harbour SREP).

5.1 Auburn LEP 2010

The proposal is subject to the requirements of Auburn LEP 2013. Under the LEP the site is zoned part R4 High Density Residential and part B1 Neighbourhood Centre and part RE1 Public Recreation. Educational establishments are permitted with consent in the R4 and B1 zones but prohibited in the RE1 zone. Notwithstanding, consent can be granted to the proposal pursuant to cl. 4.38(2) of the Environmental Planning and Assessment Act 1979 (EP&A Act), which allows for consent to be granted to partly prohibited SSD.

The portion of the school which will rely on cl.4.38(2) comprises a component of the playing field which can demonstrate compatibility with the RE1 zone objectives and is intended to be subject to a joint use arrangement with Parramatta City Council. It is proposed that the playing field will be available to the community for public use outside school hours.

The site is subject to a maximum height of part 19m, part 25m and part 88m. The concept plan is of a building height of approximately 32m. It is recognised that the proposal would contravene the LEP building height across part of the site, however given the built context of the surrounding high-rise buildings and critical need for an educational establishment of this size to accommodate the future high school population, the proposal is considered to be appropriate and in the public interest.

It is also noted that for State Significant Development for the purpose of schools "Development consent may be granted for development for the purpose of a school that is State significant development even though the development would contravene a development standard imposed by this or any other environmental planning instrument under which the consent is granted".

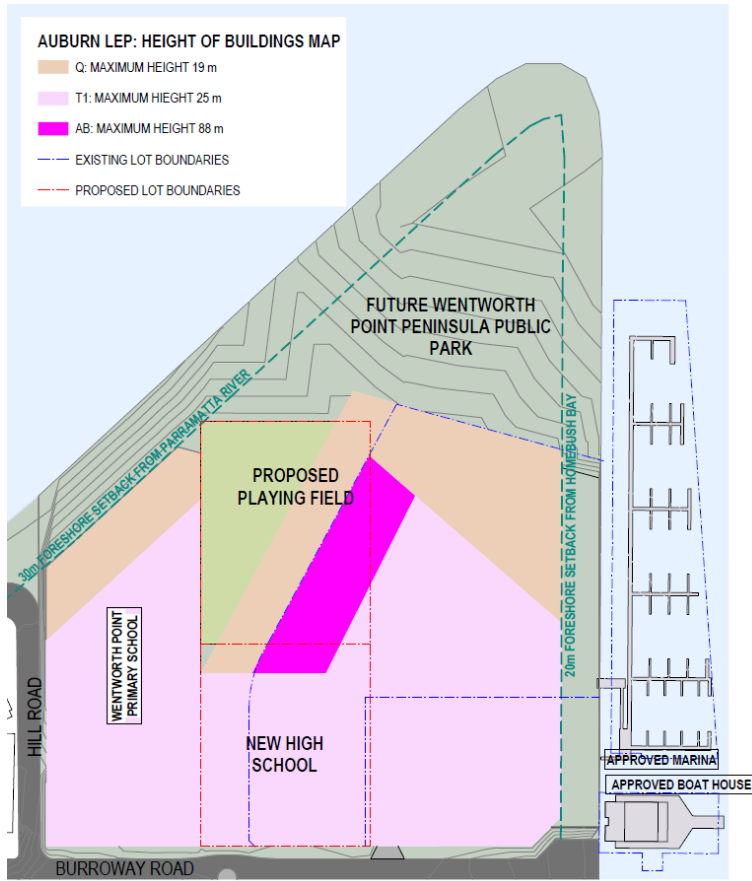


Figure 4: LEP Height of Building Map Extract

Source: Group GSA

The site is subject to a maximum FSR of part 1.25:1 and part nil. The building footprint is located entirely within the area of land, identified with a FSR of 1.25:1. The concept plan has an FSR of approximately 0.91:1.

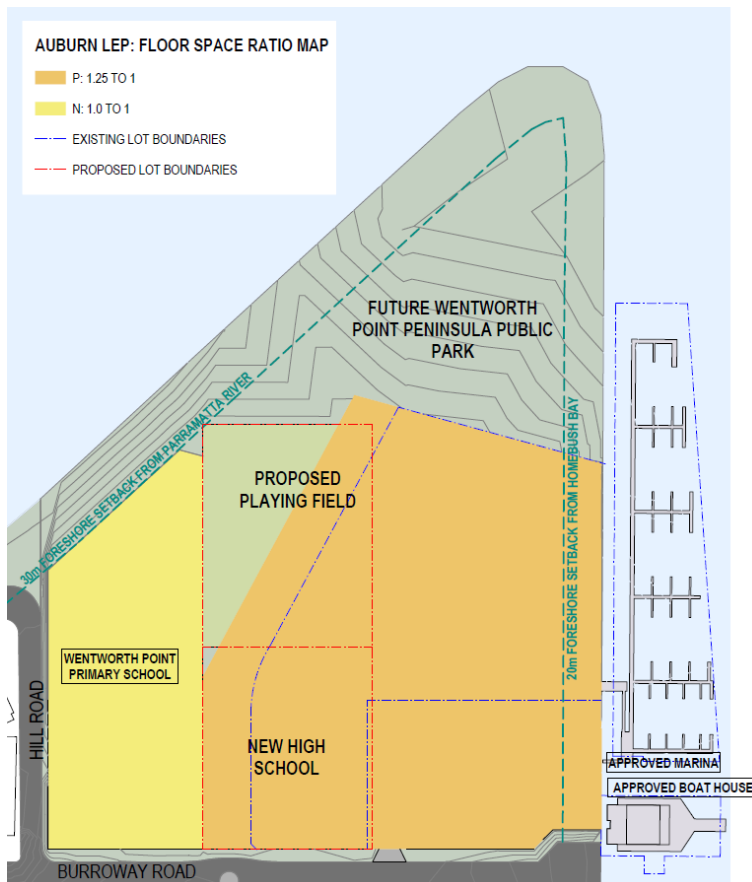


Figure 4: LEP Floor Space Ratio Map Extract

Source: Group GSA

The site is classified as Class 2 acid sulfate soils and will need to be addressed as part of the SSDA.

SEPP (State and Regional Development) 2011

Schedule 1 of the SRD SEPP identifies which type of development is classified as SSD. Clause 15(1) of Schedule 1 identifies the following:

Development for the purpose of a new school (regardless of the capital investment value).

The proposal is for a new school and therefore is classified as SSD.

5.2 Education SEPP

Part 4 of the Education SEPP contains specific development controls relating to schools. The future SSD application will provide compliance against all relevant controls, including an assessment against the design quality principles in Schedule 4.

Clause 35(1) of the Education SEPP states that development for the purpose of a school may be carried out by any person with development consent on land in a prescribed zone. The R4 and B1 zones are prescribed zones. The RE1 zone is not a prescribed zone, however, the proposal can be granted consent despite being partially located in the RE1 zone (pursuant to cl. 4.38(3) of the EP&A Act as discussed above).

5.3 SEPP No. 55—Remediation of Land

The site is located in a former industrial area, and the site has been the subject of extensive contamination investigations as part of the precinct rezoning and consent DA40/2015.

Remediation works were approved under the consent DA40/2015. The SSDA will clarify what works have been completed and what, if any, additional works need to be carried out to make the site suitable for the proposed school.

5.4 SREP No. 24—Homebush Bay Area

The requirements and objectives of the SREP are not directly relevant to the project.

The site is not within or immediately adjacent to Sydney Olympic Park Authority (SOPA) land, and therefore the application would not be referred to SOPA for comment under cl. 14 of the SREP.

5.5 SREP (Sydney Harbour Catchment) 2005

The site is located within the area affected by the Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005. The SREP aims to ensure that the catchment, foreshores, waterways and islands of Sydney Harbour are recognised, protected, enhanced and maintained.

Divisions 2 Matters for Consideration sets out general provisions to be addressed by all development in the applicable land area. The SREP includes provisions including that development: has a neutral or beneficial effect on the quality of water entering the waterways; maintains and improves public access to and along the foreshore; and maintains, protects and enhances views (including night views) to and from Sydney Harbour. These matters will be addressed in the EIS.

The site is not identified as land within the “Foreshores and Waterways Area” boundary or “Wetland Protection zone”, is not a “Strategic Foreshore Site” and does not contain any heritage items. Provisions related to those matters do not apply.

5.6 Other Planning Policies and Legislation

In addition to the above, the following policies and legislation will need to be considered as part of the SSDA:

- Biodiversity Conservation Act 2016;
- State Environmental Planning Policy No 64 – Advertising and Signage;
- Draft State Environmental Planning Policy (Remediation of Land);
- Draft State Environmental Planning Policy (Environment);
- State Infrastructure Strategy 2018-2038;
- Sydney's Cycling Future 2013;
- Sydney's Walking Future 2013;

- Sydney's Bus Future 2013;
- NSW State and Premier Priorities; and
- Wentworth Point Development Control Plan 2014.

The EIS will provide a comprehensive assessment against all the relevant strategic plans and statutory provisions.

6 Key Issues

Based on our preliminary environmental assessment, the following environmental assessment issues will need to be considered as part of the SSDA.

6.1 Contamination

As noted in the SEPP 55 discussion above, the site has been the subject of contamination investigations as part of the precinct rezoning and consent DA40/2015.

Remediation works were approved pursuant to DA40/2015. The SSDA will clarify what works have been completed and what, if any, additional works need to be carried out to make the site suitable for the proposed school.

6.2 Geotechnical

The site is located on reclaimed land, and therefore special geotechnical considerations apply. Previous Geotechnical investigations have occurred on the site as part of DA40/2015. The SSDA will clarify what works have been completed and what, if any, additional works need to be carried out to make the site suitable for the proposed school.

6.3 Built Form and Urban Design

An architectural design report will form part of the EIS. The report will explain the design concept of the proposed development and how it responds to the site and surrounding locality.

The report will include site context plans, floor plans, sections, elevations, shadow diagrams, materials and finishes schedule, perspectives and building program.

6.4 Traffic and Accessibility

A traffic and parking assessment will form part of the EIS, addressing issues relating to potential impacts on road network performance, traffic impacts associated with the proposal as well as parking, arrangement and compliance of on-site parking.

The report will also detail linkages to existing and planned public transport, active modes of transport, and swept paths will also be provided. It is envisaged by SINSW that the majority of staff and students of the high school will either walk, cycle or use public transport to travel to and from the school. A Traffic Statement is at **Appendix 1** which outlines the assessment approach.

6.5 Heritage

Aboriginal Heritage

The site is reclaimed land and has been subject to extensive earthworks. Accordingly, the potential for Aboriginal cultural artefacts is extremely low, however, in order to exercise abundant precaution an ACHAR is being undertaken.

European Heritage

The site is not a heritage item, does not adjoin a heritage item and is not located within a Heritage Conservation Area (HCA) under the LEP. Accordingly, no European heritage investigations are being conducted.

6.6 Crime Prevention Through Environmental Design

A Crime Prevention Through Environmental Design (CPTED) report will form part of the EIS. The report will consider the proposed design in relation to the four design quality principles; territorial enforcement, surveillance, activity/space management and access control.

6.7 Acoustic and Vibration

An acoustic and vibration assessment will form part of the EIS and address potential acoustic impact on nearby properties, including adjacent properties, the primary school and any other sensitive noise receivers.

6.8 Accessibility, Fire Safety and BCA

Accessibility, fire safety and BCA compliance reports will form part of the EIS. The reports will confirm that the proposal is capable of compliance with relevant access and BCA standards.

6.9 Construction Management

A construction management plan will form part of the EIS and detail proposed construction management strategies. A Construction Traffic Management Plan will also be prepared to outline proposed traffic control plans and truck routes and consider:

- Cumulative construction traffic impacts;
- Construction impacts including assessment of know/ planned concurrent construction; and
- Mitigation measures to minimise impacts on the primary school operation/ maximise safety.

6.10 Waste Management

A waste management plan covering the demolition, construction and operation phases will form part of the EIS.

6.11 Ecological Sustainable Development (ESD)

The EIS will detail how ESD principles will be incorporated into the design and ongoing operation of the development. This will include measures to implement and minimise the consumption of resources, water and energy.

6.12 Biodiversity

SSD projects are required to prepare a Biodiversity Development Assessment Report (BDAR) in accordance with the NSW Biodiversity Conservation Act 2016. Alternatively, the applicant can seek a waiver for this requirement.

The site is mostly cleared and has no notable biodiversity value. The site is reclaimed land and has been subject to extensive earthworks. As such, a BDAR waiver is currently being prepared and will be submitted once completed.

6.13 Civil Engineering

The EIS will include civil engineering documentation showing the concept stormwater strategy and sediment and erosion control measures.

6.14 Social

An assessment of the proposed development in relation to potential social impacts will accompany the future SSD application.

7 Consultation

During preparation of the EIS, we anticipate consultation will be undertaken with the following stakeholders:

- Department of Planning, Industry and Environment;
- Parramatta City Council;
- Sydney Olympic Park Authority;
- Transport for NSW;
- Local community groups; and
- Surrounding landowners.

There has already been extensive consultation with TfNSW due to their ownership of the subject site and in relation to transport assessment of the precinct.

The project will be presented to the State Design Review Panel in Dec 2020 and any feedback provided will be incorporated into the EIS package.

8 Conclusion

The purpose of this document is to request the SEARs for the preparation of an EIS for a new Sydney Olympic Park High School development at Wentworth Point. It includes a description of the site, an overview of the proposed development and an outline of the key environmental issues for assessment of the SSDA.

We trust that the information detailed in this document is sufficient to enable issuance of the SEARs.

Technical Memorandum

Quality Information	
Project:	Wentworth Point High School Proposal
Project Number:	SCT_00141
Document Name:	Request for SEARS Traffic Statement
Date:	13/11/2020
Prepared:	Adam Smith, Consultant
Reviewed:	Andy Yung, Director
Authorised:	Jonathan Busch, Associate Director

Background

SCT Consulting has been engaged by Schools Infrastructure NSW to prepare a traffic statement to accompany a Request for Secretary's Environmental Assessment Requirements (SEARs) for delivery of a new High School in Wentworth Point. The school would be located within Part Lot 202 DP 1216628 and Part Lot 203 DP 1216628, having frontage to Burroway Road Wentworth Point in the City of Parramatta Council Local Government Area (LGA).

This traffic statement identifies current and anticipated traffic issues and how these matters will be addressed as part of a comprehensive Traffic and Transport Impact Assessment, to be submitted as part of the SSDA.

The proposed upgrades

The proposal is for a two stage delivery of a 1,530 student school. Stage 1 is 850 students and Stage 2 is an expansion by 680 students. Stage 2 is not yet funded so the SSDA will provide for two stages. The school will comprise school facilities including classrooms, gymnasium, library, canteen, learning support and amenities.

Delivery of the school will require relocation of the current proposed corridor of the ridge road.

Existing traffic and transport conditions

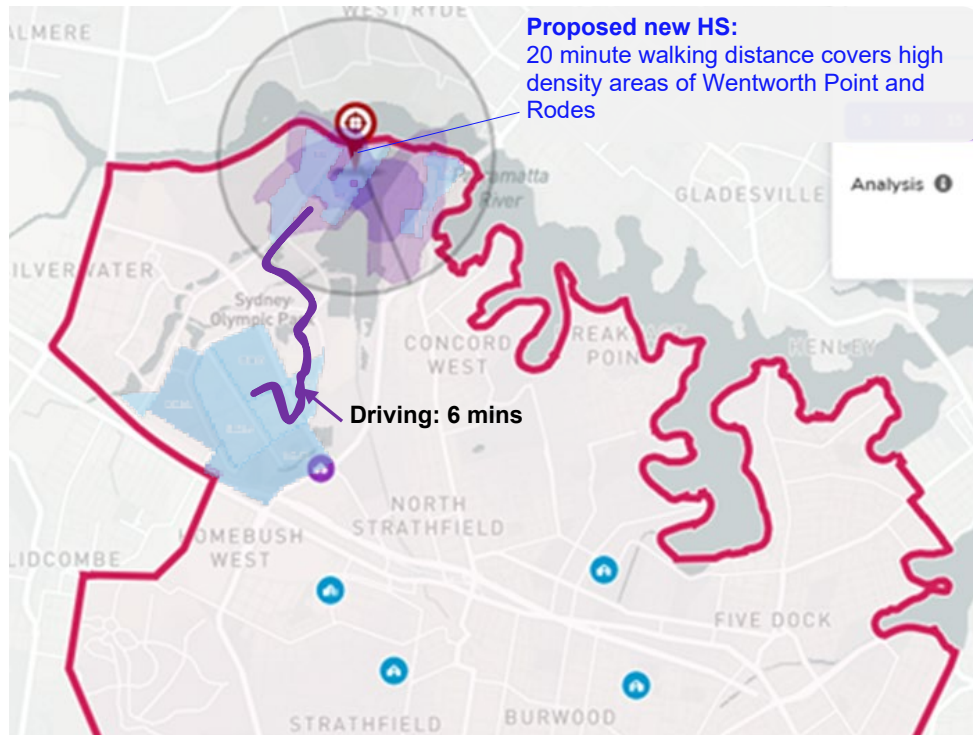
Wentworth Point is located on the southern side of the Parramatta River; approximately 12km west of the Sydney CBD and 6km east of the Parramatta CBD:

- Located within a short travel time of rail transport and employment, the site is well placed from an access perspective;
- With a limit of four 'gateway' intersections from Sydney Olympic Peninsula to the broader road network, car travel is constrained;
- The completion of the public transport bridge across Homebush Bay connecting to the Rhodes Peninsular has improved access to public transport; and
- Prior to COVID-19, trains were also approximately at seated capacity.

Mode share and traffic generation of proposal

Given the density of the surrounding land uses and a high school population, the school is proposed to be a walking and cycling-based school. Without intervention, the density of surrounding uses means that there is a significant portion of students that would take longer to drive than to walk to school. The school has significant population within a 20 minute walk, which is shown in **Figure 2**. The transport study will identify capital and operational interventions that will support mode shift and reduce dependence on single occupant kiss and drop.

Figure 1 Walkability of school location



Delivery of the school will require relocation of the proposed 'Ridge Road' identified within the Wentworth Point DCP, so the primary school site is not separated from the proposed high school site by a road corridor.

Assessment approach

A Rapid Transport Assessment was undertaken by SINSW which considered the traffic and transport impact of the existing public school, as well as the proposed plans for a new high school on the site adjacent. The proposed school will primarily serve residents in Wentworth Point, Rhodes, and the Sydney Olympic Peninsula who will be located within a feasible walking distance.

Walking and cycling are to be considered priority modes of travel to the school sites due to their proximity to medium and high-density developments in Wentworth Point. Students beyond 1.2km walking / cycling catchment of the school generally have access to high frequency public transport during the peak periods.

It is critical to plan for an improved walking and cycle network and supported by other sustainable initiatives to maximise the numbers of students walking / cycling to / from school and minimise traffic and parking impacts on the surrounding streets.

A Traffic and Transport Impact Assessment Report will be provided as part of the EIS. The report will analyse parking and kiss and drop requirements, existing and expected traffic impacts as well as clearly identify walking and cycling infrastructure required to support the initiatives to reduce car uses for pick up and drop off. The report will also outline a Sustainable Travel Plan to encourage staff, students, and parents to access the site by walking, cycling or public transport.

The location of the sites means traffic will be primarily distributed along Hill Road and Burroway Road. It is suggested that traffic modelling be undertaken in SIDRA intersection at the following locations:

- Burroway Road / Wentworth Place
- Burroway Road / Hill Road / Waterways Street
- Burroway Road / Hill Road

Modelling will need to look at the two different school scales to inform staging of any works required at different school capacity levels.