



**Planning &
Environment**

**STATE SIGNIFICANT DEVELOPMENT
ASSESSMENT REPORT:**

***Oran Park High School and expansion of the Oran Park
Public School***

SSD 7968



Environmental Assessment Report
Section 89H of the
Environmental Planning and Assessment Act 1979

December 2017

ABBREVIATIONS

Applicant	Department of Education, or anyone else entitled to act on this consent
AS	Australian Standard
CIV	Capital Investment Value
Consent	Development Consent
Council	Camden Council
DCP	Development Control Plan
Department	Department of Planning and Environment
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000</i>
EPA	Environment Protection Authority
EPI	Environmental Planning Instrument
ESD	Ecologically Sustainable Development
FSR	Floor space ratio
GANSW	Government Architect of NSW
GFA	Gross floor area
GSC	Greater Sydney Commission
ICNP	Interim Construction Noise Policy
INP	Industrial Noise Policy
LEP	Local Environmental Plan
LGA	Local Government Area
Minister	Minister for Planning
NCC	National Construction Code
OEH	Office of Environment and Heritage
Regulation	<i>Environmental Planning and Assessment Regulation 2000</i>
RMS	Roads and Maritime Services
RtS	Response to Submissions
RtS Addendum	Response to Submissions Addendum
SEARs	Secretary's Environmental Assessment Requirements
Secretary	Secretary of the Department of Planning and Environment
SEPP	State Environmental Planning Policy
SRD SEPP	<i>State Environmental Planning Policy (State and Regional Development) 2011</i>
SSD	State Significant Development
TfNSW	Transport for New South Wales

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EXECUTIVE SUMMARY

This report provides an assessment of a State significant development (SSD) application for the expansion of Oran Park Public School (OPPS) and the development of a new Oran Park High School (OPHS) (SSD 7968), located at 390 South Circuit, Oran Park. The Applicant is the NSW Department of Education and the proposal is located within the Camden local government area (LGA).

The proposal seeks approval for the construction of a new high school for up to 2,000 students. The new high school is proposed to be up to three storeys in height and includes: indoor and outdoor learning space, a multi-purpose gymnasium, passive and recreational open space, administration office, library and associated landscaping works and 100 additional on-site car parking spaces. The additions to the primary school include increasing the student capacity from 704 to 1,000 students and works including extension and additions to three existing buildings.

The proposal has a Capital Investment Value (CIV) of approximately \$79 million and would generate 200 new operational jobs and up to 200 construction jobs. The proposal is SSD under clause 15 of the *State and Environmental Planning Policy (State and Regional Development) 2011*, as in force at the time of lodgement, as it is development for the purpose of educational establishment with a CIV of more than \$30 million. Therefore, the Minister for Planning is the consent authority.

The application and Environmental Impact Statement (EIS) were publicly exhibited between 20 April 2017 and 5 June 2017. The Department of Planning and Environment (the Department) received a total of 15 submissions, including seven from public authorities (including one objection) and eight from the public. An additional three submissions from public authorities were received in response to the Applicant's Response to Submissions (RtS).

The Department has considered the merits of the proposal in accordance with relevant matters under section 79C, the objects of the *Environmental Planning and Assessment Act 1979*, the principles of ecologically sustainable development, and issues raised in all submissions as well as the Applicant's response to these.

The key issues raised in submissions include traffic, car parking and built form. Concerns raised include the lack of on-site car parking for staff, students and visitors and the adverse impact this may have on the surrounding local road network. The Department has assessed the merits of the proposal and is satisfied that the impacts have been addressed in the Environmental Impact Statement and RtS, and can be adequately managed through the recommended conditions.

Camden Council, Transport for NSW and the Department raised concerns that the proposed Green Travel Plan (GTP) lacked adequate detail. The Applicant's RtS included an updated GTP and confirmed its commitment to sustainable transport initiatives to compensate for the car parking demand generated by the proposal that was not proposed to be met on-site. On balance the Department considers the Plan to be satisfactory subject to recommended conditions to ensure its ongoing monitoring and annual review for the life of the development.

The Department considers the proposal is consistent with State priorities, *A Plan for Growing Sydney*, and Greater Sydney Commission's draft Western City District Plan. The Department is satisfied the subject site is suitable for the proposed new OPHS and an expansion to the existing OPPS and will provide significant improvements to the accessibility and quality of public educational resources.

Key recommended conditions to manage residual impacts and issues raised in submissions include the requirement to:

- prepare an Operational Traffic Management Plan to manage vehicle movements to and from the schools
- update the GTP to identify objectives and mode share targets, including measures, actions and tools to achieve those objectives and the requirement for ongoing monitoring and annual review.

The site location, originally identified for the purpose of an educational establishment during precinct planning, is considered suitable for the proposed new OPHS and proposed expansions to the OPPS. Potential amenity impacts associated with the operation of the schools can be appropriately managed and/or mitigated through the implementation of the recommended conditions during both construction and operation of the development. Further, the Department considers the proposal would provide a significant public benefit through the provision of new enrolment places for primary and secondary school students, further benefiting the growth and development of the Western City District.

The Department concludes the proposal is in the public interest and recommends that the application be approved subject to conditions.

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1. BACKGROUND

1.1 Introduction

This report provides an assessment of a State significant development (SSD) application for alterations and additions to expand Oran Park Public School (OPPS), the development of a new *educational establishment* (to be known as Oran Park High School (OPHS)) and associated ancillary works on land located at 390 South Circuit, Oran Park (SSD 7968), pursuant to Part 4, section 4.1 of the Environmental Planning and Assessment Act 1979 (the EP&A Act).

The proposal seeks approval for:

- alterations and additions to the OPPS, including car parking and landscaping works
- construction of OPHS, including five new educational buildings, multi-purpose gymnasium, outdoor sports courts
- ancillary works including car parking, landscaping and signage.

The application has been lodged by TSA Management on behalf of the NSW Department of Education (the Applicant). The site is located within the Camden local government area (LGA).

1.2 Priority Growth Area - Oran Park Precinct

Priority Growth Areas (formerly Growth Centres) were established by the NSW Government under the *State Environmental Planning Policy (Sydney Region Growth Centres) 2006* (Growth Centres SEPP) as a location for greenfield urban growth including housing, employment, shops, health and education facilities, parks, bushland, and new or upgraded infrastructure.

Oran Park was one of the first priority release areas of the South West Priority Growth Area (see **Figure 1**). The Precinct is 1,145 hectares (ha) in area and located in the Camden LGA, 6 kilometres (km) north-east of the town of Camden, 3.5 km north of the Narellan Town Centre and 7 km north-west of Campbelltown.

The Oran Park Precinct Plan sets the framework to guide the future urban structure, including new centres to support places for offices, shops, cafes and supermarkets, the location of new schools, open space networks and connections and the future road networks to connect residents to the surrounding area and beyond.

It is expected that the precinct will contribute up to 8,000 new homes, with access to services, employment and transport (while reducing car dependency). As part of the precinct planning, the site was recognised as the desired location for a K to Yr 12 educational establishment.

In line with the aspirations of the precinct planning and the Oran Park Masterplan (see **Figure 2**), the Applicant is seeking approval to build and operate a new high school (OPHS) and alterations and additions to the existing primary school (OPPS) to cater to the current and future demands of the rapidly growing community.

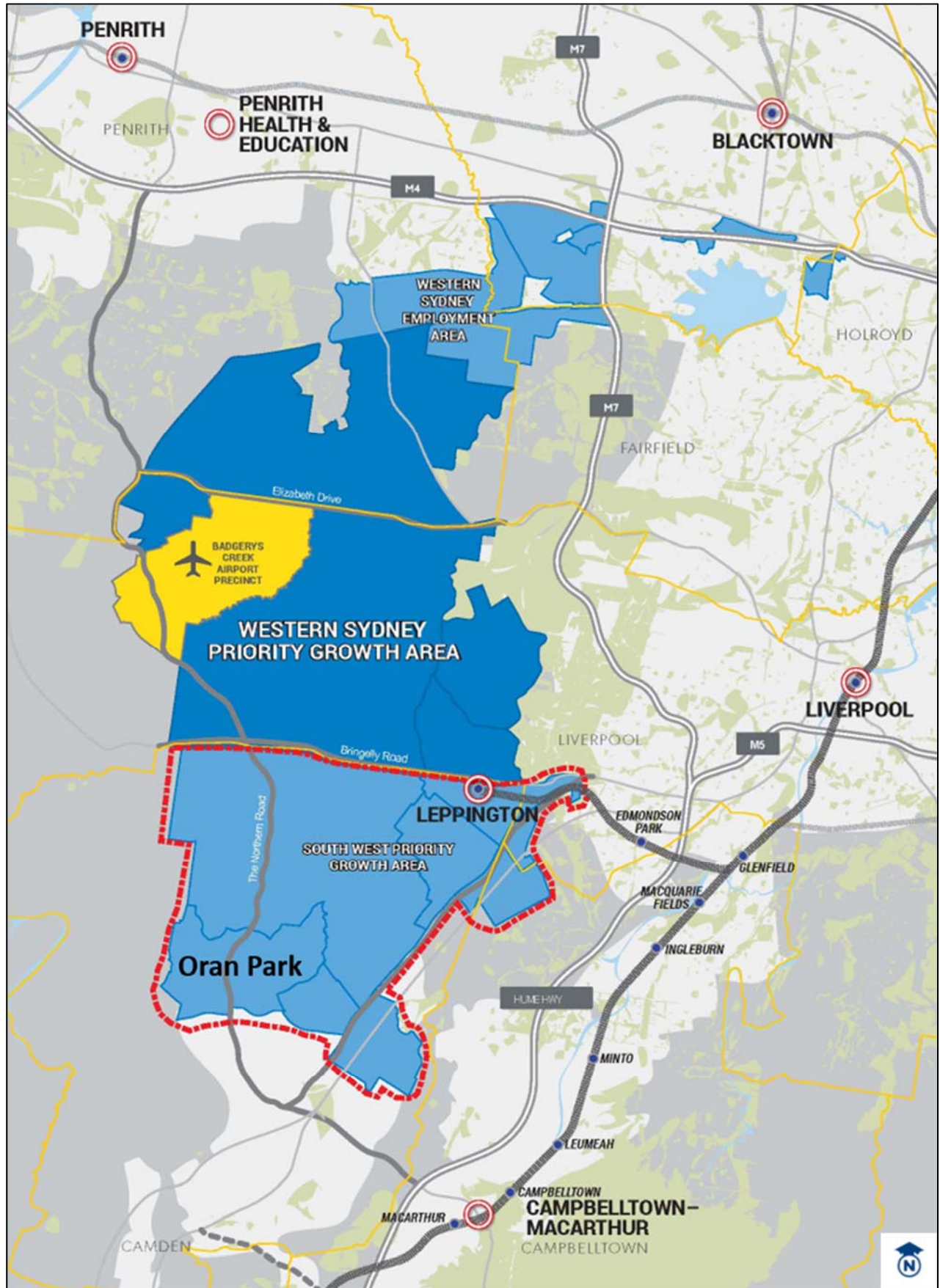


Figure 1: South West Priority Growth Area (base image source: A Plan for Growing Sydney)

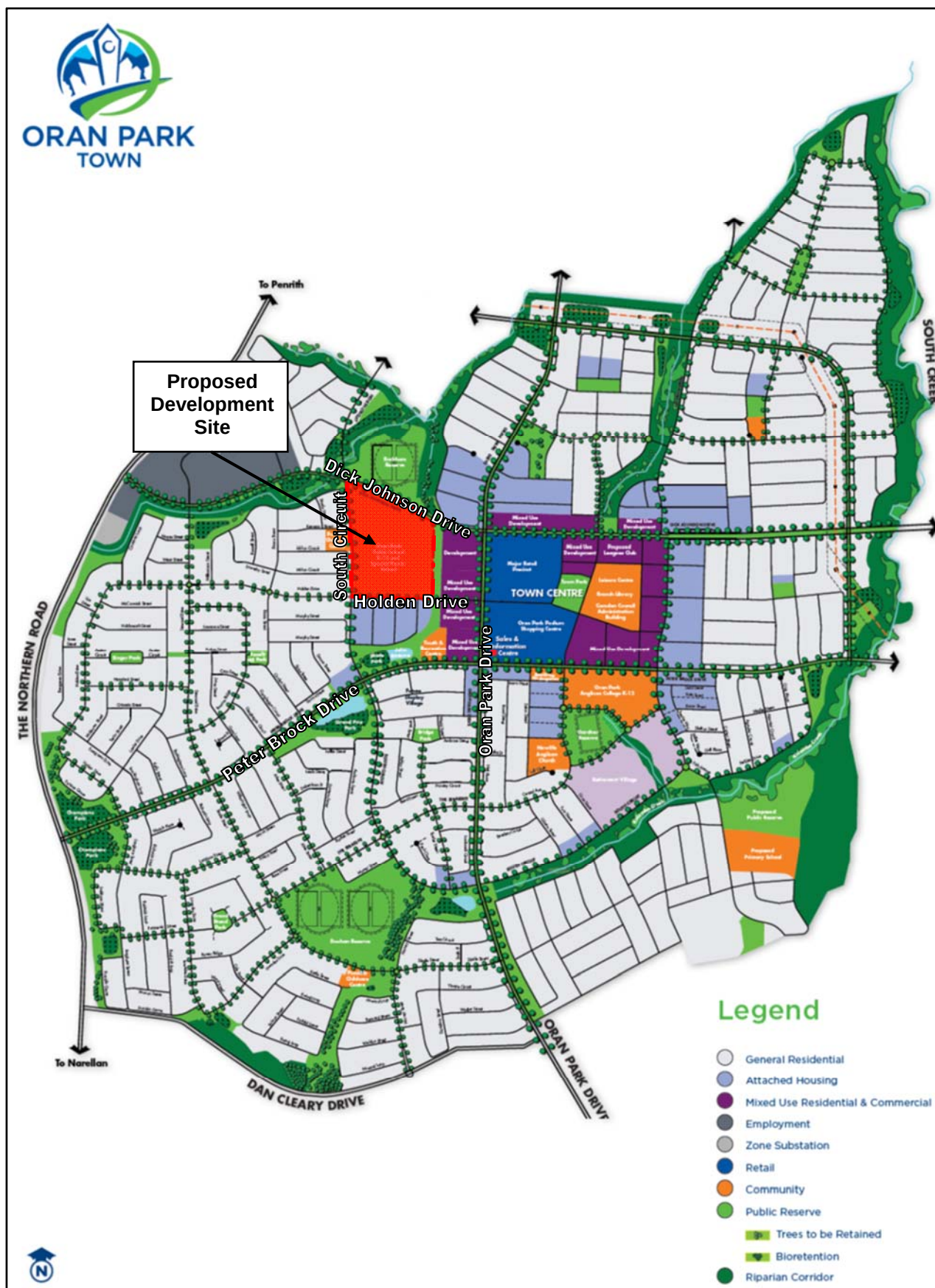


Figure 2: Oran Park Masterplan (base image source: Applicant's EIS)

1.3 The site and surroundings

The site is currently known as the OPPS, 390 South Circuit, Oran Park. It is located within the Camden LGA, at the north-western edge of the proposed Oran Park Town Centre, approximately 14 km south-east of the Campbelltown and 24 km north-east of Liverpool.

The site is irregular in shape and has a total area of approximately 86,201 square metres (sqm). It is situated between Dick Johnson Drive to the north (adjacent to Jack Brabham Reserve), immediately east of a proposed riparian corridor (Julia Creek) and medium density residential development, Holden Drive to the south, fronting future medium density development and South Circuit to the west.

OPPS comprises a two-storey development with 16 classrooms, office and administration, library, school hall, outdoor learning area, sports courts, amphitheatre and includes 49 on-site car parking spaces. In addition, on-site is a special education school with capacity for 44 students, comprising of six classrooms, outdoor learning area, sports courts and administration building.

The surrounding area is comprised of greenfield land, which once developed, will typically be characterised by a variety of low to medium density residential development, open space and parklands. The site is also located within 200 m of the proposed Oran Park Town Centre.

The project location is shown in **Figures 3**.

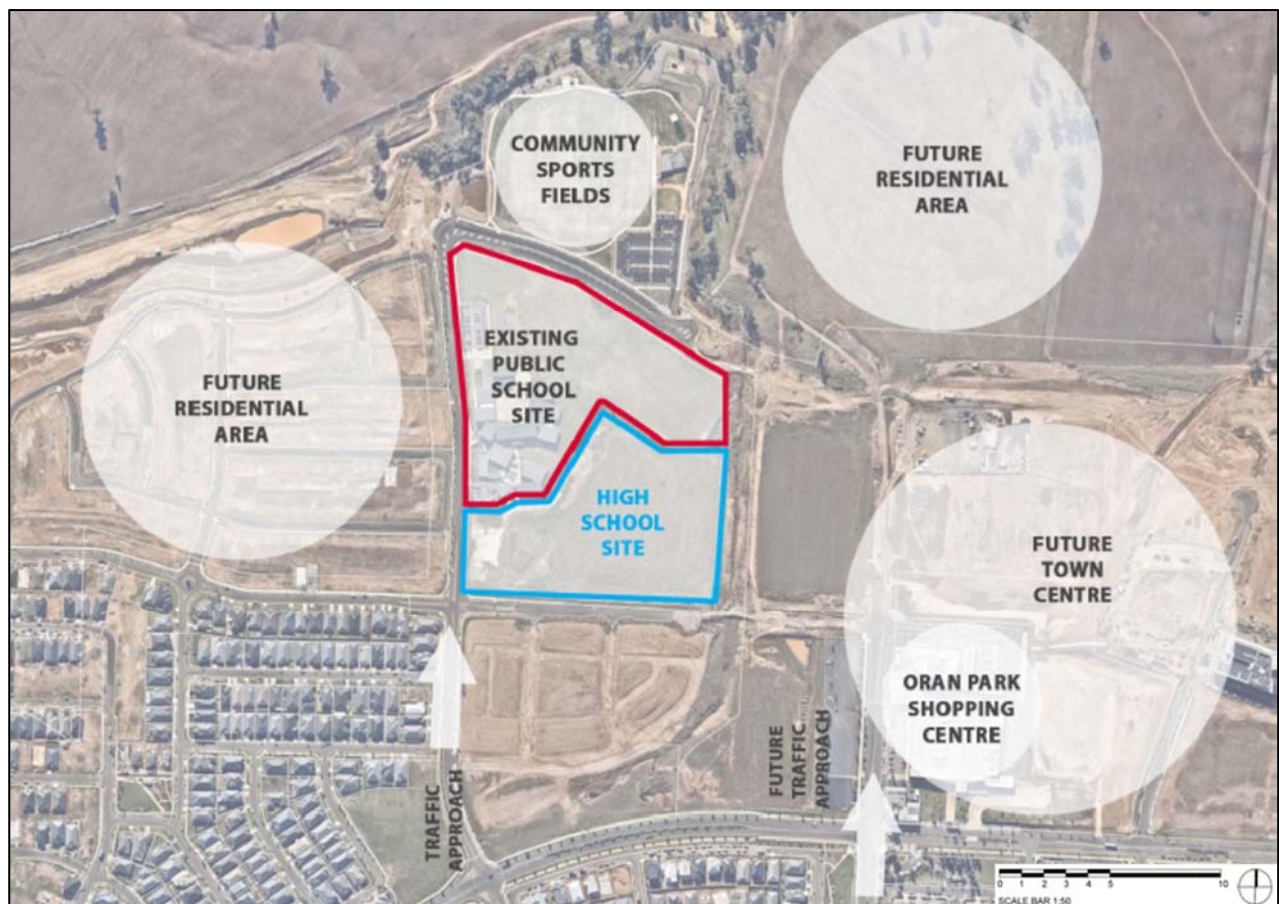


Figure 3: Existing site layout (Source: Applicant)

1.4 Previous approvals and other relevant applications

Relevant planning history of the site

On 27 September 2012, the Joint Regional Planning Panel approved a Development Application (DA 445/2012) for the development of an educational establishment for 704 students, comprising:

- the development of a new primary school with capacity for 660 school students (K to Year 6), which comprised of a two-storey development with 16 classrooms, arrival square, school hall, library, canteen, office and administration, covered outdoor learning area, main courtyard, outdoor amphitheatre and hard games court
- the development of a new special education school with capacity for 44 students (K to Year 12), comprising of six classrooms, port cochere, half hard games court, covered outdoor learning area and office building
- school oval for the primary school and the future use of the proposed high school
- ancillary works, on-site staff car parking, identification signage, internal drainage, fencing, landscaping and earthworks
- land for future demountable classrooms (demountable classrooms not part of the DA)
- proposed hours of operation of 7am to 10pm Monday to Friday.

Relevant planning history of neighbouring site

On 29 May 2017, Camden Council (Council) approved Development Application (DA1534/2016) for road construction, including a bridge crossing, installation of traffic signals, landscaping and associated works. This approval forms part of the broader works being undertaken by the precinct development to provide a connected street network, including pedestrian and cycle pathways.

On 13 June 2017, Council approved a Development Application (DA350/2016) located immediately west of the OPPS. The DA sought approval for a mix of land uses, including:

- childcare centre (capacity 149 spaces), medical centre, neighbourhood shop, dance school
- maximum height of buildings two-storey
- ancillary works, car parking, swimming pool, landscaping and earthworks.

2. DESCRIPTION OF PROPOSAL

2.1 Description of proposal

The key components and features of the proposal (as amended by the RtS and RtS Addendum) are provided in **Table 1** and are shown in **Figures 4** to **6**.

Table1: Key components of the SSD application

Aspect	Description
Summary	New educational establishment, alterations and additions to existing school, increase student capacity and associated works
Site establishment	• Site preparation works including earthworks to accommodate new building platforms, site access, stormwater drainage, landscaping. No demolition is proposed.
New educational establishment (OPHS)	• Construction of a new high school, comprising: - o five buildings - o 18,231 sqm GFA - o maximum building height of 14.8 m - o capacity for 2,000 students • total of 80 on-site car parking spaces, including four accessible parking spaces • a total of 158 full-time equivalent staff • 100 bicycle spaces.
Existing educational establishment (OPPS)	• Alterations and additions to the primary school, comprising: - o extensions to three buildings providing an additional 2,345 sqm GFA (total 6,336 sqm GFA) - o maximum building height of 14.8 m - o increase capacity for 296 students (total 1,000 students). • provision of 20 additional on-site car parking spaces (69 in total) • an additional 19 full-time equivalent staff (total of 65 staff).
Access	• Provision of access to OPHS, comprising: - o pedestrian access Holden Drive frontage (midway)

Aspect	Description
Summary	New educational establishment, alterations and additions to existing school, increase student capacity and associated works
	- o pedestrian access corner of South Circuit and Holden Drive - o kerb-side drop-off/pick-up on Holden Drive for 14 vehicles - o vehicle access from Holden Drive to car park - o vehicle access from South Circuit to waste service area - o revised kerb alignment for bus bay on Holden Drive - o school crossing on Holden Drive (directly in front of main entrance).
Landscaping	• Stormwater and drainage infrastructure including; - o stormwater pits, pipes and drains - o construction of rainwater harvesting, bio-retention and rain gardens • landscaping including tree, shrub and turf planting • outdoor learning area, courtyards, sports courts • security fencing.
Operational hours	• Monday to Friday 7:00 am to 10:00 pm.
Signage	• School identification signage.

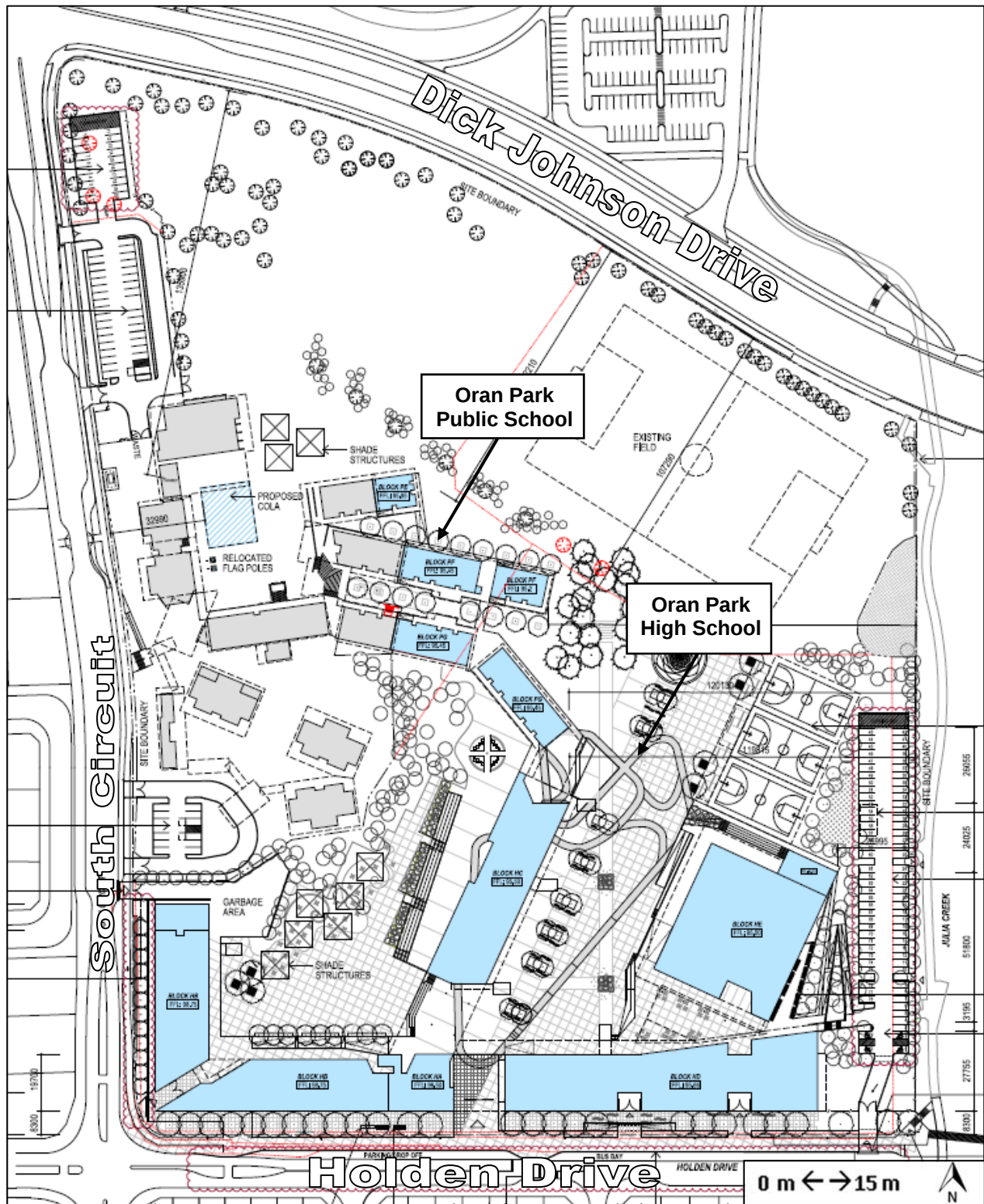


Figure 4: Proposed site layout (source: Applicant)



Figure 5: Artist impression of the proposed street view, east along Holden Drive (source: Applicant)



Figure 6: Artist impression of the proposed school, public domain and landscaping (source: Applicant)

The SSD application has a Capital Investment Value (CIV) of approximately \$79 million and is expected to generate up to 200 construction jobs and 200 operational jobs (160 OPHS and 40 extra OPPS) once fully developed.

2.2 Project need and justification

A Plan for Growing Sydney

A Plan for Growing Sydney 2014 (the Plan) sets out the NSW Government's vision for Sydney to be 'a strong global city, a great place to live' and includes a number of supporting goals and directions. The Plan's key goals are to provide:

- a competitive economy with world-class services and transport
- a city of housing choice with homes that meet our needs and lifestyle
- a great place to live with communities that are strong, healthy and well connected
- a sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources.

The Plan also aims to deliver timely and well planned greenfield precincts and housing in Western Sydney. Oran Park is the focus for facilities, services and community life to support population growth, as the population grows more social infrastructure such as transport, schools, health care and community services will be provided. Specifically, the Plan contains the following direction and action of relevance to the proposal:

Direction 1.10: Plan for education and health services to meet Sydney's growing needs.

Action 1.10.1: Assist the Department of Education and Communities, the Catholic Education Commission and the association of independent schools of NSW to identify and plan for new school sites throughout Sydney.

The proposal seeks to support the strategic goals, directions and actions of the Plan by providing a new school on a strategically identified site and by expanding an existing school to cater for the growing demand for school enrolments generated by the developing region.

Draft Western City District Plan

The Greater Sydney Commission's (GSC) role is to coordinate and align planning to shape the future of Metropolitan Sydney. The GSC has prepared District Plans to inform local council planning and influence the decisions of State agencies. The aim of the District Plans is to connect local planning with the longer-term metropolitan planning for Greater Sydney.

Oran Park is located within the Western City District. A key aim is to identify land release areas to help house the District's new residents with a range of housing types, incorporating access to public transport and infrastructure including schools, hospitals and community facilities.

The proposal is consistent with the relevant priorities of the *Western City District Plan* as it will:

- support the concept of a 30 minute city
- provide much needed services in a well-connected community
- generate approximately 200 construction jobs and 200 operational jobs within the District in proximity to existing and future residential properties
- increase the number of classrooms in response in growing enrolments expected for the locality
- provides for bicycle parking and end-of-trip facilities to aid in increasing active transport
- increase sustainable use of existing resources identified for the proposed land use.

3. STATUTORY CONTEXT

3.1. State Significant Development

The proposal is SSD under section 89C of the *Environmental Planning and Assessment Act 1979* (EP&A Act) as the development is for the purpose of a new school (*educational establishment*) and

includes the alterations and additions to an existing school with a CIV in excess of \$30 million (\$79 million), which is identified as a SSD site under clause 15 of Schedule 2 of State Environmental Planning Policy (State and Regional Development) 2011, as in force at the time of lodgement. The Minister for Planning is therefore the consent authority for the proposed development.

3.2. Permissibility

The site is subject to the following zones (**Figure 7**) under the State Environmental Planning Policy (Sydney Region Growth Centres) 2006:

- **R1 General Residential zone:** 'educational establishment' is permissible with consent
- **R3 Medium Density Residential zone:** 'educational establishment' is permissible with consent.

The proposal is therefore permissible with consent under the Growth Centres SEPP 2006.

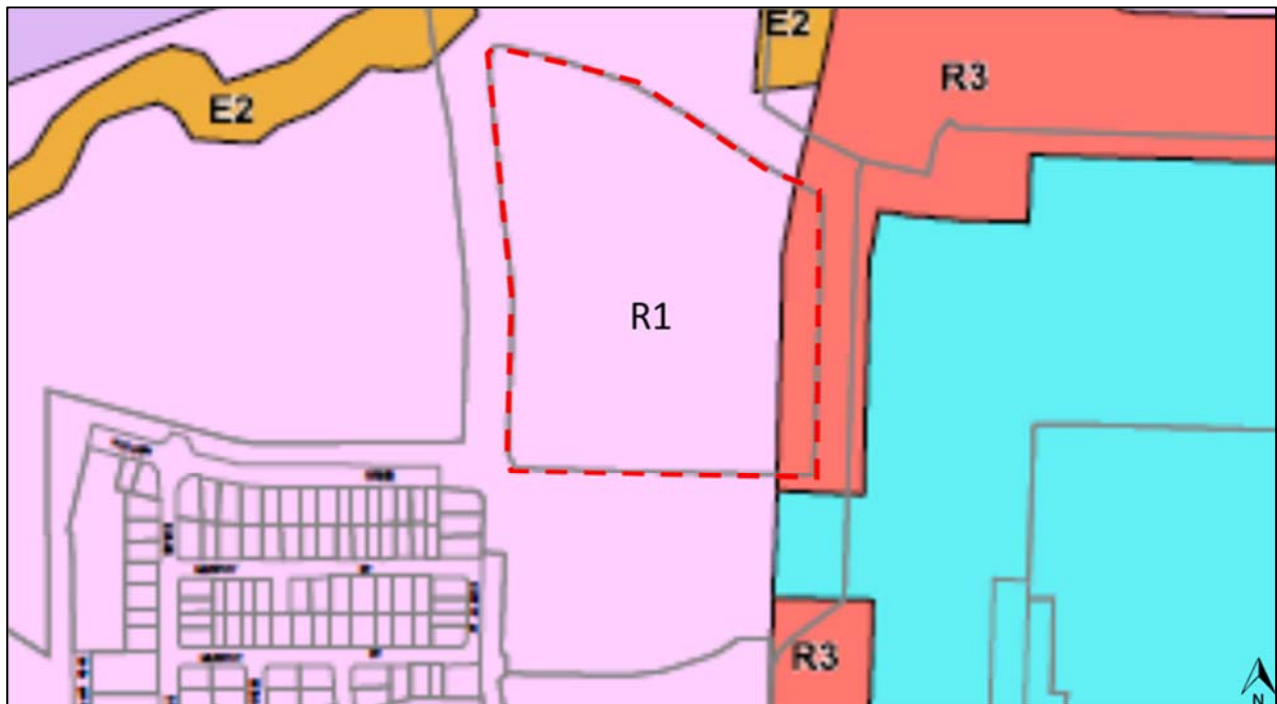


Figure 7: Extract of the land use zoning (source: Growth Centres SEPP)

3.3. Environmental Planning Instruments

Under section 79C of the EP&A Act, the Secretary's assessment report is required to include a copy of, or reference to, the provisions of any EPIs that substantially govern the project and that have been taken into account in the assessment of the project. The following EPI's apply to the site:

- State Environmental Planning Policy (State & Regional Development) 2011 (SRD SEPP)
- State Environmental Planning Policy (Education Establishments and Child Care Facilities) 2017 (Education SEPP)
- State Environmental Planning Policy (Infrastructure) 2007 (ISEPP)
- State Environmental Planning Policy (Sydney Region Growth Centres) 2006 (Growth Centres SEPP)
- State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55)
- State Environmental Planning Policy No. 64 – Advertising Structures and Signage (SEPP 64).

The Department has undertaken a detailed assessment of these EPIs in **Appendix B** and is satisfied the application is consistent with the requirements of the EPIs.

3.4. Objects of the EP&A Act

Decisions made under the EP&A Act must have regard to the objects as set out in section 5 of that Act. A response to the Objects of the EP&A Act is provided at **Table 2**.

Table 2: Response to the objects of section 5 of the EP&A Act

Objects of section 5 of the EP&A Act	Department's Response
(a) <i>to encourage:</i>	
(i) <i>the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment,</i>	The proposal provides for a new educational establishment and associated infrastructure in a planned community. The proposal will facilitate efficient use of an existing site, to provide additional capacity to meet current and future demands. Potential impacts on amenity and traffic from the proposal can be appropriately managed and mitigated.
(ii) <i>the promotion and co-ordination of the orderly and economic use and development of land,</i>	The site is strategically located on an existing parcel of land, which caters to the OPPS. The proposal is therefore consistent with the strategic vision for the site, as a combined facility.
(iii) <i>the protection, provision and co-ordination of communication and utility services,</i>	The proposal will have limited impact on communication and utility services. The Applicant will liaise with the relevant utility providers to ensure appropriate connections are made to the site.
(iv) <i>the provision of land for public purposes,</i>	Not applicable.
(v) <i>the provision and co-ordination of community services and facilities, and</i>	The proposal is for the delivery of a combined <i>educational establishment</i> , notwithstanding certain facilities will be available for community use outside of core school hours.
(vi) <i>the protection of the environment, including the protection and conservation of native animals and plants, including threatened species, populations and ecological communities, and their habitats, and</i>	The site is predominantly cleared of vegetation, threatened species, populations or ecological communities. The proposal will not result in any further disturbance to sensitive ecological communities. Extensive landscaping is proposed with the aim of attracting future habitat to the site.
(vii) <i>ecologically sustainable development, and</i>	The proposal includes measures to deliver ecologically sustainable development (Section 3.6).
(viii) <i>the provision and maintenance of affordable housing, and</i>	The proposal is for an educational establishment and does not include the provision of affordable housing.
(b) <i>to promote the sharing of the responsibility for environmental planning between the different levels of government in the State, and</i>	The Department publicly exhibited the proposed development as outlined in Section 4.1 , which included consultation with Council and other public authorities and consideration of their responses.
(c) <i>to provide increased opportunity for public involvement and participation in environmental planning and assessment.</i>	The Department publicly exhibited the application and made the Applicant's Response to Submissions publicly available as outlined in Section 4.1 , which included notifying adjoining landowners, placing a notice in the press and displaying the application on the Department's website and at Council's office.

3.5. Ecologically Sustainable Development

The EP&A Act adopts the definition of ecologically sustainable development (ESD) found in the *Protection of the Environment Administration Act 1991*. Section 6(2) of that Act states that ESD requires the effective integration of economic and environmental considerations in decision-making processes and that ESD can be achieved through the implementation of:

- the precautionary principle
- inter-generational equity

- conservation of biological diversity and ecological integrity
- improved valuation, pricing and incentive mechanisms.

The development proposes ESD initiatives and sustainable measures, including:

- use of water conservation measures, such as re-use of water, water harvesting, toilet flushing, landscaping irrigation system
- energy efficiency in design of classroom, passive and natural ventilation for classrooms, thermal performance and comfort, provision of natural light
- use of recycled materials for construction.

The Department has considered the proposal in relation to the ESD principles. The Precautionary and Inter-generational Equity Principles have been applied in the decision making process by a thorough assessment of the environmental impacts of the project. Overall, the proposal is consistent with ESD principles and the Department is satisfied the proposed sustainability initiatives will encourage ESD, in accordance with the objects of the EP&A Act.

3.6. Secretary's Environmental Assessment Requirements

On 14 October 2016, the Department notified the Applicant of the Secretary's Environmental Assessment Requirements (SEARs) for the SSD application. The Department is satisfied that the EIS adequately addresses compliance with the SEARs to enable the assessment and determination of the application.

4. CONSULTATION AND SUBMISSIONS

4.1. Exhibition

In accordance with Section 89F of the EP&A Act and Clause 83 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation), the Department publicly exhibited the application from 20 April 2017 until 5 June 2017 (46 days). The application was exhibited on the Department's website, at the NSW Service Centre and at the Council's office.

The Department placed a public exhibition notice in the Sydney Morning Herald, Daily Telegraph and Campbelltown Macarthur Advertiser on 19 April 2017, and notified adjoining landholders and relevant State and local government authorities in writing.

The Department received a total of 15 submissions, comprising seven submissions from public authorities and eight submissions from the general public (including one from the Greenfields Development Company No.2 Pty Ltd). A summary of the issues raised in the submissions is provided at **Tables 3** below and copies of the submissions may be viewed at **Appendix A**.

4.1.1. Public Authority submissions

Table 3: Summary of public authority submissions to the EIS exhibition

Camden Council (Council)
Council objects to the proposal based on the following grounds: <i>Traffic and parking impacts</i> • the long term traffic impacts the development will have on the surrounding precinct • traffic counts have not reflected future flow through traffic as the area develops • insufficient provision of staff, student, visitor and accessible car parking and bicycle parking on-site • Council requested the Applicant provide additional car park in the far north western corner consistent with original masterplan • Council recommends car parking be provided in accordance with the Oran Park Development Control Plan (DCP) • the pick-up/drop-off zones are considered to be inadequate and cannot be co-located with bus zones or areas with parking restrictions • consideration should be given to the relocation of the bus bays and the provision of accessways to

Dick Johnson Drive frontage • Council requests the traffic report be updated to consider the impact of events on local road network and availability of car parking • Council notes that the proposed pedestrian refuge at the intersection of South Circuit and Holden Drive will be signalised in the future, therefore unnecessary • the Camden LGA has one of the highest rates of dependency on private vehicles due to the lack of sufficient car parking, the schools used as a comparison are not considered good examples based on size, access to transport and number of student's pick-up and drop-off • Council considers that the future capacity of the school, warrants consideration of staggering start and finish times. • the Green Travel Plan (GTP) presents a number of initiatives that would be difficult to implement. Other issues include: • request confirmation that RMS raise no issues to the proposed development • raise concern that previous advice provided by Council relating to the preparation of the SEARs has not been considered • the EIS has not considered impacts on the Julia Creek riparian corridor and recommend an Asset Protection Zone (APZ) be established along this corridor • based on the comments raised the, proposal is not considered to be in the public interest.
Transport for New South Wales (TfNSW) TfNSW does not object to the proposal but raised the following concerns: • provision of additional car parking is required • clarification of the percentage of mode share for pick-up/drop-off • impact on the local street network and on-street parking • request that the Applicant update its traffic report to analyse the impact the operation of the school would have on the local road network and on-street car parking • request the Applicant engage with Council to ensure that the delivery of Holden Drive and Oran Park Drive align with the opening of the school • TfNSW also provided recommended conditions, that the Applicant provide adequate bicycle storage, end of trip facilities, annually review and update the Green Travel Plan and prepare a Construction Pedestrian Traffic Management Plan.
Roads and Maritime Services (RMS) RMS does not object to the proposal and provided the comments: • the adequacy of the provision of car parking for increased staff numbers • recommended that the Applicant construct car parking, swept paths, school zones in accordance with the relevant standards and/or requirements • recommended that the Applicant prepare a Construction Traffic Management Plan.
Environment Protection Authority (EPA) EPA does not object to the proposal. The EPA also provided a number of recommendations relating to construction and operational noise impacts and management, waste management, erosion and sediment control, dust control, and the preparation of an unexpected finds procedure.
Office of Environment and Heritage (OEH) OEH does not object to the proposal.
Sydney Water Sydney Water recommended standard conditions regarding the arrangement of future utilities.
Department of Primary Industries (DPI) DPI commented that the proposal should be carried out in accordance with DPI Water <i>Guidelines on Controlled Activities (2012)</i>.

4.1.2. Public submissions

Eight public submissions were received, including one which objected. All submissions raised concern in relation to the proposed provision of on-site car parking spaces and traffic issues, with one submission also being concerned with the impact special events at the school may have on the local road network and the availability of on-street parking.

4.2. Response to Submissions and supplementary information

Following the exhibition of the application the Department placed copies of all submissions received on its website and requested the Applicant provide a response to the issues raised in the submissions.

On 20 September 2017, the Applicant provided a Response to Submissions (RtS) (**Appendix A**) on the issues raised during the exhibition of the proposal. The RtS contained additional information (including revised technical reports) and responses to the matters raised, including built form, landscaping, traffic and parking impacts, noise and vibration and construction management.

The Applicant's RtS proposed the following design amendments:

- inclusion of additional 100 on-site car parking spaces (combined total of 149) as follows:
 - o OPPS increase from 49 existing on-site staff car parking spaces to 69
 - o OPHS increase from 10 on-site staff car parking spaces to 80
- 24 kerb-side visitor car parking spaces will be provided along Holden Drive frontage (between 9:30 am - 2:30 pm)
- four accessible car parking spaces will be provided on-site close to the administration building
- 100 bicycle racks, 20 on Holden Drive and 80 within the OPHS grounds (close to amenities)
- event car parking, in the first instance all on-site car parking will be available, informal parking on the school oval and overflow would utilise the Jack Brabham Reserve car park
- parking restrictions on the southern side of Holden Drive have been removed
- the layout for bus zone on Holden Drive has been updated to improve traffic flow with capacity for a minimum of four bus services (100 m)
- kerb-side drop-off/pick-up on Holden Drive has been increased to allow for 14 vehicles at one time
- the pedestrian crossing on Holden Drive has been replaced with a school crossing
- street furniture has been integrated into the setback along Holden Drive
- additional trees have been added to the eastern courtyard of OPHS.

Amendments have been made to the architectural, landscape plans and civil works plan (Holden Drive) in response to the above design amendments.

The Applicant's Traffic Report and GTP were updated in response to issues raised in submissions and design amendments. The Applicant's RtS confirms:

- a car-pooling policy is to be prepared, implemented and reviewed on an annual basis
- staggering of school times to alleviate traffic impacts, which will be reviewed as capacity grows.

The acoustic assessment was also updated to ensure compliance with the NSW Industrial Noise Policy.

The RtS was made publicly available on the Department's website and was referred to the relevant public authorities for comment. An additional three submissions were received from public authorities, including Council, TfNSW and RMS. No submissions were received from the public. A summary of the issues raised in the submissions is provided at **Table 4** and copies of the submissions may be viewed at **Appendix A**.

Table 4: Summary of public authority submissions to the RtS

Council
Council maintained its objection to the proposal and reiterated its comments relating to traffic and parking issues, pick-up/drop-off zones, bus bays, pedestrian crossing, provision of on-site car parking, school comparison and practicality of implementing a green travel plan. Council provided the following additional comments: • the Applicant should be required to provide 6 additional on-site car parking spaces for OPPS in accordance with the Oran Park DCP • the Applicant should provide 1 car parking space per full time staff member of the high school, in addition 1 car parking space per 100 students and 1 car parking space per 5 students in Year 12

the use of the Jack Brabham Reserve for Year 12 student parking or special events is not supported.
TfNSW
TfNSW raised no objection to the Applicant's RtS and provided the following comments and recommendations: - prior to the issue of construction certificate the Applicant prepare a Car Parking Management Plan for Jack Brabham Reserve (to be approved by Council) - the Applicant undertake a detailed Design Road Safety Audit of the proposed bus bay and pedestrian crossings.
RMS
RMS raised no objection to the RtS and reiterated previous comments, expressing that the Applicant should provide adequate on-site car parking to the satisfaction of the consent authority.

In response to the public authority submissions to the RtS, the Applicant provided an RtS Addendum, which provided further clarification (as discussed in **Section 5** of this report) on the following matters:

- on-site car parking provisions and associated parking demands generated by the proposal
- the design and location of the proposed drop-off/pick-up and school bus bays
- proposed additional sustainable travel initiatives
- pedestrian movements and safety.

The Department has considered the comments raised in the public authority and public submissions during the assessment of the application (**Section 5**). Where appropriate, conditions of consent have also been recommended (**Appendix C**) as a reasonable and practical approach to address outstanding issues and to ensure the proposal that proceeds is in the public interest and addresses the growing demands for new student enrolments in line with the NSW Government's vision for Sydney and the Western City District.

5. ASSESSMENT

5.1 Section 79C(1) matters for consideration

Table 5 identifies the matters for consideration under section 79C of the EP&A Act that apply to SSD in accordance with section 89H of the EP&A Act. The table represents a summary for which additional information and consideration is provided for in **Section 5** (key and other issues) and relevant appendices or other sections of this report and the EIS, referenced in the table. The EIS has been prepared by the Applicant to consider these matters and also those required to be considered in the SEARs, section 78(8A) of the EP&A Act and Schedule 2 of the EP&A Regulation.

Table 5: Section 79C(1) Matters for Consideration

Section 79C(1) Evaluation	Consideration
(a)(i) any environmental planning instrument	Satisfactorily complies. The Department's consideration of the relevant EPIs is provided in Appendix B of this report.
(a)(ii) any proposed instrument	Not applicable.
(a)(iii) any development control plan	Under clause 11 of the SRD SEPP, development control plans (DCPs) do not apply to SSD. Notwithstanding, consideration has been given to relevant DCPs at Appendix B .
(a)(iiia) any planning agreement	Not applicable.
(a)(iv) the regulations <i>Refer Division 8 of the EP&A Regulation</i>	The application satisfactorily meets the relevant requirements of the EP&A Regulation, including the procedures relating to applications (Part 6 of the EP&A Regulation), public participation procedures for SSD and Schedule 2 of the EP&A Regulation relating to EIS.
(a)(v) any coastal zone management	Not applicable.

Section 79C(1) Evaluation	Consideration
plan	
(b) the likely impacts of that development	Appropriately mitigated or conditioned - refer to Section 5 of this report.
(c) the suitability of the site for the development	The site is suitable for the development as discussed in Sections 3 and 5 of this report.
(d) any submissions	Consideration has been given to the submissions received during the exhibition period. See Sections 4 and 5 of this report.
(e) the public interest	Refer to Section 5 of this report.
Biodiversity values impact assessment not required if: (a) On biodiversity certified land (b) Biobanking Statement exists	Not applicable.

5.2 Key assessment issues

The Department has considered the EIS, the issues raised in submissions and the Applicant's RtS and RtS Addendum in its assessment of the proposal. The Department considers the key issues associated with the proposal are:

- traffic and parking
- built form and urban design.

Each of these issues is discussed in the following sections of this report. Other issues were taken into consideration during the assessment of the application and are discussed at **Section 5.3**.

5.2.1 Traffic and parking

Presently, the OPPS has capacity for 704 students enrolled and 46 staff members, which is proposed to increase to 1,000 primary students and 65 staff. In addition, the proposed OPHS will have capacity for 2,000 students and 158 staff. The Department considers that traffic, parking and access are key considerations for the development of the site.

The proposal includes the following infrastructure:

- a total of 149 on-site car parking spaces for staff, comprising:
 - o 80 new spaces, located to the east of the OPHS along its eastern boundary
 - o 20 additional spaces as an expansion to the existing 49 space OPPS car park, located in the north-western corner of the OPPS site
- 100 bicycle spaces for the OPHS
- vehicle access off Holden Drive to the new OPHS staff car park
- vehicle access from off South Circuit to the OPHS service area (designed to allow for a long vehicle 9.3 m)
- a 14-vehicle drop-off/pick up zone on the northern side of Holden Drive (OPHS)
- a 100 m bus bay along Holden Drive
- school crossing on Holden Drive.

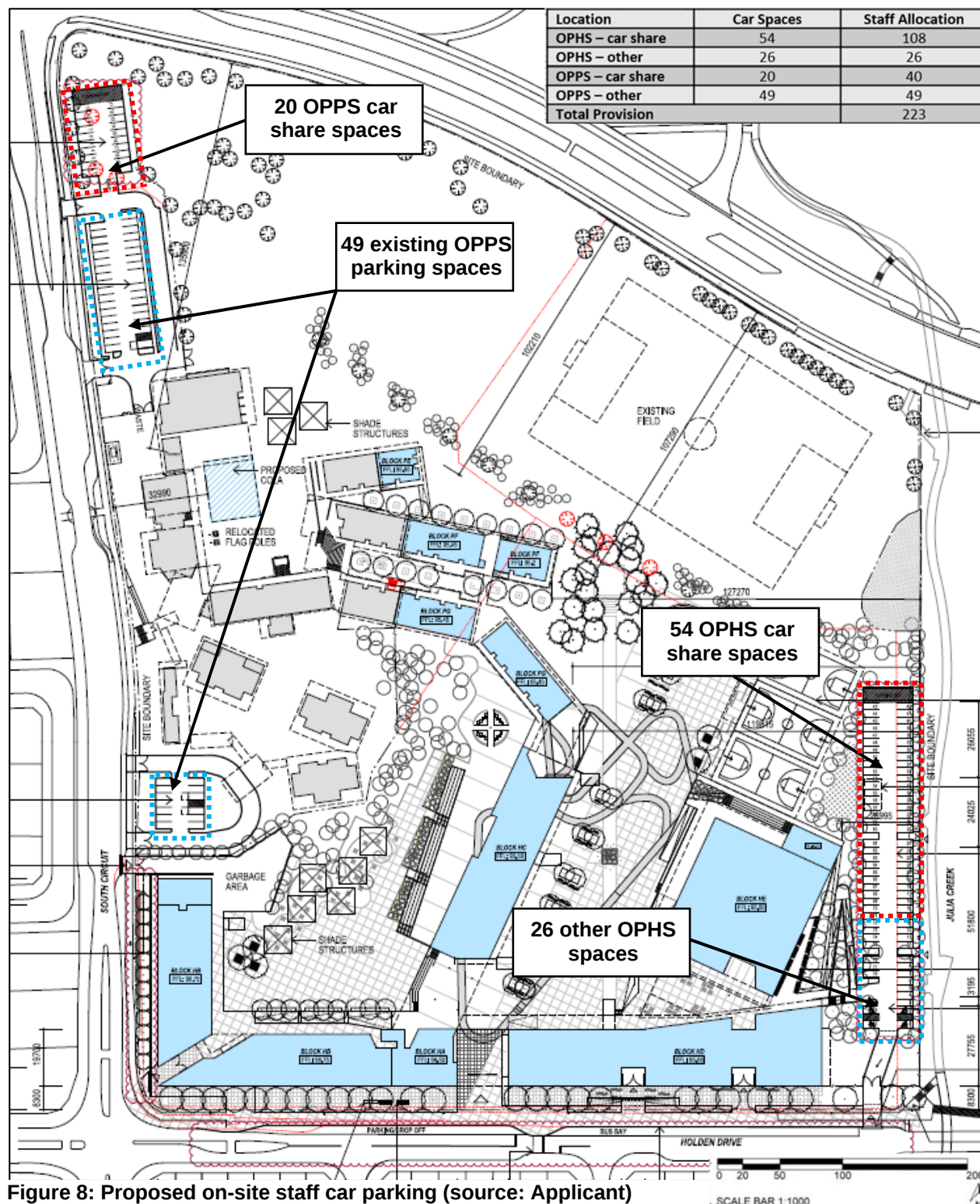
The Applicant has prepared a Traffic Report (TR), which considers the impact the proposal may have on the surrounding local road network. The Department considers that the key transport issues relating to the proposal are:

- car parking
- operational traffic
- drop-off/pick up and bus zones
- green travel plan.

Car parking

OPPS comprises a total of 49 on-site car parking spaces for school staff, including 36 in the main car park to the north of the existing school buildings and 13 adjacent to the special education area, both accessed via South Circuit. As amended by the Applicant's RtS, the proposal includes a combined total of 149 on-site car parking spaces for staff (see **Figure 8**), comprising of:

- 80 spaces to be located to the east of the OPHS (ratio of 1 space per 2 staff members)
- 20 space expansion of the existing car park located to the north-west of the OPPS
- four accessible car parking spaces, located near the OPHS administration building.



No on-site parking is proposed for students of OPHS. However, a minimum of 100 bicycle parking spaces and associated end-of-trip facilities are proposed. The proposed end-of-trip facilities will be located near the main hall of the OPHS, with ease of access to change rooms, showers and facilities.

Visitors during school hours will have access to existing kerb-side car parking and any community use outside of school hours will have access to the proposed/existing on-site car parking and kerb-side car parking. The Applicant's RtS also advises that in the event further parking is required, the proposed sports field, Jack Brabham Reserve car parking and surrounding on-street car parking are proposed to be used.

During the exhibition of the proposal, Council objected to the lack of on-site car parking as originally proposed. RMS noted that adequate on-site parking should be provided to the satisfaction of the consent authority. TfNSW recommended that prior to construction certificate, the Applicant prepare a car parking management plan for the use of Jack Brabham Reserve to be approved by Council.

The Department also raised concerns with the lack of proposed on-site car parking and over-reliance of on-street parking provisions and potential of land use conflicts that would arise over the course of the precincts development.

As outlined above, the Applicant responded to Council's objection and the Department's concerns by presenting a revised parking management strategy as part of its RtS, which incorporated 100 additional parking spaces. Notwithstanding the additional on-site car parking spaces proposed, in response to the Applicant's RtS, Council maintained its objection to the proposal and provided the following comments:

- that the Applicant provide adequate on-site car parking in accordance with the requirements of the Oran Park Development Control Plan (DCP)
- the use of Jack Brabham Reserve for overflow parking is not supported.

Under Council's DCP, the expansion of OPPS generates the requirement for an additional 22 car parking spaces, while the proposed new OPHS generates a requirement for 238 car parking spaces for both staff and Yr 12 students. Notwithstanding, the Department notes that clause 11 of the SRD SEPP provides that development control plans do not apply to State significant development and therefore consideration of other similar developments and a merit-based assessment is necessary.

Using the projected 90 percent private vehicle modal split of staff and 20 percent private vehicle modal split of year 12 and revised staffing numbers outlined in the Applicant's amended TR, the proposal would generate a demand for up to approximately 219 car parking spaces (17 additional OPPS space and 202 OPHS spaces).

The Applicant's TR states that the provision of lower levels of parking is in accordance with the Department of Education's policy to promote sustainable transport choices. It also advises that a parking ratio of one space per two full-time staff members is based on provisions at other co-located schools with similar student capacities, including Cherrybrook Technology High School and John Purchase Public School.

The Applicant states that limiting the provision of on-site car parking will encourage the use of public/alternative modes of transport to and from the school. In support of this position, the Applicant notes that the future student population will most likely be drawn from the local area which is well connected to the site by existing and proposed pedestrian and bicycle linkages. Further, future bus services are proposed to be provided, with a projected requirement of approximately 15 bus services in the morning and afternoon required to meet the expected demand generated by the proposal, improving the availability of existing public transport options.

The Applicant is also committed to implementing its proposed GTP, of which its draft version proposes:

- to encourage walking and cycling
- the use of public transport
- implementation of a car pool scheme and dedication of on-site car parking spaces for users.

The Department considers the provision of a total of up to 260 car parking spaces to be excessive and is not considered to be an appropriate outcome for the proposal, the local community, nor would it be consistent with current practice of encouraging more sustainable forms of transportation and less reliance on the private motor vehicle.

Having regard to the high private vehicle modal splits, the Department notes this as being typical of an educational establishment land use, however, is encouraged by the Applicant's commitment to implement and encourage more sustainable transport measures through its GTP (addressed in further detail below under the subheading *Green Travel Plan*).

It is also considered appropriate that the Applicant be required to prepare a Parking Management Strategy (PMS) that includes measures to manage parking behaviours and address road safety and/or congestion issues. The PMS would need to be reviewed yearly by the Applicant, in consultation with Council. A condition of consent has been recommended accordingly.

In this respect and notwithstanding Council's objection, the Department is of the opinion that the proposed increase of 100 on-site car parking spaces (149 in total) is acceptable as:

- an increase in the provision of car parking on-site above that proposed, would result in a loss of outdoor learning space
- the provision of additional on-site car parking would result in poor design outcomes both within the school sites and with their adjacencies, particularly the future shared footpath along eastern boundary of the site within the Julia Creek riparian corridor
- limiting the provision of on-site car parking will assist in encouraging the use of other, more sustainable modes of transport, such as walking, cycling and public transport
- appropriate pedestrian, bicycle and end-of-trip facilities will be provided, with the opportunity to expand
- the Applicant has committed to the implementation of a GTP for the life of the development.

The Department also notes that Council does not support the use of Jack Brabham Reserve for overflow or event parking, due to the inability to control and manage the car parking area. The Department notes that the proposal does not seek development consent for out of school hours events, though acknowledges that on occasion (e.g. major school functions/assemblies) school events may take place. These instances would not be regular and are often planned well in advance, providing sufficient time for the school/s to appropriately address any parking demands predicted, including the use of overflow parking on school ovals as indicated by the Applicant.

However, to ensure that the use of car parking during both normal school operations and any proposed ancillary schools event is managed appropriately, the Department also recommends that the recommended PMS be prepared in consultation with Council and considers the use of Jack Brabham Reserve to address any requirements for overflow parking.

Operational traffic

The surrounding local road network consists of South Circuit, Holden Drive and Dick Johnson Drive, of which the later two are dead-ends (see **Figure 9**), which service the existing OPPS and developing residential subdivisions. As a result, traffic currently generated within the immediate locality is largely attributed to operations associated with OPPS, with significant peaks at school start and finish times.

Council raised concerns with the traffic generation rates, future traffic volumes and the potential impact the development would have on local road network.

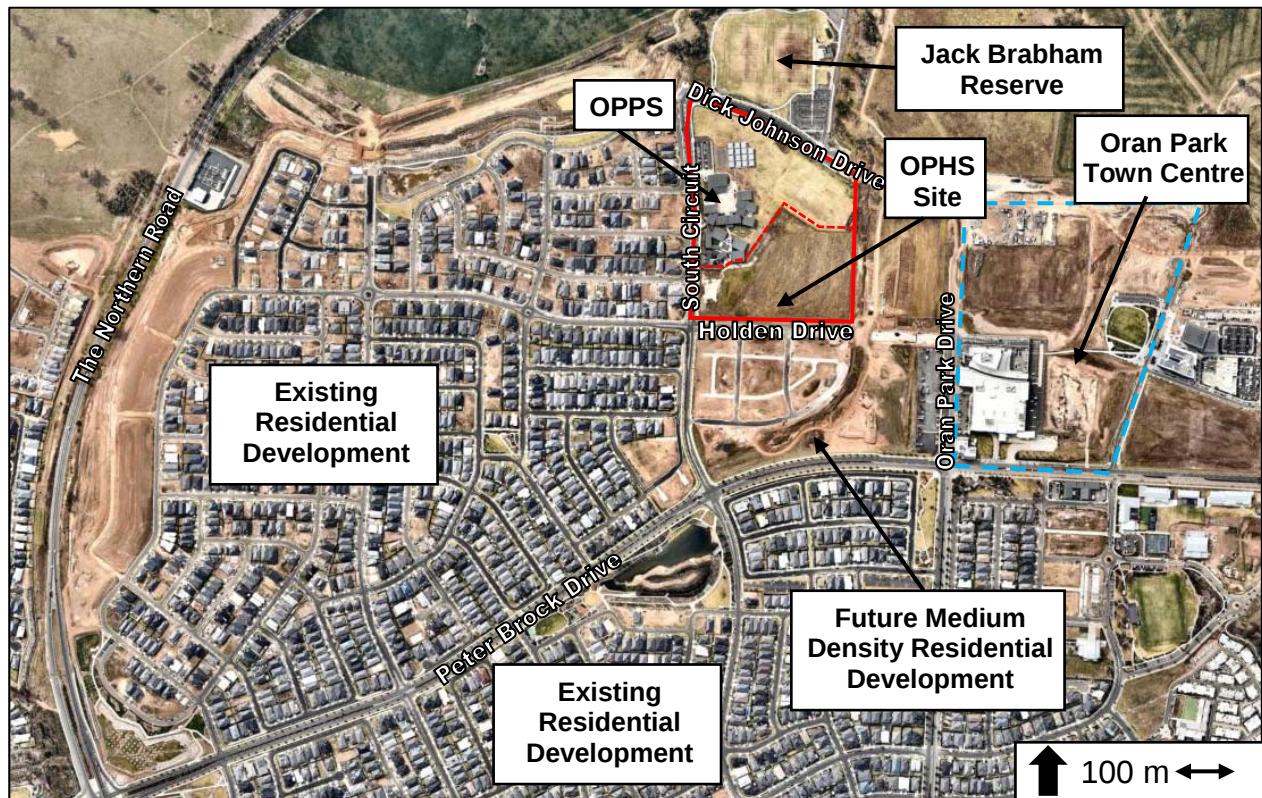


Figure 9: Local road networks and site context (base image source: www.maps.au.nearmap.com)

The operational traffic generation associated with the proposal is predominantly associated with the arrival and departure of staff and students during peak periods. The Applicant's TR outlines peak periods are predicted between 8:20 am to 9:20 am and between 3:00 pm and 4:00 pm, with reduced vehicle movements outside of these hours generated by typical extracurricular activities after school (i.e. existing after school care and training) and on weekends.

The TR notes the RMS *Guide to Traffic Generating Developments* does not include traffic generation rates for educational establishments and therefore traffic counts were undertaken at the intersection of South Circuit and Holden Drive to identify and assess the likely impacts generated by the proposal. The TR identified:

- during the day traffic, movements along Holden Drive are considered minimal (0-2 movements per hour)
- traffic along South Circuit is typically 15-20 vehicles per hour, additionally:
 - o between 8 am and 10 am, approximately 266 vehicles drive northbound on South Circuit and 245 southbound
 - o between 2 pm and 4 pm, approximately 149 vehicles drive northbound on South Circuit and 161 southbound
 - o approximately 65 vehicles pick up from after school care (generally between 3 pm to 6 pm)
- high numbers of vehicle movements are associated with students being dropped-off and picked-up from school, consisting of:
 - o 40-45 percent of the student population dropped-off in the morning
 - o 30 percent of the student population picked-up in the afternoon, with a further 10-15 percent picked-up from after school care, outside of the main peak pick-up period (this rate was also confirmed by school survey July 2017).

Having regard to the traffic counts undertaken, the Applicant's TR estimates the proposal would generate the following morning and afternoon traffic vehicle movements:

- AM peak
 - o 587 vehicle movements to OPHS or to Holden Drive
 - o 400 vehicle movements leaving the OPHS or Holden Drive

- o 246 additional vehicle movements to OPPS or South Circuit
 - o 220 additional vehicle movements leaving the OPPS or South Circuit
- PM peak
 - o 300 vehicle movements to OPHS or to Holden Drive
 - o 487 vehicle movements leaving OPHS or Holden Drive
 - o 168 additional vehicle movements to OPPS or South Circuit
 - o 188 additional vehicle movements leaving OPPS or South Circuit.

The Applicant's TR acknowledges that the proposal will increase traffic volumes in the locality compared with current traffic volumes, particularly during the AM peak which would coincide with AM commuter peak vehicle movements. However, the TR notes that in many instances, it is not uncommon to find that parents would drop-off their children at school as part of their normal journey to work, resulting in a reduced potential peak impact. The TR also states these volumes and associated vehicle movement patterns will continue to change in line with the completion of the surrounding road network and development of the surrounding precinct. Specifically, those future infrastructure upgrades within the locality will include, the:

- extension of Dick Johnson Drive to the west of the site (under construction to be completed by late 2018)
- extensions and connection of Dick Johnson Drive to The Northern Road and Oran Park Town Centre (to be completed prior to the opening of the school)
- connection of Holden Drive to Oran Park Drive (to be completed by late 2018 prior to the opening of the school)
- signalisation of the Dick Johnson Drive and South Circuit intersection (when required)
- signalisation of the South Circuit and Holden Drive intersection (when required).

The Department acknowledges that the proposal and its location within the surrounding Oran Park Precinct is consistent with the precinct planning previously undertaken for the new release area and accepts that the future operation of the schools will result in increased traffic volumes on the surrounding road network.

However, the Department also acknowledges that the proposed road network was designed to accommodate future traffic associated with the complete development of the Oran Park Precinct, including traffic generated by the proposal, and that the proposed completion of future planned road connections and intersection upgrades will improve traffic flows within the road network surrounding the proposal.

In particular, the Department notes the future signalisation of the existing South Circuit and Holden Drive intersection has not been triggered by the proposal, demonstrating that the operational performance of the existing intersection is expected to remain at a satisfactory level until following the completion of residential development within the surrounding locality. The Applicants RtS Addendum also confirms that the connection of Holden Drive easterly to Oran Park Drive would be completed prior to the opening of the OPHS.

The Department has considered the operational traffic predicted to be generated by the proposal and accepts that it has been satisfactorily planned for and can be accommodated for in the surrounding road network, given the site's access to the surrounding arterial roads, the broader precinct infrastructure plan and proposed upgrades on the surrounding local network and key intersections. It is also noted that no objections or concerns were raised by RMS in relation to potential impacts on the operational performance of the surrounding local road network.

In addition, to ensure that the operations of the expanded OPPS and new OPHS do not give rise to any adverse impacts on the surrounding road network are generated, the Department has recommended a condition of consent requiring the Applicant prepare an Operational Traffic Management Plan (OTMP).

Student drop-off/pick-up, bus and service zones

Currently, OPPS has a 49 m long student pick-up/drop-off zone on South Circuit with capacity for eight vehicles that is managed by school staff during peak periods. The Applicant proposes no changes to the existing facility, which has been assessed in its TR as meeting the current and future demands of OPPS

The proposal seeks development consent for a kerb-side pick-up/drop-off zone, outside of the OPHS main entrance on Holden Drive (see **Figure 10**). The zone will have capacity for 14 vehicles, which the Applicant notes this figure was derived from existing traffic counts for the OPPS and comparable schools.

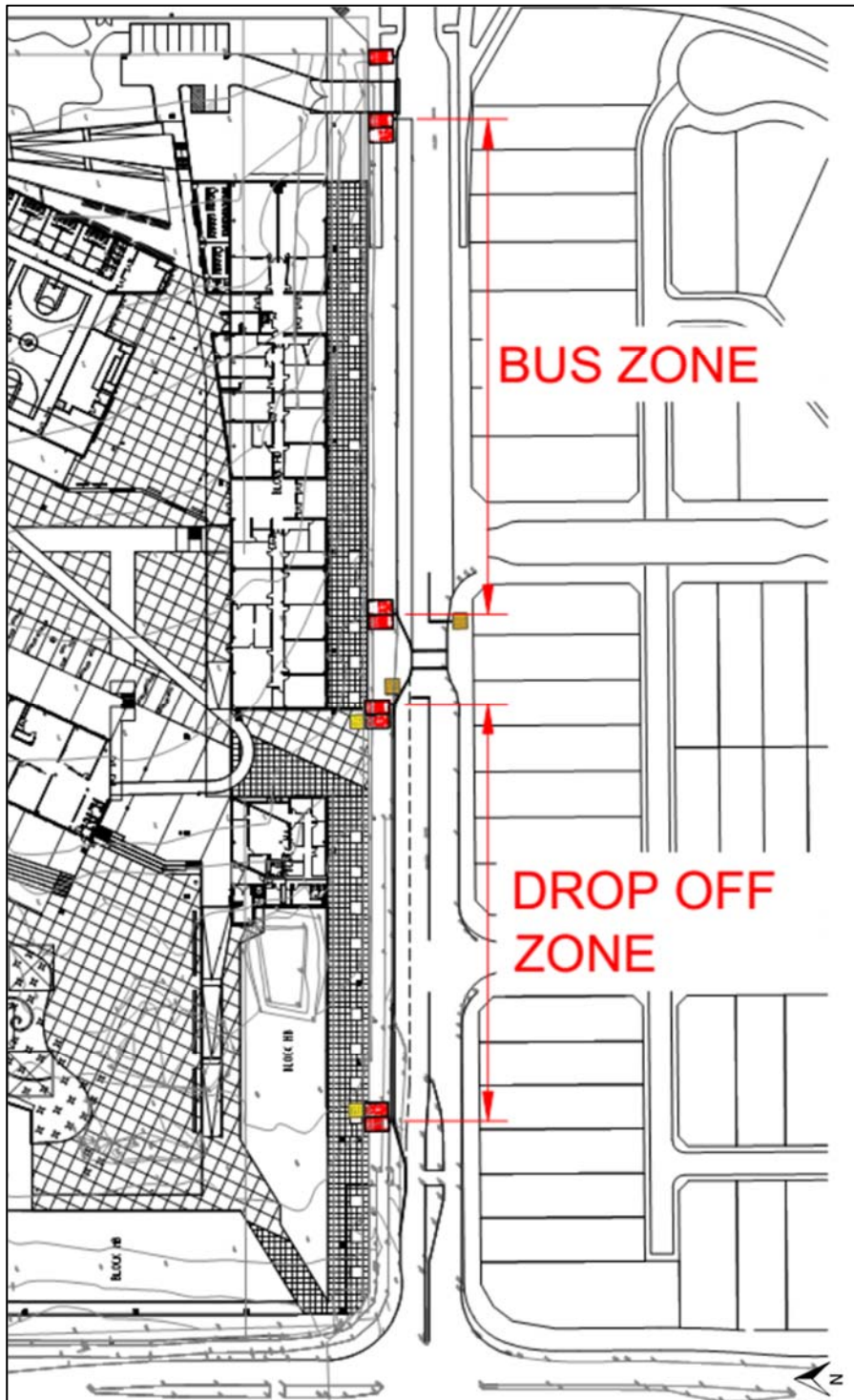


Figure 10: Proposed drop off/pick-up zone (source: Applicant)

The Applicant states that the co-location of the schools will allow parents of children at both schools to make a single trip therefore resulting in a further reduction to trip generation rates in the future.

The Applicant's updated TR submitted with its RtS identified the typical traffic generation rates during drop-off and pick-up for the development as outlined in **Table 7**.

Table 7: Traffic generation rates

Traffic generator	AM Peak vehicle trips (8:20 am to 9:20 am)	PM Peak vehicle trips (3:00 am to 4:00 pm)
OPPS (additional 296 students)	220 (50 % of student population)	132 (30 % of student population)
OPHS (2,000 students)	400 (20 % of student population)	300 (15 % of student population)

The TR assumes the operation of the pick-up/drop-off would occur over a 20 minute interval before and after school, allowing for 40 seconds to unload and 55 seconds to pick-up, providing a combined capacity for approximately 660 vehicle movements during the morning peak and 480 vehicle movements during the afternoon peak between the existing and proposed pick-up/drop-off areas.

The Applicant considers this to be a suitable amount of time given the age of students, notwithstanding it is also proposed to be managed by school staff. The civil works drawings notes that parking restrictions between 8:00 am to 9:30 am and 2:30 am to 4:00 pm on school days are proposed.

The Department acknowledges the predicted short-fall in the capacity of the proposed pick-up/drop-off facilities, however notes that school staff are proposed to manage pick-up and drop-off activities in these areas during the morning start and afternoon finish times. Recognising the proposed parking restrictions, the Department also notes an increase in the pick-up/drop-off interval by 10 minutes increases the capacity of these facilities beyond the predicted combined demand of both OPPS and OPHS.

To ensure no adverse impacts are generated, the Department recommends the recommended OTMP include measures to manage the safety of all students on school buses, safe pick and drop-off and to mitigate any adverse impacts on traffic flow.

The Department notes that no further concerns were raised by RMS or TfNSW. Accordingly, the Department is satisfied that the proposed pick-up/drop-off facilities and the proposed management of these areas would not result in any substantial impacts on the surrounding local road network.

The Applicant also proposes to provide a bus zone for the OPHS on the northern side of Holden Drive to cater for the demand expected to be generated by the high school. No changes are proposed to the existing OPPS bus zone on South Circuit. OPHS is predicted to generate the requirement for up to 15 bus services and an area 100 m in length is proposed to allow for the provision of four services at the same time. The Applicant's TR notes this area exceeds the zone available at Cherrybrook Technology High School which also caters for four to five services departing at the same time which is 75 m in length.

TfNSW recommended a detailed Design Road Safety Audit of the proposed bus zone and associated pedestrian crossing. The Department agrees with this recommendation to ensure the safety of road users and has included a condition of consent to this effect. It is also considered appropriate that the Applicant's future OTMP also be required to address the operation and management of bus movements to ensure the safety of students and operational efficiency of the zone is maximised.

In addition, a service zone is proposed to be provided with access off South Circuit. The Applicant's TR advises that the swept path caters to the longest vehicle being a garbage truck 9.3 m in length and allows for ample turning space to ensure all vehicles leave the site in a forward-facing direction. The Department is satisfied that the vehicle access has been designed to ensure heavy rigid vehicles can safely access and manoeuvre within the site, however has recommended a condition of consent to impose a restriction on delivery times to reduce the likelihood of conflicts with pedestrians.

Green Travel Plan

As stated previously, the Applicant's GTP identifies the opportunity to increase active transport options by encouraging staff and students to walk and cycle, use of public transport and reduce private vehicle trips through car pooling. The aim of the GTP is to incentivise students and staff to make more sustainable transport choices.

The Department requested that the GTP be amended to provide site-specific measures that will be implemented to promote and maximise active transport. The updated GTP submitted with the Applicant's RfS proposes to appoint staff to develop and implement a policy to encourage the objectives of the plan. The Plan includes measures to:

- reduce the materials that staff and students need to take home
- the use of electronic documentation
- the availability of remote access to the school's network.

In addition, bicycle parking spaces and associated end-of-trip facilities are proposed to be provided on-site. A staff car-pooling scheme will be established with 50 percent of the proposed on-site car parking for the OPHS to be dedicated to staff utilising the scheme, further encouraging the initiative. The Applicant has also presented the GTP as justification for discounting traffic generation rates and on-site car parking by encouraging the uptake of sustainable transport modes.

The Department supports all measures that will achieve a reduction in car use through the increased uptake of more sustainable transport modes, such as public transport, walking and cycling. The Department believes the GTP can be improved and should include targets that are measurable, achievable and time-bound and that clearly set out ongoing monitoring and review requirements. As such, the Department has recommended a condition of consent to ensure ongoing monitoring and an annual review of the GTP is carried out for the life of the development.

5.2.2 Built form and urban design

The proposal includes alterations and additions to three existing OPPS buildings comprising:

- construction of 25 new classroom spaces and associated facilities:
 - o Block PE - a single storey addition of approximately 142 sqm GFA
 - o Block PF - a two-storey addition of approximately 917 sqm GFA
 - o Block PG - a two-storey addition of approximately 1,285 sqm of GFA
- construction of a pedestrian bridge between Block PF and PG
- construction of an outdoor learning area, adjacent to the existing school hall
- minor internal alterations to Block PA to provide new staff facilities.

In addition, the proposal also seeks to develop a new high school OPHS, comprising of classroom spaces, workshops, multi-purpose gymnasium and associated facilities:

- construction of five buildings, including class spaces, workshops, multi-purpose space and associated facilities:
 - o Block HA - a two-storey building with 1,350 sqm of GFA
 - o Block HB - a three-storey building with 4,404 sqm of GFA
 - o Block HC - a three-storey building with 4,144 sqm of GFA
 - o Block HD - a three-storey building with 6,214 sqm of GFA
 - o Block HE - a single storey multi-purpose space with 2,147 sqm of GFA.

The new OPHS built form is also proposed to exceed the maximum building height control under the Growth Centres SEPP (Oran Park and Turner Road Precinct Plan) by 5.3 m (maximum height control 9.5 m), with an overall building height of 14.8 m proposed (see **Figure 11** and **12**).

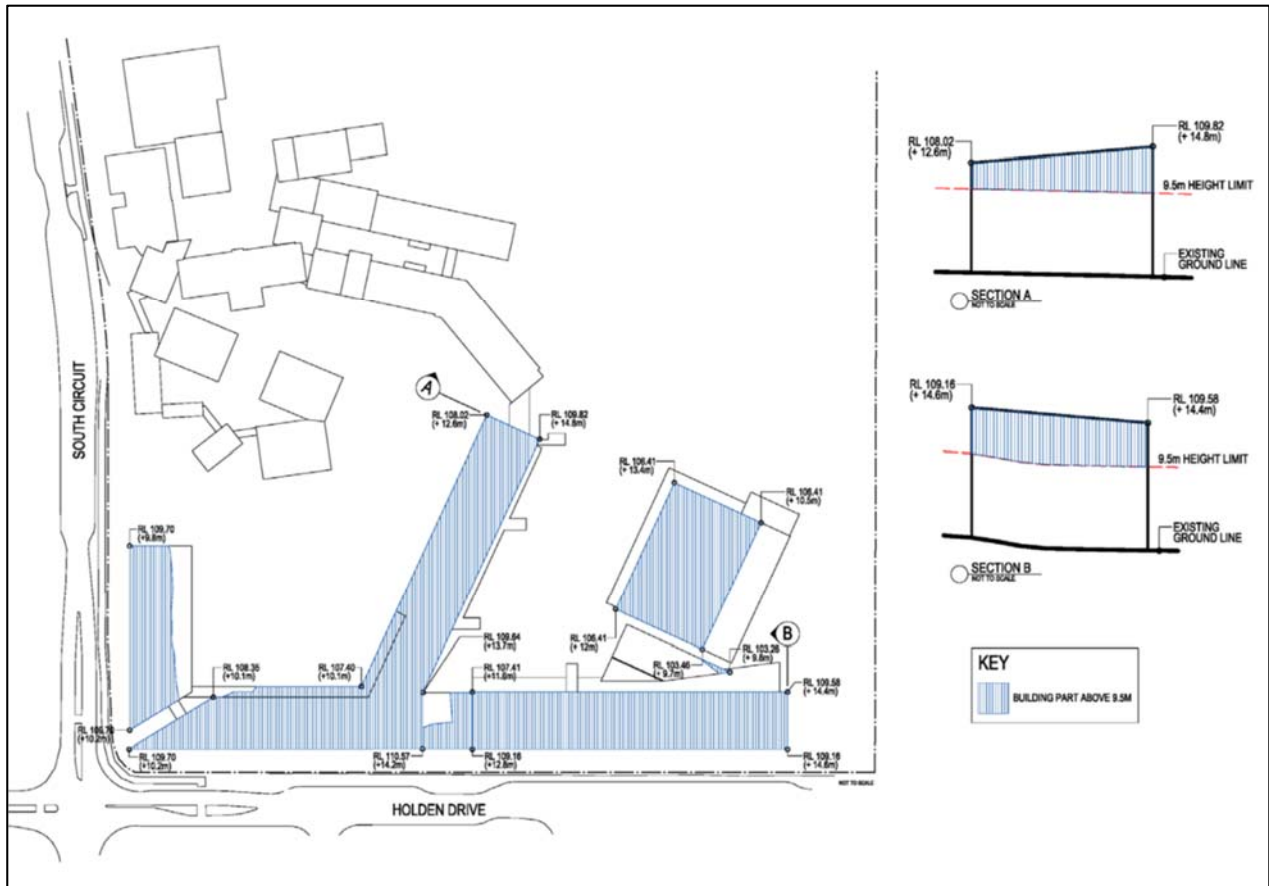


Figure 11: Height of buildings (areas of non-compliance shaded blue) (source: Applicant)

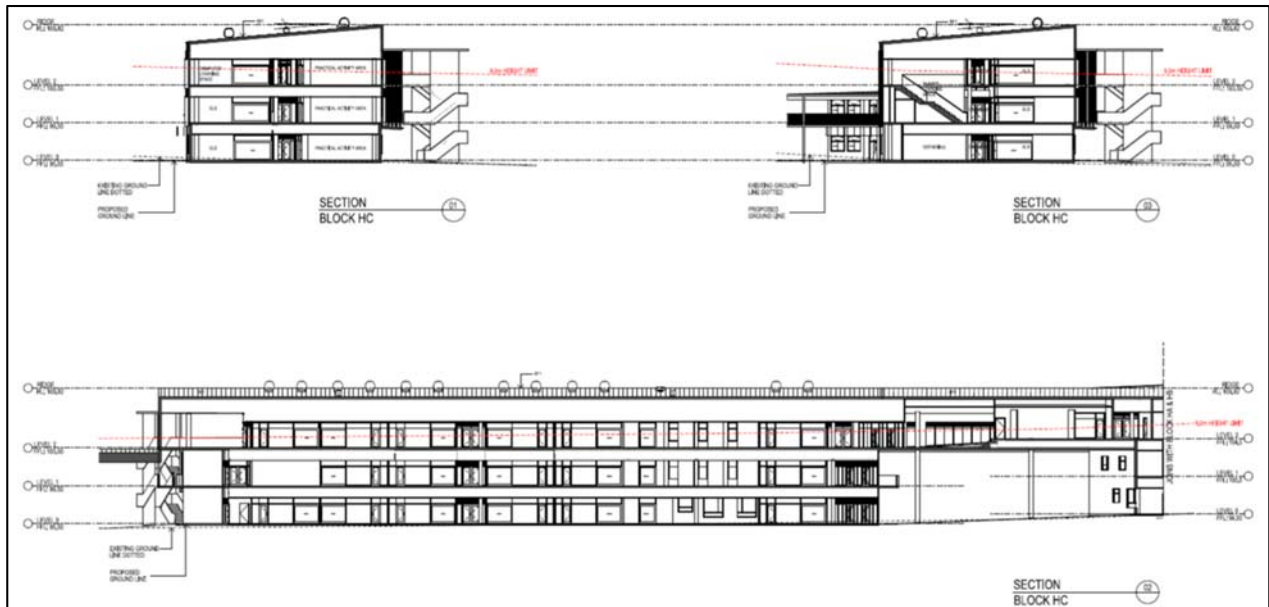


Figure 12: Elevation building height control (source: Applicant)

In justifying the non-compliance, the Applicant has noted that the zoning and height controls for the site permit residential flat buildings up to 16 m in height, demonstrating buildings up to the maximum height are considered appropriate for the site. The Applicant argues that:

- strict compliance would be unreasonable and unnecessary in the circumstances as the proposal achieves the objectives of the development standard and land use zones
- strict compliance would restrict student capacity and ability to cater to future demand, resulting in an inefficient use of the land or inferior outcome
- the non-compliance will not adversely impact on the natural or built environment.

The Department acknowledges that the proposal exceeds relevant building height development standards under Growth Centres SEPP, however clause 4.6 operates to preclude development standards which restrict infrastructure development such as an *educational establishment* undertaken by a Crown Authority.

In this instance, the merit of the proposal should be considered in assessing whether the built form is appropriate for the site. It is also noted that no objections were raised by Council during the exhibition regarding the proposed height, bulk and scale of the development. The Department considers the non-compliance with building height is acceptable and appropriate for the following reasons:

- the design is consistent with the design quality principles of the Education SEPP
- the design and layout is an efficient use of the site
- the buildings with frontages to South Circuit and Holden Drive have been modulated, reducing the massing of the buildings
- the facades have been articulated using varying material and finishes, windows, breeze ways, low profile sloping roofs to minimise the perceived height of the buildings
- the use of varying finishes has also preserved a connection to the historic identity of the area, as home of the Oran Park Raceway
- the design creates visual interest, especially when viewed from the corner of South Circuit and Holden Drive towards to the Oran Park Town Centre
- the built form also responds to the future context of the Oran Park Precinct, creating a positive relationship between the site, streetscape, neighbourhood and the Oran Park Town Centre
- the proposed built form will not result in any off-site overshadowing impacts
- it will not result in an adverse impact on the environment or amenity of the surrounding area.

The Department also notes the Applicant responded positively to the internal advice provided by the Government Architect (GA) NSW, advising of the following in its RtS:

- where possible, additional tree planting is proposed along the proposal's frontages to soften its bulk and scale and internally within the proposed eastern courtyard of OPHS
- seating street furniture is proposed along the Holden Drive frontage of OPHS for waiting students
- the design of the proposal provides for gates between OPHS and the adjacent proposed Julia Creek riparian corridor shared path
- the design of OPHS at the south-western corner of the site is not proposed as the primary school entry point, but to allow activities and the inner workings of secondary students to be displayed to the community while maintaining necessary levels of security.

Overall the Department considers that strict compliance with the building height development standard would be unreasonable and unnecessary in this instance. It is also noted that Council or the GA NSW raised an objection or significant concerns with the proposed built form of the proposal. The height, bulk and scale of the proposal will provide for optimum use of the site and the best design outcome, as such the proposed maximum building height is considered appropriate for the site.

5.3 Other issues

The Department's consideration of other issues is provided at **Table 8**.

Table 8: Department's assessment of other issues

Issue	Consideration	Recommendation
Landscaping	The Department sought amendments to the landscape plan to	The Department

Issue	Consideration	Recommendation
and public domain	include additional tree planting in the main courtyard, along the southern and western boundary and the integration of street furniture adjacent to pick-up/drop-off zones. The Applicant's updated landscape plan, reflects an increase in trees within the main courtyard, additional grassed open space and street furniture along Holden Drive. The Applicant notes that the plan provides for a variety of external outdoor spaces for play and learning, that respond to the built form, orientation and topography of the site. The Department considers the amended landscape plan is acceptable as: • it will provide approximately 580 new trees that will contribute to the NSW Government's target of providing 5 million new trees in Western Sydney • it will provide shade for students in the playground, courtyard, bus bay and at the drop-off/pick up zones • the landscaped buffer will soften the appearance of the built form from the streetscape • contribute to the character of the area. It is noted no objections were raised by Council or State agencies.	considers no additional conditions or amendments are necessary.
OPHS access	The design of the OPHS includes several access points to assist with the flow of students to and from the school. The main access or entrance is located off Holden Drive and secondary access is provided at the corner of South Circuit and Holden Drive. The Department raised concern with the secondary entrance in particular the interface to the street and circulation of pedestrians. The Applicant's RtS noted that the secondary access point had been specifically designed to create a through site link and to feature key elements of the built form to create visual interest. The Department notes, the landscape plan has been updated to include further streetscape planting along South Circuit to assist in softening the impact of the built form. As such, the Department is satisfied, no conditions or amendments are necessary.	The Department considers no additional conditions or amendments are necessary.
Noise and vibration impacts	The proposal includes an Acoustic Assessment Report (AAR) that addresses the potential acoustic impacts associated with the construction and operation of the development. The main source of noise is identified as students playing outside, amplified music, speeches in hall and mechanical plant. The Department raised concern with the application of Australian Standard AS 1055.3:1997, as not being a recognised criterion for assessment. The RtS included an updated AAR, which included additional background noise monitoring that better justified the proposed project specific noise criteria. The Applicant's AAR concluded that the noise levels associated with the operation of the development would comply with the <i>NSW Industrial Noise Policy</i>.	The Department has recommended a condition requiring ongoing monitoring.

Issue	Consideration	Recommendation
	Noise impacts predicted from the construction of the proposal were identified as exceeding noise management levels. Therefore, the Applicant has proposed appropriate mitigation measures to manage potential construction noise impacts, including: • staging of works to minimise cumulative impacts • attended noise monitoring at sensitive receiver locations to monitor noise levels/impacts • appointment of a community liaison officer • selection of appropriate equipment to minimise noise generation • restriction of impulsive and tonal noise to between 8 am and 5 pm, with a one hour respite period every three hours • preparation and implementation of a construction management plan The Department also notes the EPA raised no objection to the findings or recommendations in the revised AAR and recommended a number of conditions relating to the management of noise generating activities during the operation of the proposal, including the requirement for noise compliance monitoring/reporting to be undertaken following the commencement of use. The Department is satisfied that, subject to recommended conditions, noise impacts associated with the construction and operation of the development can be adequately mitigated and managed.	
Construction impacts	The proposal includes a Construction Management Plan. This contains a high-level of consideration of construction impacts including noise and vibration, air and dust management, stormwater and sediment control, waste, and traffic management. The Department recommends conditions of consent controlling construction hours and noise levels, and requires a Construction Environmental Management Plan, Construction Traffic Management Plan and Construction Noise and Vibration Management Plan.	The Department has recommended a condition controlling constructions hours and noise.
Contamination	The proposal includes the approved Phase 2 Contamination Assessment (DA 1584/2010) that concluded the site is suitable for its intended purpose. The Department recommends a condition of consent that requires the Department to be notified, and for any construction works to cease, should any new information be discovered which has the potential to alter previous conclusions about site contamination. The Department considers that the Applicant has adequately addressed clause 7 of SEPP 55 and that the site can be made suitable for its intended use.	The Department considers no additional conditions or amendments are necessary.

5.4 Public Interest

The proposal is in the public interest as it would provide for an increase in school admission numbers, comprising of 296 additional primary and 2,000 new secondary positions in line with the *Premiers Priorities* to improve education results through the provision of new and improved teaching and education facilities.

The proposal also addresses the directions and actions of A Plan for Growing Sydney, State Infrastructure Strategy 2014 and the draft Western City District Plan.

The proposal will have a positive economic and social impact, including direct investment of approximately \$79 million, the creation of up to 200 construction jobs and 200 operational jobs.

5.5 Summary of Department's consideration of submissions

A summary of the Department's consideration of the issues raised in submissions is provided at **Table 9**.

Table 9: Department's consideration of key issues raised in submissions

Issue Raised	Department's Consideration
Insufficient car parking (Public and Council submissions)	• The Department considers the proposed 149 on-site car parking spaces are acceptable, despite being inconsistent with the Oran Park DCP controls, as: - o an increase in the provision of car parking on-site, would result in a poor design outcome and loss of outdoor learning space - o limiting the provision of car parking will assist in encouraging the use of other modes of transport, such as walking and cycling - o appropriate pedestrian, bicycle and end-of-trip facilities will be provided, with opportunity to expand - o the Applicant has committed to the implementation GTP for the life of the development (Section 5.2.1).
Impact on local road network (Council submission)	• The Department considers the proposal would not have a significant impact on the surrounding local road network. Notwithstanding, the Department recommends a condition requiring the preparation and implementation of an OTMP (Section 5.2.1).
Green Travel Plan (Council and State agency submissions)	• The Applicant has committed to the implementation of the GTP, the Department recommends a condition to ensure ongoing monitoring and annual review of the plan for the life of the development (Section 5.2.1).

6. CONCLUSION

The Department has reviewed the EIS, RtS and RtS Addendum and assessed the merits of the proposal, taking into consideration advice from the public authorities, including Council. Issues raised in public submissions have been considered and all environmental issues associated with the proposal have been thoroughly addressed.

The proposal seeks approval for the construction of a new high school for up to 2,000 students, alterations and additions to expand the existing OPPS and increase its student capacity from 704 to 1,000 students and associated works, including landscaping.

The key issues raised in submissions include car parking and traffic and built form. The predominate issues related to the lack of on-site car parking for staff, students and visitors and the adverse impact this may have on the surrounding local road network.

Council, State agencies and public submissions raised concerns with the proposed on-site car parking provision. The Department considers the increase of 100 car parking spaces (149 in total) is acceptable and would cater for the demand predicted to be generated by the proposal, subject to recommended conditions to ensure the appropriate management of operational transport and parking behaviours.

The revised GTP submitted with the Applicant's RtS confirmed the intention of establishing firm policy around the use and encouragement of sustainable transport. On balance the Department considers

the GTP to be satisfactory subject to a recommended condition of consent to ensure its ongoing monitoring and annual review for the life of the development.

The Department also considers the non-compliance with building height is acceptable, as the proposed built form will allow optimum use of the site and achieve a quality design outcome.

The Department has assessed the merits of the proposal and determined the key issues to be: transport, parking, built form and urban design. The Department is satisfied that the impacts of the proposal have been addressed in the Environmental Impact Statement, RtS and RtS Addendum and can be adequately managed through the recommended conditions.

The Department considers the proposal is consistent with the objects of EP&A Act (including ecologically sustainable development), State priorities, *A Plan for Growing Sydney*, and Greater Sydney Commission's draft City District Plan. The Department is satisfied the subject site is suitable for the proposed new Oran Park High School and the expansion of the existing Oran Park Public School. The proposal will provide significant improvements to the accessibility and quality of public educational resources for the local catchment.

The Department concludes the proposal is in the public interest as it: delivers on planned educational infrastructure to meet and support the growing needs of the local community; will provide approximately 200 construction and operational jobs; and will promote an increased use of sustainable transportation close to homes and the Oran Park Town Centre. Accordingly, the Department recommends that the application be approved subject to conditions.

7. RECOMMENDATION

It is recommended that the Minister for Planning:

- a) **considers** the recommendations of this report; and
- b) **approves** the SSD application (SSD 7968), under section 89E of the EP&A Act, having considered matters in accordance with (a) above; and
- c) **signs** the attached development consent at **Appendix C**.

Endorsed by:



Peter McManus
Team Leader
Social & Other Infrastructure Assessments



David Gainsford
Executive Director
Priority Projects Assessments

8/12/17

APPENDIX A RELEVANT SUPPORTING INFORMATION

The following supporting documents and supporting information to this assessment report can be found on the Department of Planning and Environment's website as follows.

1. Environmental Assessment
http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=7968
2. Government and Agency Submissions
http://majorprojects.planning.nsw.gov.au/?action=list_submissions&job_id=7968&title=EIS%20-%20Website%20Submissions&type=6
3. Public Submissions
http://majorprojects.planning.nsw.gov.au/?action=list_submissions&job_id=7968&title=EIS%20-%20Website%20Submissions&type=2
4. Applicant's Response to Submissions
http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=7968

APPENDIX B CONSIDERATION OF ENVIRONMENTAL PLANNING INSTRUMENT(S)

ENVIRONMENTAL PLANNING INSTRUMENTS (EPIS)

To satisfy the requirements of section 79C(a)(i) of the EP&A Act, this report includes references to the provisions of the EPIS that govern the carrying out of the project and have been taken into consideration in the Department's environmental assessment.

Controls considered as part of the assessment of the proposal are:

- State Environmental Planning Policy (State & Regional Development) 2011
- State Environmental Planning Policy (Infrastructure) 2007
- State Environmental Planning Policy No. 55 – Remediation of Land
- State Environmental Planning Policy No. 64 – Advertising Structures and Signage (SEPP 64)
- State Environmental Planning Policy (Education Establishments and Child Care Facilities) 2017
- State Environmental Planning Policy (Sydney Region Growth Centres) 2006.

State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP)

The aims of this SEPP are to identify State significant development and State significant infrastructure and confer the necessary functions to the joint regional planning panels to determine development applications.

The proposal is for SSD in accordance with section 89C of the *Environmental Planning and Assessment Act 1979* (EP&A Act) because it is development for the purpose of an educational establishment with a capital investment value (CIV) in excess of \$30 million, under clause 15 (educational establishments) of Schedule 1 of State Environmental Planning Policy (State and Regional Development) 2011, as in force at the time of lodgement.

State Environmental Planning Policy (Infrastructure) 2007 (ISEPP)

The Infrastructure SEPP (ISEPP) aims to facilitate the effective delivery of infrastructure across the State by improving regulatory certainty and efficiency, identifying matters to be considered in the assessment of development adjacent to particular types of infrastructure development, and providing for consultation with relevant public authorities about certain development during the assessment process.

The development constitutes traffic generating development in accordance with clause 104 of the ISEPP and therefore must be referred to RMS for comment. The application was referred to RMS and TfNSW their comments are summarised in **Section 4** of this report.

The proposal is considered to be consistent with the ISEPP given the consultation and consideration of the comments raised has been undertaken in the Department's assessment in **Section 5** of this report.

State Environmental Planning Policy No. 55 - Remediation of Land (SEPP 55)

SEPP 55 aims to provide a state-wide approach to the remediation of contaminated land. In particular SEPP 55 aims to promote the remediation of contaminated land to reduce the risk of harm to human health and the environment by specifying under what circumstances consent is required, specifying certain considerations for consent to carry out remediation work and requiring that remediation works undertaken meet certain standards.

The land has been subject to a Phase 2 Contamination Assessment for Tranche 7-8, Anthony Reserve Oran Park, dated May 2011 and approved under DA 1584/2010 for the bulk earthworks of the site. The assessment concluded no contaminants of concern were present and therefore the site is suitable for intended purpose.

As part of the EIS, the applicant undertook further assessment, which also concluded that the site is suitable for its intended purpose. The Department is satisfied that, in accordance with clause 7 of the SEPP 55, the proposal has demonstrated that the site can be made suitable for its use upon any necessary remediation of the site.

The Department has recommended conditions of consent to ensure measures are in place should any unanticipated contamination be found during works. In addition, a condition is recommended requiring the preparation of a detailed acid sulphate soils management plan to address any acid sulphate soils encountered within soils beneath the site.

State Environmental Planning Policy No. 64 – Advertising and Signage

State Environmental Planning Policy No 64- Advertising and Signage (SEPP 64) applies to all signage that under an EPI can be displayed with or without development consent and is visible from any public place or public reserve.

The development includes one business identification sign, comprising of the school name and to be located at the main entry of the OPHS on Holden Drive. The proposal includes assessment of the proposed signage against provisions of Schedule 1 of SEPP 64.

The Department considers in accordance with clause 3 of SEPP 64, the signage proposed for OPHS is compatible with the desired amenity and visual character of the area, provides effective communication, and is of a high-quality design and finish.

State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017 (Education SEPP)

The aim of the Education SEPP is to facilitate the effective delivery of educational establishments across the state by improving regulatory certainty and efficacy, simplifying and standardising approval pathways, establishing consistent state-wide assessment requirements and design considerations, allowing for the efficient development, redevelopment or use of surplus government-owned land and encouraging the joint and shared use of the facilities.

Pursuant to the savings and transitional provisions of Schedule 5 of the Educational SEPP, this policy does not apply to the proposal, as the time of the lodgement of the SSD application under Part 4 of the EP&A Act on 27 February 2017, the Education SEPP had not been gazetted or commenced.

The Department is satisfied that the proposed expansion of the OPPS and the development of the new OPHS complies with the design principles and requirements of the Education SEPP, in particular Part 4 Schools – specific development controls and Schedule 4 Schools – design quality principles.

State Environmental Planning Policy (Growth Centres) 2006 (Growth Centres SEPP)

The Growth Centres SEPP seeks to facilitate the development of greenfield sites for urban growth including housing, employments, shops, health and education facilities, parks, bushlands and new or upgraded infrastructure. The Growth Centres SEPP is the relevant EPI for the site and contains applicable development standards that are addressed further in **Table 10**.

Table 10: Growth Centres SEPP compliance table

Relevant Sections	Consideration and Comments	Complies?
Clause 1.2 Aims of the Precinct Plan The aims of the Precinct Plan are: a) to make development controls for land in the Oran Park and Turner Road Precincts within the South West Growth Centre that will ensure the creation of quality environments and good design outcomes b) to protect and enhance the environmentally sensitive areas and natural and cultural heritage of those Precincts c) to provide for multifunctional and innovative communities in those Precincts that encourage employment and economic growth d) to promote housing choice and affordability in those Precincts e) to provide for the sustainable development of those Precincts f) to minimise the impact on existing and future communities of the full range of risks posed by natural hazards such as bushfires and flooding.	The proposal satisfies the aims of the Precinct Plan as it will: • establish an educational campus that will serve the needs of the Oran Park Precinct • contribute an additional 200 operational jobs and up to 200 construction jobs • provide a modern learning facility, that incorporates sustainable development initiatives such as energy & water conservation.	Yes
Zone R1 General Residential The objectives of the zone are: • to provide for the housing needs of the community • to enable other land uses that provide facilities or services to meet the day to day needs of residents • to support the well-being of the community, including educational, recreational, community, religious and other activities and, where appropriate, neighbourhood shops if there will be no adverse effect on the amenity of proposed or existing nearby residential development • to allow for small scale kiosks, function centres, restaurants and markets that support the primary function and use of recreation areas, public open space and recreation facilities located within residential areas • to allow for small scale intensity tourist and visitor accommodation that does not interfere with residential amenity • to provide for a variety of recreational uses within open space areas.	The proposal satisfies the objectives of the zone as it will: • deliver an educational establishment to meet the demands of the current and future population • provide a co-share facility for use by the community outside of school use.	Yes
Zone R3 Medium Density Residential The objectives of the zone are: • to provide for the housing needs of the community within a medium density residential environment • to enable other land uses that provide facilities or services to meet the day to day needs of residents • to support the well-being of the community, including educational, recreational, community, religious and other activities where compatible with the amenity of a medium density residential environment	As above.	Yes

Relevant Sections	Consideration and Comments	Complies?
- to provide for a variety of recreational uses within open space areas - to allow for small scale kiosks, function centres, restaurants and markets that support the primary function and use of recreation areas, public open space and recreation facilities located within residential areas.		
Clause 4.3 Height of buildings The objectives of this clause are as follows: - to preserve the amenity of adjoining development in terms of solar access to dwellings, private open space and bulk and scale - to provide for a range of residential building heights in appropriate locations that provide a high quality urban form - to facilitate higher density neighbourhood and town centres while minimising impacts on adjacent residential areas - to provide appropriate height controls for commercial and industrial development.	The proposal is consistent with the objectives as it will: - respond to the future context of the Oran Park Precinct, creating a positive relationship between the site, streetscape, neighbourhood and the Oran Park Town Centre - not result in an adverse impact on the environment or amenity of the surrounding area.	Yes
Clause 4.6 Exceptions to development standards The objectives of this clause are: - to provide an appropriate degree of flexibility in applying certain development standards to particular development, and - to achieve better outcomes for and from development by allowing flexibility in particular circumstances	The Applicant has sought a variation to the height of building control, to allow for a maximum height of 14.8 m. The Department has concluded that strict compliance with the building height development standard would be unreasonable and unnecessary in this instance.	Yes

APPENDIX C RECOMMENDED CONDITIONS OF CONSENT
