

24 – Planning Report

Environmental Impact Statement

WAITARA PUBLIC SCHOOL 48 -58
MYRA STREET, WAHROONGA



QUALITY ASSURANCE

PROJECT: Environmental Impact Statement – Alteration and additions to Waitara Public School

ADDRESS: Lot 1 DP 333142 and Lots 11 -13 DP 17375 and Lot A DP 309739, 48 -58 Myra Street (Cnr Edgeworth David Avenue), Wahroonga

COUNCIL: Hornsby Shire Council

APPLICANT: NSW Department of Education C/O TSA Management

AUTHORITY: NSW Department of Planning and Environment

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Certification

I certify that I have prepared the content of this EIS and to the best of my knowledge it is in accordance with Schedule 2 of the Environmental Planning and Assessment Regulation 2000, contains all available information that is relevant to the environmental assessment of the development to which this statement relates and the information contained in the statement is neither false nor misleading.

B Delapierre

Brad Delapierre 16 February 2018

Date	Purpose of Issue	Rev	Reviewed	Authorised
12 September 2017	Issued for comments	A	BD	AB
18 September 2017	Test of Adequacy Lodgement Issue	B	BD/JW	JW
19 December 2017	Air conditioning Update	C	BD	BD
16 February 2018	SSD lodgement issue	D	BD	BD

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EXECUTIVE SUMMARY

Think Planners were commissioned by GHD Woodhead to prepare a State Significant Development Application on behalf of the NSW Department of Education.

This submission to the Department of Planning and Environment comprises an Environmental Impact Statement (EIS) for a Development Application under Part 4 of the Environmental Planning and Assessment Act 1979.

It relates to alteration and additions to the existing Waitara Public School. The proposed development has a Capital Investment Value over \$30 million and is therefore classified as State Significant Development pursuant to Schedule 1 of the State Environmental Planning Policy (State and Regional Development) 2011 (SEPP SRD). Refer to Appendix C for the Capital Investment Value Estimate.

The Secretary's Environment Assessment Requirements (SEARs) were issued on 12 July 2017. This submission is in accordance with the Department's guidelines for SSD applications lodged under Part 4 of the EP&A Act and addresses the issues raised in the SEARs.

The school currently has an existing student population of 690 and this application seeks approval to increase the capacity of the school to 1000 students

The specific elements that this State Significant Development Application seeks approval for includes:

- Removal of 23 Trees;
- Removal of 16 demountable classrooms and 2 Modular design range classrooms;
- Demolition of eight buildings;
- Retention of buildings on the site being, Building C (Special Programme Rooms) Building E (Library), Building M (5 x home base rooms) and Building L (toilets)
- Construction of a three to four storey air-conditioned learning centre that will contain:
 - 37 new teaching spaces;
 - 3 Special Programme Rooms;
 - Group learning spaces;
 - Additional Library Space;
 - Canteen;
 - Multi-purpose Hall;
 - Office and Administration Space;
 - Amenities for students and staff;
 - Storage Rooms;
 - Uniform store; and

- OSHC accommodation.

- Placement of 234 solar panels on the roof of the Learning Centre;
- Provision of additional landscaping on the site including the planting of 19 trees;
- Refurbishment of playgrounds;
- Retention of 12 space carpark; and
- Retention of bicycle rack accommodation for 128 bicycles.

Architectural plans for the school that have been prepared by GHD Woodhead, are contained in Appendix D.

The proposed building works will provide high quality learning and teaching spaces with flexible layout arrangements and durable finishes ensuring the proposal operates as a long-life, high utility and low-maintenance educational establishment.

It is noted that a local development application has been approved by Hornsby Shire Council (DA/966/2017) for the removal of some portables, provision of new temporary 2 storey portable complex on the site accommodating 28 teaching spaces, a canteen and additional toilet facilities to facilitate the school continuing to operate whilst demolition and construction works occur associated with this application.

The school will have approximately 42 full time staff and will primarily operate between 7am and 6pm weekdays noting that the school incorporates an out of hours school hours (OSHC) and Vacation Care centre that will cater for up to 300 students.

The site is legally known as Lot 1 DP 333142 and Lots 11 -13 DP 17375 and Lot A DP 309739, but commonly known as 48 -58 Myra Street, Wahroonga. The site is a regular shaped corner allotment that has frontage to both Edgeworth David Avenue and Myra Street. The site also has a limited frontage to Highlands Avenue, Wahroonga.

Hornsby Council's 2010 Housing Strategy identified a target of 11,000 new dwellings for the council area. A portion of these have been delivered in the area around Waitara station in proximity to the school. The Plan for Growing Sydney also identifies Hornsby as a Strategic Centre. Finally, the Draft North District Plan prepared by the Sydney Commission indicates that the population of the Hornsby local government area will increase by 28,350 by 2036. These planning strategies have resulted in the need and increased demand for pupil places.

The eleven existing primary schools in the Department of Educations' Hornsby cluster do not currently have capacity to meet the projected demand over the next 15 years. There is a need for additional teaching spaces and expansion of core facilities across the cluster to meet the projected demand. The provision of additional facilities at the school will assist with catering for current demand and projected demand for the school until 2031.

The site is zoned R2 Low Density Residential under Hornsby Local Environmental Plan 2013. *'Educational establishments'* are permissible with consent within the R2 zone. The proposed development will involve a built form of up to four storeys in height, resulting in the learning centre building exceeding the maximum building height control under Hornsby Local Environmental Plan 2013 of 8.5m by up to 10.7m. The application is supported by a Clause 4.6 departure which outlines why it is appropriate to vary the control in this instance. It is noted that there are departures to the prescribed maximum building height control, although this is predominantly due to the desire to maximise open space opportunities on the site.

In accordance with the NSW Department of Education's requirement to promote sustainable development and to minimise parking on-site, the proposal will maintain the existing 12 on site car parking spaces. The development is supported by a range of sustainable transport initiatives including access to public bus services.

The works proposed under this development application incorporate the recommendations of specialist reports so as to ensure appropriate geotechnical, contamination and salinity outcomes are achieved.

Having regard to the substantial benefits of the proposal and taking into account the absence of adverse environmental, social or economic impacts, and that the proposal represents an effective use of the land, the application is submitted to Planning NSW for assessment. Think Planners Pty Ltd recommends the approval of the application, subject to necessary, relevant and appropriate conditions of consent.

1. ENVIRONMENTAL IMPACT STATEMENT

1.1 Introduction

This Environmental Impact Statement accompanies a State Significant Development application that is submitted to the Department of Planning and Environment for alterations to an existing primary school.

This EIS has been prepared in accordance with the requirements of Part 4 of the Environmental Planning and Assessment Act, Schedule 2 of the Environmental Planning and Assessment Regulation 2000 (EP&A Regulation), and the requirements of the Secretary of the Department of Planning and Environment for the preparation of this EIS, that were received.

This submission to the Department of Planning and Environment comprises an Environmental Impact Statement (EIS) for a Development Application under Part 4 of the Environmental Planning and Assessment Act 1979.

It relates to the alterations and additions to Waitara Public School that is located within the Hornsby Council Local Government Area. The proposed development has a Capital Investment Value over \$30 million and is therefore classified as State Significant Development pursuant to Schedule 1 of the State Environmental Planning Policy (State and Regional Development) 2011 (SEPP SRD). Refer to Appendix C for the Capital Investment Value Estimate.

The Secretary's Environment Assessment Requirements (SEARs) were issued on 12 July 2017. This submission is in accordance with the Department's guidelines for SSD applications lodged under Part 4 of the EP&A Act and addresses the issues raised in the SEARs.

The Environmental Impact Statement should be read in conjunction with the supporting information and plans accompanying this statement.

1.2 Proponent and Project Team

The proponent and project team are identified in the table below.

Document/ Plan	Consultant
Proponent	TSA Project Management
Architectural Plans and reports	GHD Woodhead
Site Survey	CMS
Landscaping	GHD Woodhead
Hydraulic	GHD Woodhead
Civil Engineering	GHD Woodhead
Quantity Surveyors Report and Economic Benefits Report	Rider Levett Bucknall
Geotechnical and Environmental Report	Pells Sullivan Meynick
Traffic and Parking	GHD
Aboriginal Heritage	Cultural Heritage Connections
Waste Management	GHD
Town Planning	Think Planners
Construction Management Plan	GHD
Acoustic Report	GHD
BCA and Access	Metro Building Consultancy
Power and Infrastructure Report	GHD
Arborist Report	Birds Tree Consultancy
Environmental Amenity	GHD Woodhead

1.3 Summary of The Proposal

The school currently has an existing student population of 690 and this application seeks approval to increase the capacity of the school from 690 students to 1000 students.

The specific elements that this State Significant Development Application seeks approval for include:

- Removal of 23 Trees;
- Removal of 16 demountable classrooms and 2 Modular design range classrooms;
- Demolition of eight buildings;
- Retention of buildings on the site being, Building C (Special Programme Rooms) Building E (Library), Building M (5 x home base rooms) and Building L (toilets)
- Construction of a three to four storey air-conditioned learning centre that will contain:

- 37 teaching spaces;
 - 3 Special Programme Rooms;
 - Group learning spaces;
 - Additional Library Space;
 - Canteen;
 - Multi-purpose Hall;
 - Office and Administration Space;
 - Amenities for students and staff;
 - Storage Rooms;
 - Uniform store; and
 - OSHC accommodation.
- Placement of 234 solar panels on the roof of the Learning Centre;
 - Provision of additional landscaping on the site including the planting of 19 trees;
 - Refurbishment of playgrounds;
 - Retention of a 12 space carpark; and
 - Increased bicycle rack accommodation from 46 bicycles to 124.

Architectural plans for the school that have been prepared by GHD Woodhead, are contained in Appendix D.

1.4 Need for The Proposal

Hornsby Council's 2010 Housing Strategy identified a target of 11,000 new dwellings for the council area. A portion of these have been delivered in the area around Waitara station in proximity to the school. The Plan for Growing Sydney also identifies Hornsby as a Strategic Centre. Finally, the Draft North District Plan prepared by the Sydney Commission indicates that the population of the Hornsby local government area will increase by 28,350 by 2036. These documents have resulted in the need in increased demand for pupil places.

The expanded school is within a Department of Education Hornsby cluster that contains the following schools:

- Asquith Park Public School
- Berowra Public School
- Cowan Public School
- Hornsby Heights Public School
- Hornsby North Public School
- Hornsby South Public School
- Mt Colah Public School
- Mt Ku-ring-gai Public School

- Normanhurst Public School
- Normanhurst West Public School
- Waitara Public School
- Wideview Public School

The eleven other existing primary schools in the Department of Education's Hornsby cluster do not currently have capacity to meet the projected demand over the next 15 years. There is a need for additional teaching spaces and expansion of core facilities across the cluster to meet the projected demand.

Within these school catchments, significant population growth has placed substantial pressure on existing public schools within the area. Forecasts have also indicated that this pressure will continue as development continues to occur within the catchment of the school.

1.5 Analysis of Feasible Alternatives

Option 1 -This Proposal

Option 1 is as detailed within this EIS Report and accompanying documents and is considered to be the best option as it removes existing single storey home bases, maximises open space provision, is on a current school site and will provide a high quality educational facility to meet the growing demands of the increased residential population in the precinct without significant adverse environmental impacts.

Option 2 -Alternate Design

Option 2 would entail an alternate design utilising different parts of the site for buildings or an alternate layout. As part of the design and siting exercise for the school alternative options for the siting of buildings and facilities on the site were explored, however the design team considered that the proposed option that focuses the building towards the Edgeworth David and Myra Street corner edge of the site will provide an appropriate sense of address for the development, minimise impacts on adjoining low density residential properties and maximise open space opportunities

Option 3 -Expansion of existing schools within the cluster

Given the extent of development within the precinct that includes at least 11,000 homes and the distance to existing schools, the ability of students to be in close proximity to schools they attend would be diminished.

Option 4 -Alternate Sites

An alternative could be the acquisition of land closer to Waitara Station when there the majority of the population growth has recently occurred.

Given the amount of land required for a school and the shortage of large land holdings in this area, it would be difficult and expensive to acquire a site of sufficient size to support another public school.

Option 5 – Continued reliance of Portables

Do Nothing other than to continue to rely upon portables to cater for student growth is a scenario the school would be required to continue using single storey portables that reduce open space areas on the site and the existing current out-dated facilities. This would result in a sub-optimal educational, teaching and learning environment, and the continued utilisation of facilities which have reached the end of their useable lifespan.

1.6 Consequence of Not Carrying Out The Development

The consequences of not establishing the facility include:

- Likely overcrowding of existing schools within the cluster;
- Reduced educational experiences for attendee's due to inadequate core facilities; and
- Extended travel distances for students and associated increase in vehicle usage and or public transport demand.

1.7 Response to Sears

In accordance with section 78A(8A) of the EP&A Act, the Secretary of the Department of Planning and Environment issued the requirements for the preparation of the EIS on 12 July 2017. A copy of the Secretary's Environmental Assessment Requirements (SEAR's) is included at Appendix A.

The following table provides a detailed summary of the individual matters listed in the SEARs and identifies where each of these requirements has been addressed in this report and the accompanying technical studies.

Secretary's Requirements	Location in EIS
The Environmental Impact Statement (EIS) must address the Environmental Planning and Assessment Act 1979 and meet the minimum form and content requirements in clauses 6 and 7 of Schedule 2 the Environmental Planning and Assessment Regulation 2000.	Throughout the EIS. Note sections 4 and 5 lists mitigation measures as specifically required.

Notwithstanding the key issues specified below, the EIS must include an environmental risk assessment to identify the potential environmental impacts associated with the development. Where relevant, the assessment of the key issues below, and another significant issues identified in the risk assessment, must include: • adequate baseline data; • consideration of potential cumulative impacts due to other development in the vicinity (completed, underway or proposed); and • measures to avoid, minimise and if necessary, offset the predicted impacts, including detailed contingency plans for managing any significant risks to the environment.	Refer to section 5.3 of the EIS
The EIS must be accompanied by a report from a qualified quantity surveyor providing: • a detailed calculation of the capital investment value (CIV) (as defined in clause 3 of the Environmental Planning and Assessment Regulation 2000) of the proposal, including details of all assumptions and components from which the CIV calculation is derived; • an estimate of the jobs that will be created by the future development during the construction and operational phases of the development; and • certification that the information provided is accurate at the date of preparation.	Refer to section 5.1.3 of the EIS and Appendices C and X of the EIS
The EIS must address the following 1. Statutory and Strategic Context – including: Address the statutory provisions contained in all relevant environmental planning instruments, including: □□ <i>State Environmental Planning Policy (State & Regional Development) 2011</i>; □□ <i>State Environmental Planning Policy (Infrastructure) 2007</i>; • <i>State Environmental Planning Policy No.55 – Remediation of Land</i>; • <i>State Environmental Planning Policy No. 64 Advertising and Signage</i>; • <i>Draft State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017</i>; and • <i>Hornsby Local Environmental Plan 2013</i>.	Refer to section 5.1
The EIS must address <i>Permissibility</i> Detail the nature and extent of any prohibitions that apply to the development. <i>Development Standards</i> Identify compliance with the development standards applying to the site and provide justification for any contravention of the development standards.	Section 5.1
Address the relevant planning provisions, goals and strategic planning objectives in the following: • NSW State Priorities; • A Plan for Growing Sydney; • NSW Long Term Transport Master Plan 2012;	Section 5.2 and appendix Q.

- Sydney's Cycling Future 2013;
- Sydney's Walking Future 2013;
- Sydney's Bus Future 2013;
- Sydney's Crime Prevention Through Environmental Design (CPTED) Principles;
- Healthy Urban Development Checklist, NSW Health;
- Greater Sydney Commission's Draft North District Plan; and
- Hornsby Development Control Plan 2013.

Built Form and Urban Design

Section 5.3 and Appendix V

- Address the height, density, bulk and scale, setbacks of the proposal in relation to the surrounding development, topography, streetscape and any public open spaces.
- Address design quality, with specific consideration of the overall site layout, streetscape, open spaces, façade, rooftop, massing, setbacks, building articulation, materials, colours and Crime Prevention Through Environmental Design Principles.
- Detail how services, including but not limited to waste management, loading zones, and mechanical plant are integrated into the design of the development.

Environmental Amenity

Section 5.3.1 – 5.3.6

- Detail amenity impacts including solar access, acoustic impacts, visual privacy, view loss, overshadowing and wind impacts. A high level of environmental amenity for any surrounding residential land uses must be demonstrated.
- Detail any proposed use of the school grounds out of school hours (including weekends) and any resultant amenity impacts on the immediate locality and proposed mitigation measures.

Transport and Accessibility (Operation and Construction)

Appendix Q

Include a transport and accessibility impact assessment, which details, but not limited to the following:

- accurate details of the current daily and peak hour vehicle, public transport, pedestrian and cycle movement and existing traffic and transport facilities provided on the road network located adjacent to the proposed development;
- an assessment of the operation of existing and future transport networks including the bus network and their ability to accommodate the forecast number of trips to and from the development;
- details of estimated total daily and peak hour trips generated by the proposal, including vehicle, public transport, pedestrian and bicycle trips based on surveys of the existing and similar schools within the local area;
- the adequacy of public transport, pedestrian and bicycle networks and infrastructure to meet the likely future demand of the proposed development having regard to the identified school catchment area;
- the impact of the proposed development on existing and future public transport infrastructure within the vicinity of the site in consultation with Roads and Maritime Services and Transport for NSW and identify measures to integrate the development with the transport network;

- details of any upgrading or road improvement works required to accommodate the proposed development;

Details of travel demand measures to minimise the impact on general traffic and bus operations and to encourage sustainable travel choices and details programs for implementation;

- the impact of trips generated by the development on nearby intersections, with consideration of the cumulative impacts from other approved developments in the vicinity, and the need/associated funding for upgrading or road improvement works, if required. Traffic modelling is to be undertaken using SIDRA network modelling for current and future years at the intersection of: Edgeworth David Ave/ Myra Street/ Palmerston Road and Edgeworth David Ave/ Balmoral St.
- the proposed active transport access arrangements and connections to public transport services;
- details of any proposed school bus routes along bus capable roads (i.e. travel lanes of 3.5 m minimum) and infrastructure (bus stops, bus layovers etc.);
- the proposed access arrangements, including car and bus pickup/ drop-off facilities, and measures to mitigate any associated traffic impacts and impacts on public transport, pedestrian and bicycle networks, including pedestrian crossings and refuges and speed control devices and zones;
- measures to maintain road and personal safety in line with CPTED principles;
- the proposed car and bicycle parking provision, including end of trip facilities, in secure, convenient, accessible areas close to main entries incorporating lighting and passive surveillance;
- accessible areas close to main entries incorporating lighting and passive surveillance;
- proposed number of on-site car parking spaces and corresponding compliance with appropriate parking codes and justification for the level of car parking provided on-site;
- details of emergency vehicle access arrangements;
- an assessment of road and pedestrian safety adjacent to the proposed development and the details of required road safety measures;
- service vehicle access, delivery and loading arrangements and estimated service vehicle movements (including vehicle type and the likely arrival and departure times);
- in relation to construction traffic:
 - o assessment of cumulative impacts associated with other construction activities (if any);
 - o an assessment of road safety at key intersection and locations subject to heavy vehicle construction traffic movements and high pedestrian activity;
 - o details of construction program detailing the anticipated construction duration and highlighting significant and milestone stages and events during the construction process;
 - o details of anticipated peak hour and daily construction vehicle movements to and from the site;

- o details of access arrangements of construction vehicles, construction workers to and from the site, emergency vehicles and service vehicle;
- o details of temporary cycling and pedestrian access during construction;
- o details of proposed construction vehicle access arrangements at all stages of construction; and
- o traffic and transport impacts during construction, including cumulative impacts associated with other construction activities, and how these impacts will be mitigated for any associated traffic, pedestrian, cyclists, parking and public transport, including the preparation of a draft Construction Traffic Management Plan to demonstrate the proposed management of the impact.

→ Relevant Policies and Guidelines:

- *Guide to Traffic Generating Developments (Roads and Maritime Services)*
- *EIS Guidelines – Road and Related Facilities (DoPI)*
- *Cycling Aspects of Austroads Guides*
- *NSW Planning Guidelines for Walking and Cycling*
- *Austroads Guide to Traffic Management Part 12: Traffic Impacts of Development*
- *Standards Australia AS2890.3 (Bicycle Parking Facilities)*

Ecologically Sustainable Development

Detail how ESD principles (as defined in clause 7(4) of Schedule 2 of the Environmental Planning and Assessment Regulation 2000) will be incorporated in the design and ongoing operation phases of the development.

Section 5.3.8 and Appendix W

- Demonstrate that the development has been assessed against a suitably accredited rating scheme to meet industry best practice.
- Include a description of the measures that would be implemented to minimise consumption of resources, water (including water sensitive urban design) and energy.

Social Impacts

Include an assessment of the social consequences of the schools' relative location and decanting activities if proposed.

Section 5.3.9

Biodiversity

Biodiversity impacts related to the proposed development are to be assessed and documented in accordance with the Framework for Biodiversity Assessment, unless where otherwise agreed by the OEH, by a person accredited in accordance with s142B(1)(c) of the *Threatened Species Conservation Act 1995*.

Section 5.4

Heritage

Include a Heritage Impact Statement that addresses the significance of, and provides an assessment of the impact on the heritage significance of any heritage items on the site and in the vicinity, and/ or conservation areas and/or potentially archaeological significant areas, in accordance with the guidelines in the NSW heritage manual.

Section 5.1.9

Aboriginal Heritage Address Aboriginal Cultural Heritage in accordance with the <i>Guide to investigating, assessing and reporting on Aboriginal Cultural Heritage in NSW (DECCW, 2011)</i> and <i>Aboriginal cultural heritage consultation requirements for proponents 2010 (DECCW)</i>.	Section 5.4.1 and Appendix O
Noise and Vibration Identify and provide a quantitative assessment of the main noise and vibration generating sources during construction and operation, including consideration of any public address system, school bell and use of any school hall for concerts etc. (both during and outside school hours), and outline measures to minimise and mitigate the potential noise impacts on surrounding occupiers of land. → <i>Relevant Policies and Guidelines:</i> • <i>NSW Industrial Noise Policy (EPA)</i> • <i>Interim Construction Noise Guideline (DECC)</i> • <i>Assessing Vibration: A Technical Guideline 2006</i> • <i>Bella Vista Station Precinct – Transport Plan (TfNSW 2015)</i> • <i>Development Near Rail Corridors and Busy Roads – Interim Guideline (Department of Planning 2008)</i>	Section 5.4.2 and Appendix I
Sediment, Erosion and Dust Controls Detail measures and procedures to minimise and manage the generation and off-site transmission of sediment, dust and fine particles: → <i>Relevant Policies and Guidelines:</i> • <i>Managing Urban Stormwater -Soils& Construction Volume 1 2004 (Landcom);</i> • <i>Approved methods for the modelling and Assessment of Air Pollutants in NSW (EPA)</i> • <i>Guidelines for development adjoining land and water managed by DECCW (OEH, 2013)</i>	Section 6.1.1 and Appendix E.
Contamination Demonstrate that the site is suitable for the proposed use in accordance with SEPP 55. → <i>Relevant Policies and Guidelines:</i> • <i>Managing Land Contamination: Planning Guidelines - SEPP 55 Remediation of Land (DUAP)</i>	Section 5.4.3 and Appendix G
Utilities Prepare an Infrastructure Management Plan in consultation with relevant agencies, detailing information on the existing capacity and any augmentation requirements of the development for the provision of utilities including staging of infrastructure. • Prepare an Integrated Water Management Plan detailing any proposed alternative water supplies, proposed end uses of potable and non-potable water, and water sensitive urban design.	Section 5.4.4 and Appendix N and P
Contributions Address Council's Section 94A Contribution Plan (if relevant) and/or details of any Voluntary Planning Agreement, which may	Section 5.4.5

be required to be amended because of the proposed development.

Drainage

Detail drainage associated with the proposal, including stormwater and drainage infrastructure.

→ *Relevant Policies and Guidelines:*

- *Guidelines for development adjoining land and water managed by DECCW (OEH, 2013)*

Section 5.4.6 and Appendix E

Flooding

Assess any flood risk on site (detailing the most recent flood studies for the project area) and consideration of any relevant provisions of the NSW Floodplain Development Manual (2005), including the potential effects of climate change, sea level rise and an increase in rainfall intensity.

Section 5.4.7

Waste

Identify, quantify and classify the likely waste streams to be generated during construction and operation and describe the measures to be implemented to manage, reuse, recycle and safely dispose of this waste. Identify appropriate servicing arrangements (including but not limited to, waste management, loading zones, mechanical plant) for the site.

Section 5.4.8 and Appendix T

Construction Hours

Identify proposed construction hours and provide details of the instances where it is expected that works will be required to be carried out outside the standard construction hours.

Section 6.1.1 and Appendix Y

The EIS must include all relevant plans, architectural drawings, diagrams and relevant documentation required under Schedule 1 of the Environmental Planning and Assessment Regulation 2000. Provide these as part of the EIS rather than as separate documents.

Appendix D, E and F

In addition, the EIS must include the following:

Multiple Appendices

- Architectural drawings (dimensioned and including RLs);
- Site Survey Plan, showing existing levels, location and height of existing and adjacent structures / buildings and boundaries;
- Site Analysis Plan;
- Stormwater Concept Plan;
- Sediment and Erosion Control Plan
- Shadow Diagrams;
- View Analysis / Photomontages;
- Landscape Plan (identifying any trees to be removed and trees to be retained or transplanted);
- Preliminary Construction Management Plan, inclusive of a Preliminary Construction Management Plan detailing vehicle routes, number of trucks, hours of operation, access arrangements and traffic control measures;
- Geotechnical and Structural Report;
- Accessibility Report;
- Arborist Report;
- Salinity Investigation Report (if required);
- Acid Sulphate Soils Management Plan (If required) and Schedule of materials and finishes.

Section 5.1

During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners. In particular you must consult with:

- Hornsby Shire Council;
- Transport for NSW; and
- Roads and Maritime Services

The EIS must describe the consultation process and the issues raised, and identify where the design of the development has been amended in response to these issues. Where amendments have not been made to address an issue, a short explanation should be provided.

Further Consultation after 2 years

N/A

If you do not lodge a development application and EIS for the development within two years of the issue date of these SEARs, you must consult further with the Secretary in relation to the preparation of the EIS.

References

See Above

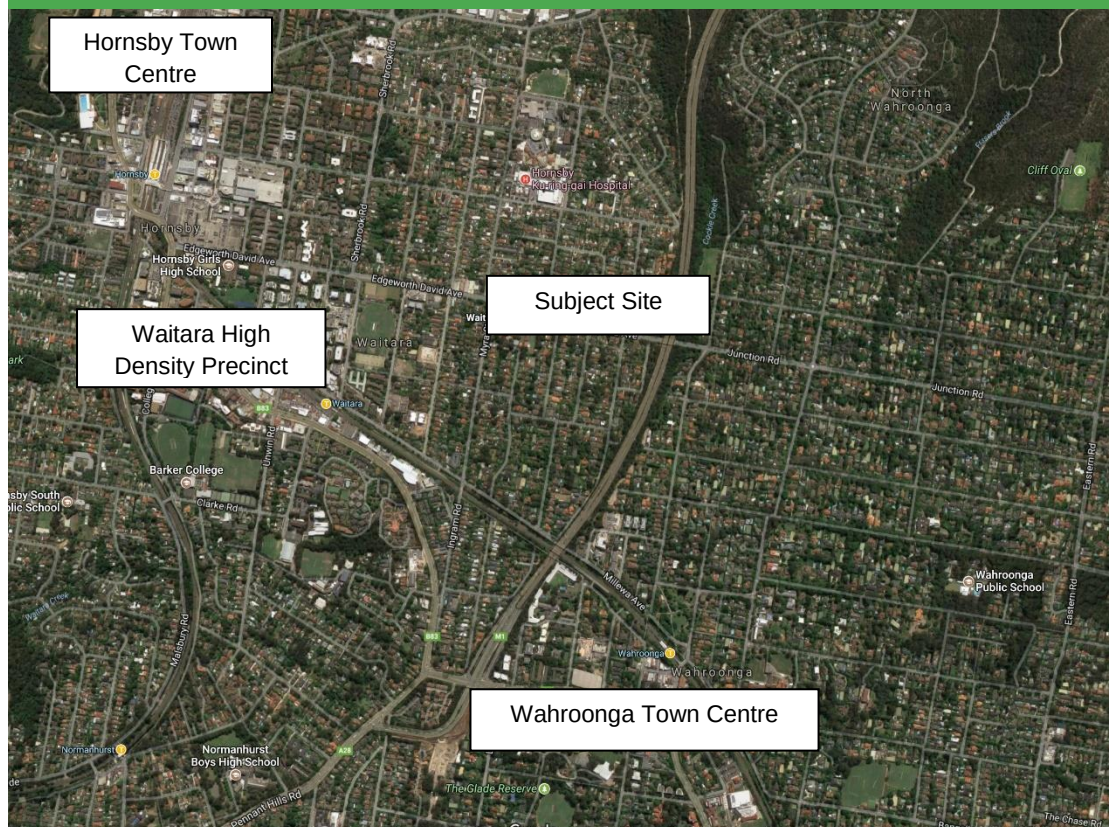
The assessment of the key issues listed above must take into account relevant guidelines, policies, and plans as identified.

2. SITE CONTEXT

2.1 Site Location

The site is located within the Hornsby Council Local Government Area. As illustrated on the aerial photograph on the adjoining page the site is located in proximity to the Waitara High Density Precinct, Waitara Station and Hornsby Town Centre.

Figure 1: Regional Locality Plan (Source Google Maps 2017)



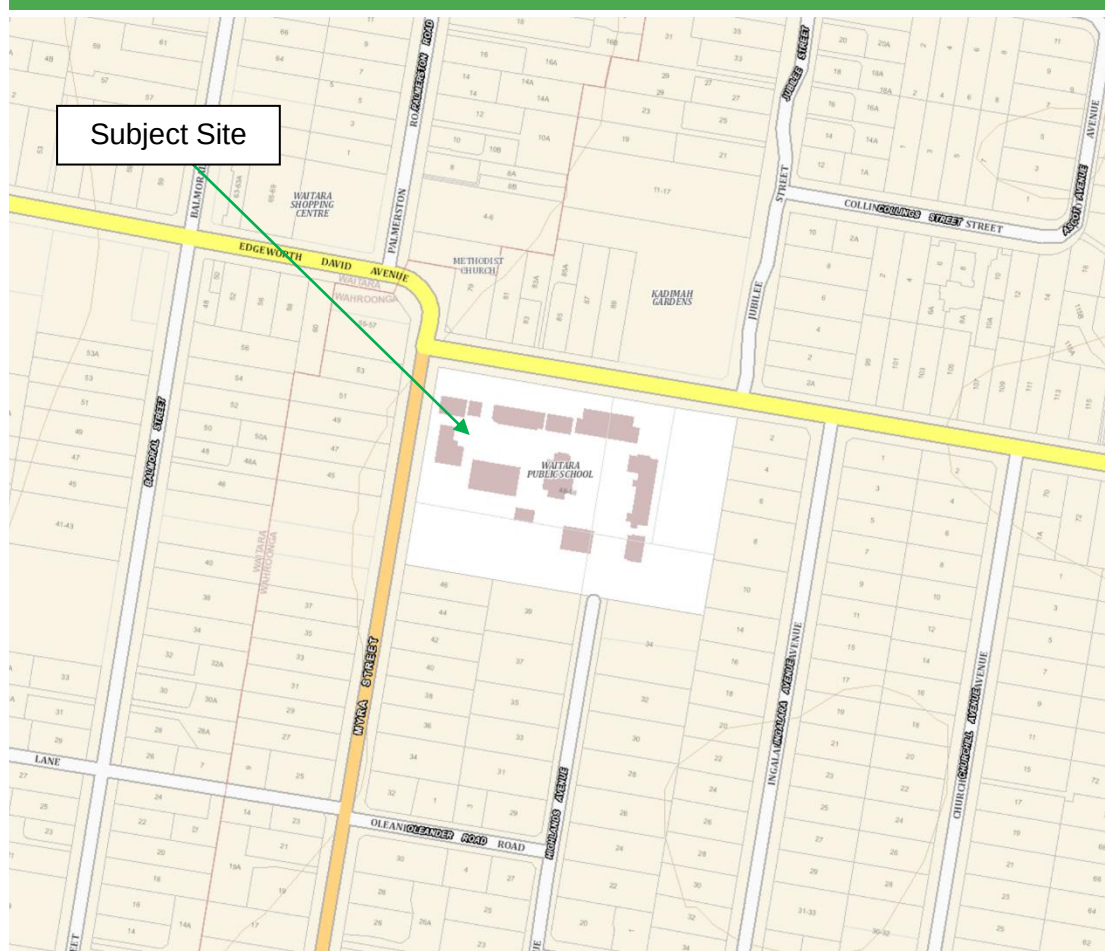
2.2 Site Description

The site is legally known as Lot 1 DP 333142 and Lots 11 -13 DP 17375 and Lot A DP 309739, but commonly known as 48 -58 Myra Street, Wahroonga. The school commenced operation in the 1920's.

The site is owned by the NSW Department of Education and is located in the Hornsby Council Local Government Area.

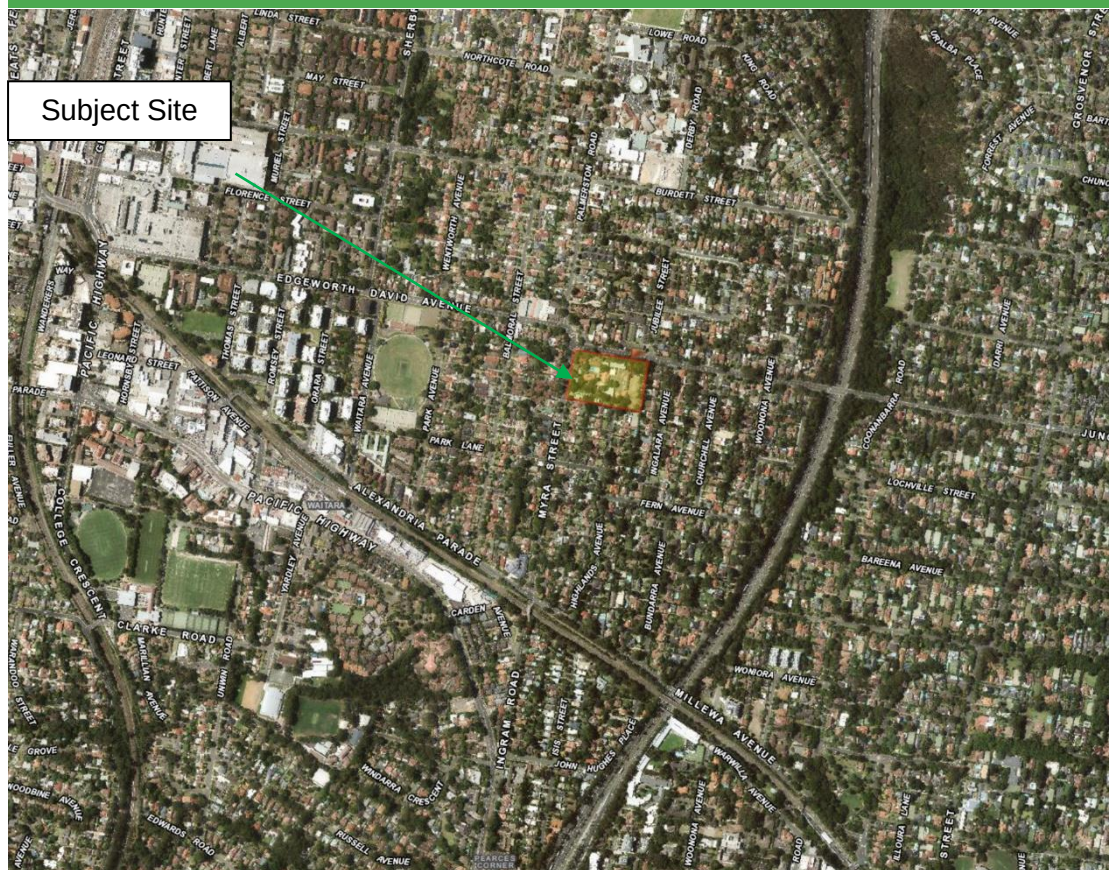
The site is a regular shaped site with a frontage of approximately 163m to Edgeworth David Avenue and a frontage of approximately 112m to Myra Street resulting in a total site area of approximately 18,256m². The site also has street frontage to Highlands Avenue and the school's teacher carpark is accessed from this street.

Figure 1: Cadastre (Source: Sixmaps 2017).



The following aerial photograph illustrates the extent of recent developments in the vicinity of Waitara Station that predominantly comprises 8 -10 storey residential flat buildings.

Figure 2: Aerial Photograph (Source: Nearmap 2017).



As outlined previously the school currently has 32 Home Bases and a student population of 760. The school is currently accommodated in 28 separate buildings that are spread around the site. The development will see the removal/demolition of all but 3 of these buildings.

2.3 Previous Development Consents

The school was established on the site in 1927 and has been progressively developed since then. Recent development applications submitted to Hornsby Council for the site include development application 66/2017 for the installation of a portable building on the site

2.4 Surrounding Development

The site is located in an area that contains a mix of landuses, although the predominant land use in the immediate vicinity of the site are detached one and two storey residential dwellings.

A church and aged care facility as well as detached dwellings are located opposite the site on Edgeworth David Avenue. A single level neighbourhood shopping centre is located within a 100m of the site on the corner of Edgeworth David Avenue and Palmerston Road, Waitara.

The site is located within 600m of the Waitara Train Station. The Waitara Train station is surrounded by the Waitara High Density Residential Precinct that contains many building constructed in the last 10 years of between 8 – 12 storeys high.

A public reserve, being Mark Taylor Oval that contains sporting fields and a playground is located within 400m walking distance of the site.

Photographs of the existing site are provided on the following pages.



Photograph 1: Photograph of part of the site as viewed from the intersection of Edgeworth David Avenue and Myra Street, Wahroonga



Photograph 2: Photograph of part of the site as viewed from Edgeworth David Avenue including part of the existing building that is to be retained



Photograph 3: Photograph of part of the site as viewed from Myra Street including buildings to be demolished





Photograph 4: Photograph of part of the site and adjoining dwelling as viewed from Myra Street.



Photograph 5: Photograph of low density residential development opposite part of the site in Myra Street and high density apartments in the background



Photograph 6: Photograph of retirement village and low density housing opposite part of the site as viewed from Edgeworth David Avenue



Photograph 7: Photograph of the existing Administration building to be demolished within the site.



Photograph 8: Photograph of existing landscaped setback within the site along the Edgeworth David Avenue frontage of the site looking towards Myra Street.



Photograph 9: Photograph from within the site of existing two storey building to be retained.



2.5 Surrounding Road Network

The site has frontage to both Edgeworth David Avenue and Myra Street. Edgeworth David Road is a Regional road that connects Hornsby to St Ives, whilst Myra Street is a collector road that connects Edgeworth David Avenue to the Pacific Highway.

Edgeworth David Avenue is four lane wide road in front of the site and Myra Street varies in width between two and three trafficable lanes in front of the site.

The surrounding road and public transport network is described in more detail within the Traffic and Parking Assessment Report prepared by GHD Woodhead (refer Appendix Q).

3. DETAILED DESCRIPTION OF PROPOSAL

3.1 Overview

This State Significant Development Application proposes major alterations and additions to Waitara Public School.

Works for the project include:

- Removal of 23 Trees;
- Removal of 16 demountable classrooms and 2 Modular design range classrooms;
- Demolition of eight buildings;
- Construction of a three - four storey centrally air conditioned learning centre that will contain:
 - 37 new teaching spaces;
 - 3 Special Programme Rooms;
 - Group learning spaces;
 - Additional Library Space;
 - Canteen;
 - Multi-purpose Hall;
 - Office and Administration Space;
 - Amenities for students and staff;
 - Storage Rooms;
 - Uniform store; and
 - OSHC accommodation.
- Placement of 234 solar panels on the roof of the Learning Centre;
- Provision of additional landscaping on the site including the planting of 19 trees; and
- Refurbishment of playgrounds;

It is noted that the following will remain on the site:

- Retention of buildings on the site being, Building C (Special Programme Rooms) Building E (Library), Building M (5 x home base rooms) and Building L (toilets);
- Retention of 12 space carpark; and
- Retention of bicycle rack accommodation for 128 bicycles.

It is noted that the school will continue operating whilst the new facilities are provided and that a local development application (DA/966/2017) was approved by Hornsby Shire Council in 2017 for the temporary provision of 30 portables on the site accommodating 28 teaching spaces, a canteen and additional toilet facilities whilst demolition and construction works occur associated with this application.

3.2 Demolition and Site Clearing

The proposal results in the significant redevelopment of the site with only four permanent buildings being retained. These are, Building C (Special Programme Rooms), Building E (Library), Building M (5 x home base rooms) and Building L (toilets).

As a result of this development approval, is sought to remove 23 trees that are located within or close proximity to building zones, removal of 16 demountable classrooms and 2 Modular Design Classrooms and demolition of eight buildings.

The tree removal is required to facilitate siting of the new building and has been carefully considered in the Arborist Report (Appendix R) that confirms that the tree removal is appropriate in order to facilitate the redevelopment of the school as well as noting that the landscape plan proposes the planting of trees capable of growing to greater than 5m in height that will ensure that the landscaped setting of the site is enhanced as a result of the development.

To minimise waste generation and unnecessary demolition the 18 structures removed from the site will be re-used on other school's sites within NSW. Where possible demolition waste from the 8 buildings would be recycled and appropriate methods will be utilised including demolition times to ensure that any asbestos removal is carried out in a safe manner when students are not in the immediate vicinity and during school holidays where possible. This is outlined in the Waste Management Plan (Appendix T) and the preliminary Construction Management Plan (Appendix Y)

3.3 Site Design Brief

A Design brief has been prepared for the site by GHD Woodhead (Appendix V). The key aims of the Design brief are to:

- Maximise Tree Retention within the site;
- Allow the school to appropriate accommodate 1000 students;
- Maximise Open Space Provision on the site;
- Allow the school to keep operating whilst construction Activities occur;
- Allow the school's core facilities to appropriately accommodate 1000 students;

As indicated in this report the proposal is an appropriate response to the sites opportunities and constraints.

3.4 Building Function and Operation

The school when catering for 1000 students would have approximately 60 full time staff.

The school will primarily operate between 9am and 3pm on school days, however staff /students involved with ancillary activities including lesson planning, sports practice, band practice, staff meetings etc, could be on site between 7am and 5:30pm.

The existing school accommodates a 195 place Out of School Hours centre and the expanded school will also accommodate a 300 place Out of Hours School Care that will operate on school days in the morning from 7am and after school until 7pm and during school holidays between 7am and 7pm.

Other activities proposed to continue to occur on the site include:

- Use of school facilities by external bodies including community groups up to 10pm daily;
- Use of school facilities for school activities including concerts, information sessions up to 10pm daily;

3.5 Building Site Preparation/ Bulk Earthworks/ Remediation

Given the sensitive nature of the use a phase 2 contamination report has been prepared for the site by Pells Sullivan Meynick. (Appendix G). This testing confirms that the site is suitable for continued use as an educational establishment without remediation.

A Civil and Stormwater Management Plan has been prepared for the site by GHD Woodhead (Appendix M). This report outlines that given the site is relatively flat and the desire not to have stepped building platforms that the proposal will involve cut of approximately 2,955m³ and fill of 210m³. Given this there will need to export approximately 2,745m³ of fill from the site.

3.6 Landscaping and Public Domain

Landscape plans for the site have been prepared by GHD Woodhead (Refer Appendix F).

The landscape plans include:

- Retention of the existing multi-purpose court
- Repainting of the handball courts within the central courtyard;

- Relocation of the ceremonial circle of friendship near the Highlands Avenue entrance of the site
- Provision of a Heritage Courtyard; and
- Reconfiguration of the existing playgrounds;

The proposed landscaping scheme predominantly comprises native species and have been appropriately chosen to be appropriate for a primary school environment.

3.7 Access and Parking

The site has frontage to three roads, being Edgeworth David Avenue, Myra Street and Highland Avenue.

The Edgeworth David Avenue frontage of the site accommodates bus parking for 3 buses within a designated bus zone as well as drop off and pick up zone that can accommodate around 6 cars.

The Myra Street frontage of the site will continue to accommodate a drop off and pick up zone for approximately 6 vehicles.

The Highlands Avenue frontage of the site does not have a designated drop off zone, but provides access to the existing teachers carpark that accommodates teachers parking for 12 vehicles

Pedestrian access to the site is available from pedestrian gates on all three street.

Bicycle parking for 124 bicycles will be provided within four different zones across the site.

3.10 Infrastructure and Services

An Infrastructure and Services report has been prepared for the site. (refer Appendix P). This report advises that a pad mount substation is currently located within the Edgeworth David Avenue frontage of the site. The existing school usage is considered to be 272 Amps and with the new airconditioned building this will likely increase to 900 amps.

The additional demand will be partially off-set by a 100kw solar system to be installed on the roof of the new building.

The site benefits from a NBN cable and overhead telephone cables are currently provided along Edgeworth David Avenue.

A Water Cycle Management Plan has also been prepared for the site. (refer Appendix N). This outlines that the development will utilise existing Sydney water infrastructure,

however to reduce demand on Sydney's water supply will incorporate a 20m³ rainwater collection tank that will likely provide for 58% of water required for toilet flushing on the site.

This report also outlines that the site is serviced by sewer infrastructure and a gas supply that will be utilised to provide a hot water service and heating of the new building.

3.11 Waste Management

The proposal incorporates a waste storage area within the existing carpark accessed from Highland Avenue. This area is accessible and will continue to facilitate the collection of waste including recyclables from the site.

4. CONSULTATION

4.1 General

Consultation has occurred on the project since inception and will continue as the assessment of the application progresses and throughout the entire development project. The purpose of the consultation process to date has been to inform and seek feedback from key stakeholders. DOE and TSA have worked to ensure relevant issues have been considered during the development of the proposal.

The key stakeholders engaged with as part of the consultation process were.

- Project Reference Group
- Local Community
- Hornsby Shire Council
- Department of Planning & Environment
- Transport for NSW
- Roads & Maritime Services

4.2 Project Reference Group

The Project Reference Group (PRG) is a project governance body that consists of representatives of key project stakeholders. During the course of the project the members of the PRG work together collaboratively with the aim of achieving the optimal outcomes for the project and at regular interval the PRG meets formally to discuss key issues and risks, and also review and endorse submissions. The PRG members for Waitara Public School include:

- Public School NSW Director
- Principal of Waitara Public School;
- Parent Representative;
- Representative of Department of Education's Asset Management Unit
- Project Manager - TSA Management
- Head Design Consultant – GHD Woodhead

4.3 Community Consultation

Post Ministerial announcement of the school, TSA Management has held Information booth sessions for the project both at the school and Waitara Station as outlined in the table below:

Date	Waitara Public School	Waitara Station
14.07.2017	10:00 am – 12:00 pm	-
31.08.2017	2:30 pm – 3:30 pm	-
04.10.2018	-	10.00am – 11.am
27.10.2017	2.30-3.30pm	1:30pm to 2:30pm
05.12.2017	8:45am to 9:30am	10:00am to 11:00am
19.01.2018	-	8:30 am – 9:30 am
08.02.2018	3:00pm-4:00pm	4:30pm to 6:00 pm

Further Information booth, public consultation, sessions are planned to be held on an approximately monthly basis. In addition to this the DoE has an active Website, updated monthly, providing project details and opportunities to provide comment for the community. Frequently asked questions and a Public Survey are available from that Website

A Consultation Outcomes Report that discusses this in more detail is provided in appendix K.

4.4 Transport For NSW

Transport for NSW were further consulted about the proposal and in an email dated 13 June 2017 Ken Ho advised in part that the traffic and parking assessment being prepared for the EIS should address:

- any road network performance assessment (SIDRA analysis, microsim or others – study extent, intersections to be assessed),
- any parking assessments (pick-up/drop-off requirements, staff parking requirements, bus servicing),
- any empirical trip generation forecasting (incl. details of what kind of surveys will/are being undertaken to determine existing travel patterns and mode shares),
- assessment scenarios (existing, future design years),
- any traffic demand management strategies, and
- construction impacts.

The traffic report (Appendix Q) discusses this consultation in more detail concludes that the surrounding road network has the capacity to cater for the traffic generated by the development and notes that the many future students will live within walking or cycling distance of the school.

4.5 Roads and Maritime NSW

RMS were further consulted about the proposal via email on 19 and 26 June 2017, however as at the time of preparation of this EIS had not formally responded to the request for further engagement.

Notwithstanding this the traffic report (appendix Q) appropriately addresses issues raised as part of the SEARS consultation process.

4.6 Hornsby Shire Council

A meeting with Hornsby Council was held on 11 July 2017. At this meeting staff in attendance were briefed on the proposal and discussions occurred around:

- The replacement of portables with permanent buildings;
- Stormwater disposal;
- Items to be incorporated in the Acoustic Report;
- A construction Management Plan that outlined how impacts on the school and surrounding properties would be minimised; and
- Vegetation Retention.

5. PLANNING CONTROLS

5.1 STATUTORY PLANNING CONTROLS

The relevant Statutory Planning Controls include: -

- Environmental Planning and Assessment Act 1979;
- Environmental Planning and Assessment Regulation 2000;
- State Environmental Planning Policy (State and Regional Development) 2011
- State Environmental Planning Policy No. 55 – Contaminated Land;
- State Environmental Planning Policy (Infrastructure) 2007;
- State Environmental Planning Policy No. 64 – Signage;
- State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017
- Sydney Regional Environmental Plan No.20 Hawkesbury Nepean River (Deemed SEPP); and
- Hornsby Local Environmental Plan 2013.

Consideration is now given to the applicable Statutory Planning Controls.

5.1.1 Environmental Planning and Assessment Act 1979

The EP&A Act provides the legislative framework for the assessment and approval of development in NSW. In accordance with Division 4.1 of Part 4 of the EP&A Act, this Environmental Impact Statement has been prepared in to address both the Secretary's Environmental Assessment Requirements and the general provisions of Schedule 2 of the EP&A Regulations.

Section 5A sets out matters which must be considered in deciding whether a proposed development is likely to have a significant effect on threatened species, populations or ecological communities, or their habitats. As outlined in the Flora and Fauna Report (refer Appendix S) the broader site is identified as containing a patch of Sydney Turpentine-Ironbark Forest. The subject works will not impact on this community and accordingly, the proposal is taken to be *“development that is not likely to significantly affect any threatened species, population or ecological community, or its habitat”*.

5.1.2 Environmental Planning and Assessment Regulation 2000

The EIS has addressed the specific criteria within clause 6 and clause 7 of Schedule 2 of the EP&A Regulation including the principles of ecologically sustainable development in Section 7.

As required by Clause 7(1)(d)(v) of Schedule 2 of the EP&A Regulation, an additional approval will also be required in order to permit the proposed development to occur. The additional approval required under other legislation for the facility is set out below.

Roads Act 1993

The proposal includes carrying out of works that affect public roads, being the construction of temporary driveway to facilitate the construction of the development the site from Myra Street. Consent from The Hornsby Shire Council under Section 138 of the Road Act 1993 will be required for these works. However, in accordance with Section 89K of the EP&A Act, the Section 138 Roads Act approval must be consistent with the development consent that is issued.

5.1.3 State Environmental Planning Policy Environmental Planning Policy (State and Regional Development) 2011

In accordance with clause 15 of Schedule 1 of State Environmental Planning Policy (State and Regional Development) 2011 the proposal is considered to be State Significant Development as it seeks approval for an Educational Establishment with a Capital investment Value of more than \$30 million. As outlined in the Capital Investment report prepared by Rider Levett Bucknall the proposed development has a CIV of > \$30 million. (Refer Appendix C)

Clause 11 of the SEPP outlines that DCPs (whether made before or after the commencement of the SEPP) do not apply to State Significant Development.

As the proposal is State Significant Development, an Environmental Impact Statement is required to accompany the development application and the development application will be assessed by the Department of Planning staff and not Hornsby Shire Council.

5.1.4 State Environmental Planning Policy No. 55 Contaminated Land

Clause 7 of SEPP 55 provides:

(1) A consent authority must not consent to the carrying out of any development on land unless:

(a) it has considered whether the land is contaminated, and

(b) if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and

(c) if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.

Given the historical use of the site for educational purposes, land contamination is a possibility. Given this a contamination report has been prepared by Pells Sullivan Meynick. (refer Appendix G) This report concludes that the existing school is not considered to be contaminated and further that remediation is not required. Therefore, the site is suitable for a public school.

Accordingly, the department can be satisfied that the provisions of Clause 7 of the SEPP are satisfied. If any contaminated material or suspected contaminated material is unearthed during the construction process, then actions consistent with the legislative requirements and guideline document will be undertaken.

5.1.5 State Environmental Planning Policy (Infrastructure 2007)

It is noted that clauses 27 -32 of Infrastructure SEPP were removed upon gazettal of the Education and Childcare Sepp 2017 on 1 September 2017.

Clause 104 and Schedule 3 of the ISEPP relate to traffic generating development and certain proposals trigger a requirement for referral to the RMS.

The proposed development does not trigger this requirement as the previous requirement for educational establishments catering for 50 or more students to be referred to the RMS regional traffic committee for input has been removed from this SEPP.

5.1.6 State Environmental Planning Policy No. 64 -Signage

SEPP 64 regulates signage, and includes assessment criteria against which all signage must be assessed, including:

- Character of the area;
- Special areas;
- Views and vistas;
- Streetscape, setting or landscape;
- Site and building;
- Associated devices and logos with advertisements and advertising structures;
- Illumination; and
- Safety.

The development proposal incorporates business identification signage on the new building and therefore Part 3 of the SEPP is not relevant to the proposal. The proposed signage is limited to a singular sign that will contain the name of the school and a changeable electronic display.

The proposed sign is consistent with the objective of the policy in that the sign:

- i. *Is compatible with the desired amenity and visual character of an area, and*
- ii. *provides effective communication in suitable locations, and*
- iii. *is of high quality design and finish.*

An assessment against the criteria is contained in Schedule 1 is provided below:

Criteria	Comment
1 Character of the area	
Is the proposal compatible with the existing or desired future character of	The proposed signage is consistent with the prevailing patterns of signage associated with non residential land uses in the

Criteria	Comment
the area or locality in which it is proposed to be located?	residential area such as places of worship and child care centres.
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	There is no particular theme for advertising in the locality however as discussed, the sign is consistent with the patterns of signage associated with non-residential development within low density residential zones.
2 Special areas	
Does the proposal detract from the amenity or visual quality of any environmental sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	The proposed sign does not detract from the amenity or visual quality of any of the mentioned aspects.
3 Views and vistas	
Does the proposal obscure or compromise important views?	The proposed sign will not obscure or comprise any important views.
Does the proposal dominate the skyline and reduce the quality of vistas?	The proposed sign is to be located below the roof of the proposed 4 storey building and will not impact on the skyline nor will it reduce the quality of vistas.
4 Streetscape, setting or landscape	
Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The scale, proportion and form of the proposed sign is appropriate for the streetscape and setting noting the signage is of low scale and consistent with the forms of signage associated with other schools within the LGA.
Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	Not applicable.
Does the proposal reduce clutter by rationalising and simplifying existing advertising?	The proposal involves minimal signage, with the proposed signage being appropriate to identify the operations of the site.
Does the proposal screen unsightliness?	The proposed signage does not screen unsightliness.
Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	No

Criteria	Comment
Does the proposal require ongoing vegetation management?	No
5 Site and building	
Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?	The signage is compatible with the scale and proportion of the proposed building on the site.
Does the proposal respect important features of the site or building, or both?	Yes
Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The proposed signage has been designed to complement the proposed building form.
5 Associated devices and logos with advertisements and advertising structures	
Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structures on which it is to be displayed?	Yes
7 Illumination	
Would illumination result in unacceptable glare?	No, illumination levels will be similar to street lighting and not impact on adjacent residential properties.
Would illumination affect safety for pedestrians, vehicles or aircraft?	No
Would illumination detract from the amenity of any residence or other form of accommodation?	No, illumination levels will be similar to street lighting and not impact on adjacent residential properties.
Can the intensity of the illumination be adjusted, if necessary?	Yes
Is the illumination subject to a curfew?	The sign would only be illuminated between 7am and 7pm when low light levels warrant illumination.
8 Safety	
Would the proposal reduce the safety for any public road?	No
Would the proposal reduce the safety for pedestrians or bicyclists?	No

Criteria	Comment
Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	No

5.1.7 State Environmental Planning Policy (Educational Establishments and Childcare Facilities) 2017

The Department of Planning and Environment exhibited the Draft SEPP between 3 February 2017 and 7 April 2017 and the SEPP was gazetted on 1 September 2017.

The SEPP aims to:

- streamline the planning system for education and child care facilities including changes to exempt and complying development;
- NSW will be the first State to bring Commonwealth Laws regulating early childhood education and care into a state planning system;
- bring the Department of Education into the planning process early, and gives child care providers and developers information, from the beginning regarding all national and state requirements for new child care services;
- streamline the delivery of new schools and upgrading existing facilities, with a focus on good design; and
- assist TAFEs and universities to expand and adapt their specialist facilities in response to the growing need, and to maintain our reputation for providing world class tertiary education, while allowing for more flexibility in the use of their facilities

Clause 29(1) of the SEPP permits schools to be carried out with consent in a prescribed zone, with clause 29(4) permitting a school to be utilised with consent for community or commercial purposes.

Clause 29(5) of the SEPP requires a consent authority to take into consideration the design quality of the development when evaluated in accordance with the design quality principles set out in Schedule 4.

The following table also outlines how the development appropriately addresses the seven design quality principles:

Design Quality Principles	Design Responses
Principle 1—context, built form and landscape <i>Schools should be designed to respond to and enhance the positive qualities of their setting, landscape and heritage. The design and spatial organisation of buildings and the spaces between them should be informed by site conditions such as topography, orientation and climate. Landscape should be integrated into the design of school developments to enhance on-site amenity, contribute to the streetscape and mitigate negative impacts on neighbouring sites.</i>	The development appropriately responds to the existing built and natural environment on the site. The siting of the new building maximises passive solar gain and natural cross flow ventilation, provides an appropriate street address to both Edgeworth David Avenue and Myra Street and is appropriately setback from adjoining low density residential properties. The building is well setback from the boundaries of adjoining low density residential properties and is not considered to result in an undue negative impact of the surrounding but rather will appear as a four storey building in a garden setting.
Principle 2—sustainable, efficient and durable <i>Good design combines positive environmental, social and economic outcomes. Schools and school buildings should be designed to minimise the consumption of energy, water and natural resources and reduce waste and encourage recycling. Schools should be designed to be durable, resilient and adaptable, enabling them to evolve over time to meet future requirements.</i>	The development incorporates appropriate water sensitive urban design measures including water harvesting from the roof of the new building to reduce reliance on Sydney Water supplies. The development maximises reliance on natural light penetration that will reduce the reliance on artificial illumination. The development incorporates solar panels on the roof of the building that will assist to reduce the schools demand for electricity. The building is constructed of durable materials that are low maintenance and utilise the Department of Education's experience in minimising on-going maintenance costs. The internal planning of the school building ensures that it is adaptable and contains opportunities for break out spaces and group learning that is consistent with modern educational practices rather than only incorporating traditional class rooms.
Principle 3—accessible and inclusive <i>School buildings and their grounds should provide good wayfinding and be welcoming, accessible and inclusive to people with differing needs and capabilities.</i>	The new building incorporates a lift that provides access to all throughout the building. Accessible paths of travel are provided from the sites boundaries to school facilities. The development will incorporate appropriate wayfinding signage to assist visitors and first time users with identifying key areas within the site.

Design Quality Principles	Design Responses
<i>Schools should actively seek opportunities for their facilities to be shared with the community and cater for activities outside of school hours.</i>	The school incorporates an Out of School Hours Care Facility that will continue to be used by community groups and other activities outside core hours. This ensures that the school is a 'social' hub for the surrounding community and contributes to the social wellbeing of the community.
Principle 4—health and safety <i>Good school development optimises health, safety and security within its boundaries and the surrounding public domain, and balances this with the need to create a welcoming and accessible environment</i>	The proposal has had regards to CPTED principles and provides delineation through a combination of landscaping, fencing and signage the 'public' areas of the site when the school is operating. The building maximises access to natural light and ventilation and maximises the provision of outdoor space on the site through the provision of a 4 storey building.
Principle 5—amenity <i>Schools should provide pleasant and engaging spaces that are accessible for a wide range of educational, informal and community activities, while also considering the amenity of adjacent development and the local neighbourhood. Schools should include appropriate, efficient, stage and age appropriate indoor and outdoor learning and play spaces, access to sunlight, natural ventilation, outlook, visual and acoustic privacy, storage and service areas.</i>	The school provides a variety of internal and external learning places that are suitable for formal and informal educational opportunities for students. The new building incorporates appropriate storage spaces for teachers, students the school and for community users. The buildings have been located to minimise their visual impact on surrounding buildings, incorporate adequate landscaping that will assist in partially screening the new buildings and provide a pleasant landscaped outlook from both within the site and for views into the site. The buildings maximise natural light penetration through the appropriate use of glazing and facilitate natural cross ventilation. The buildings incorporate acoustic absorbing materials and are appropriately setback from boundaries to reduce excessive noise transmission.
Principle 6—whole of life, flexible and adaptive <i>School design should consider future needs and take a whole-of-life-cycle approach underpinned by site wide strategic and spatial planning. Good design for schools should deliver high</i>	The design of the building considers the future needs of the school and the building has been designed to incorporate both formal learning areas and informal learning spaces, allow for combined educational opportunities and maximise the opportunities for the adaptive use of the building as

Design Quality Principles	Design Responses
<i>environmental performance, ease of adaptation and maximise multi-use facilities</i>	technology is increasingly used in classrooms by both educators and students. The building is capable of being divided into smaller spaces when required.
Principle 7— aesthetics <i>School buildings and their landscape setting should be aesthetically pleasing by achieving a built form that has good proportions and a balanced composition of elements. Schools should respond to positive elements from the site and surrounding neighbourhood and have a positive impact on the quality and character of a neighbourhood. The built form should respond to the existing or desired future context, particularly, positive elements from the site and surrounding neighbourhood, and have a positive impact on the quality and sense of identity of the neighbourhood</i>	The building incorporates a high level of finishes that appropriately takes design cues from the surrounding built form both within the school and surrounding land uses. The development will continue to result in the development appearing as a series of building in a landscaped setting that is consistent with the patterns and rhythm of surrounding buildings that predominantly comprised buildings in a landscaped setting setback from the street. The building encourages interaction with the site.

Clause 42 of the Education SEPP contains the following provision relating to State significant development for the purpose of schools:

Development consent may be granted to development for the purpose of a school that is state significant development even though the development would contravene a development standard imposed by the local environmental plan under which the consent is granted.

As indicated in Section 5.1. 9 and discussed in detail in the Clause 4.6 Variation Statement in section 5.1.9, the proposed development does not comply with the Height of Buildings development standard under the Growth Centres SEPP although strict compliance is considered unreasonable and unnecessary in this instance and would hinder the orderly and economic development of the land. Accordingly, a determination that approves the proposed development including the height non-compliance would be consistent with the intent of Clause 42 of the SEPP.

5.1.8 Sydney Regional Environmental Plan No.20 Hawkesbury Nepean River (Deemed Sepp)

SREP 20 applies to the majority of land within The Hornsby LGA and contains various provisions aimed at protecting the environment of the Hawkesbury-Nepean River system.

Clause 4 of the SREP requires that certain 'General Provisions' under clause 5 and 'Special Planning Policies and Recommended Strategies' under clause 6 must be taken into consideration by a consent authority determining an application for development on land to which the SREP applies. These provisions primarily relate to managing water quality and quantity, protecting flora and fauna, protecting cultural heritage and protecting riverine scenic qualities.

It is considered that the environmental assessment within this EIS report satisfactorily considers these matters and that the proposal is acceptable in these regards.

5.1.9 Hornsby Local Environmental Plan 2013

As illustrated on the following page, the site is zoned R2, by Hornsby Local Environmental Plan 2013.

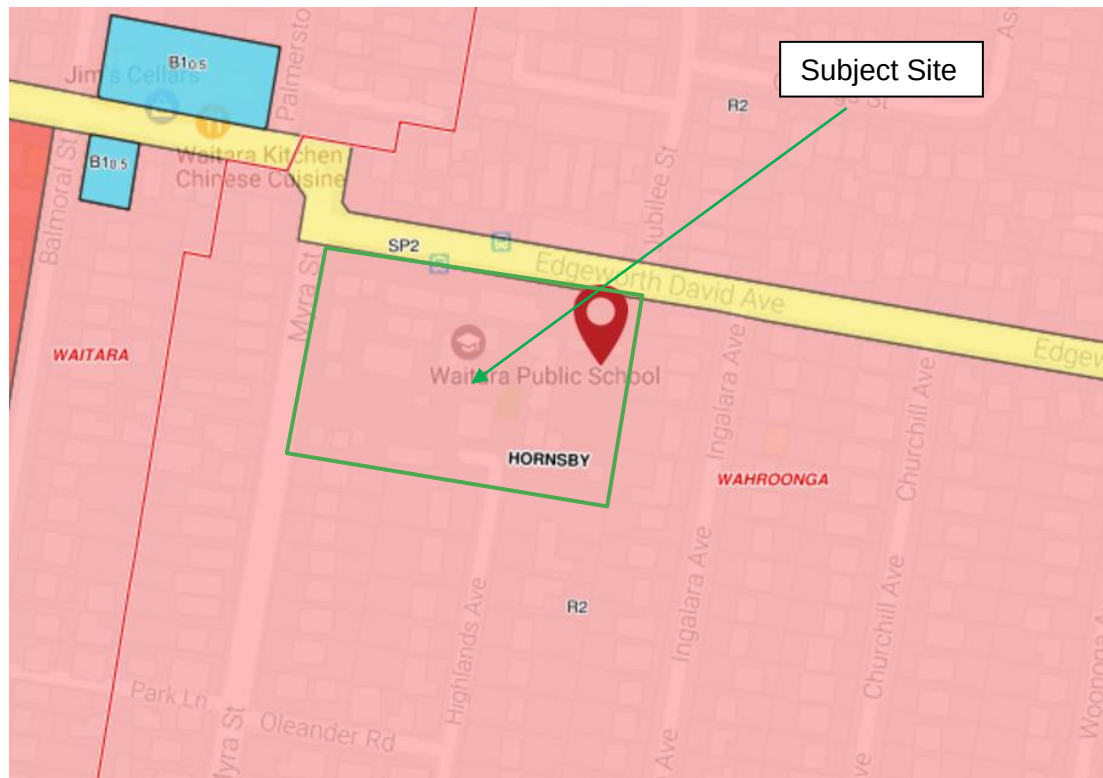
Educational Establishments are permissible with consent within the subject site and the proposal is consistent with the definition contained within the Local Environmental Plan:

educational establishment means a building or place used for education (including teaching), being:

(a) a school, or

(b) a tertiary institution, including a university or a TAFE establishment, that provides formal education and is constituted by or under an Act.

Figure 5: Zoning Map Extract.



The proposal is consistent with the above definition and is also consistent with the specified zone objectives:

- To provide for the housing needs of the community within a low density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.

The proposed development provides for the continued use of the site as educational establishment that will meet the day to day needs of surrounding residents with primary school aged students.

The following table outlines the primary planning controls in regards to the LEP.

Hornsby Local Environmental Plan 2013			
Clause	Controls	Comment	Complies
Land Use Table (Zoning)	R2 Low Density Residential	An educational establishment is permissible with Council consent on the site	YES
Part 2 Permitted or Prohibited Development			

2.3	Zone Objectives and Land Use Table	The proposal is consistent with the zone objectives of the R2 Low Density Residential zone.	YES
2.6	Subdivision requires consent	Land to which this Plan applies may be subdivided, but only with development consent.	N/A
2.7	Demolition requires consent	The demolition of a building or work may be carried out only with development consent	Yes
Part 4 Principal Development Standards			
4.3	Height of Buildings: 8.5m	Due to the need to ensure that open space areas are maximised on the site and the desire to provide appropriate floor to ceiling heights within the building on the site, the development exceeds the 8.5m height control by up to 10.7m Refer to clause 4.6 departure at the end of this table.	Variation
4.4	Floor Space Ratio:	The site is not subject to an FSR control.	N/A
4.6	Exceptions to development standards	The development seeks to vary the height control. A detailed 4.6 departure is provided at the end of this table.	YES
Part 5 Miscellaneous Provisions			
5.1	Land reserved for acquisition	The site does not contain land identified for acquisition.	YES
5.9	Preservation of Trees or Vegetation	The site contains some trees that will needed to be removed to facilitate the development. An arborist report accompanies the DA that outlines why it is appropriate to remove these trees. The retention of the majority of the vegetation on the site and the provision additional landscaping within the site ensures that the landscaped setting of the site	YES

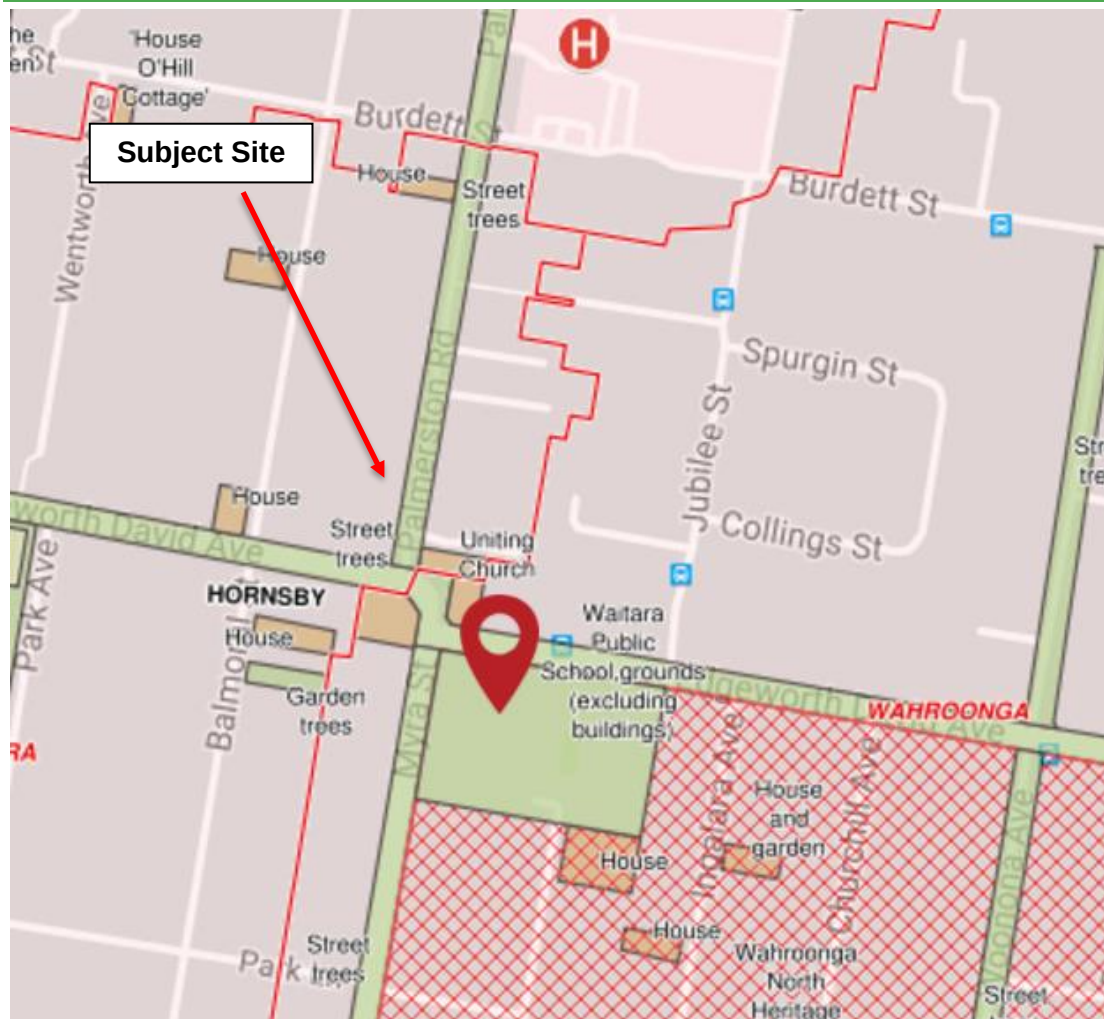
		will be enhanced by its redevelopment.	
5.10	Heritage Conservation	As illustrated by the figure at the end of this table, the school and some surrounding properties are heritage listed. The site is also located within the Wairoa North Conservation Area. The implication of this listing and the impact on the nearby items has been carefully considered. A heritage impact statement has prepared for the development by Heritage 21. This report indicates in part that: Heritage 21 finds that the proposed works would not diminish the established cultural value of the site, Wairoa North HCA or in the vicinity heritage items. The character and visual contribution of the on-site tree group would remain largely unaltered, as would its use and visual primacy and relationship to surrounding streetscapes and the HCA. The neutral but high-quality design of the proposal, which would be situated at sufficient distance from the residential core of the conservation area, would not dilute the significant built character or value of Northern Precinct of the Wairoa North HCA detrimentally. In addition, the new works are felt to be in line with the historic patterns of development at the site – which are generally defined as built responses to changing pedagogical approaches as well as student and staff requirements and numbers – and would not in no way impede the ability of members of the public to continue appreciating the historical nature and character of Waitara Public School. Accordingly, the development is not considered to unduly impact on the heritage significance of the school grounds or surrounding properties, within the heritage conservation area.	YES
Part 6 Additional Local provisions			
6.1	Acid Sulfate Soil	The subject site is not identified as potentially containing Acid Sulfate Soils.	N/A
6.2	Earthworks	It is reflected that the proposed excavation, will have minimal adverse environmental or amenity impact.	YES
6.3	Flood Planning	The site is not identified as being flood prone.	N/A
6.4	Terrestrial Biodiversity	The subject site is not identified as containing Biodiversity Land under	YES

		Hornsby Local Environmental Plan 2013. Notwithstanding this the Flora and Fauna Report (Appendix S) identifies a patch of the vegetation community Sydney Turpentine-Ironbark Forest (STIF), which is listed as a Threatened Ecological Community (TEC) under both the TSC Act and EPBC Act, was recorded within the site, toward the north-east corner of this school. This is not impacted by the proposal.
6.5	Foreshore Area	The subject site is not identified as NA containing a foreshore area under Hornsby Local Environmental Plan 20113

Heritage

The school and some surrounding properties are heritage listed with the site also identified as being within the Wahroonga North Conservation Area.

Figure 6: Heritage Map Source: Planning Portal



The Heritage Impact Statement prepared by Heritage 21 indicates in part that:

Heritage 21 finds that the proposed works would not diminish the established cultural value of the site, Wahroonga North HCA or in the vicinity heritage items. The character and visual contribution of the on-site tree group would remain largely unaltered, as would its use and visual primacy and relationship to surrounding streetscapes and the HCA. The neutral but high-quality design of the proposal, which would be situated at sufficient distance from the residential core of the conservation area, would not dilute the significant built character or value of Northern Precinct of the Wahroonga North HCA detrimentally.

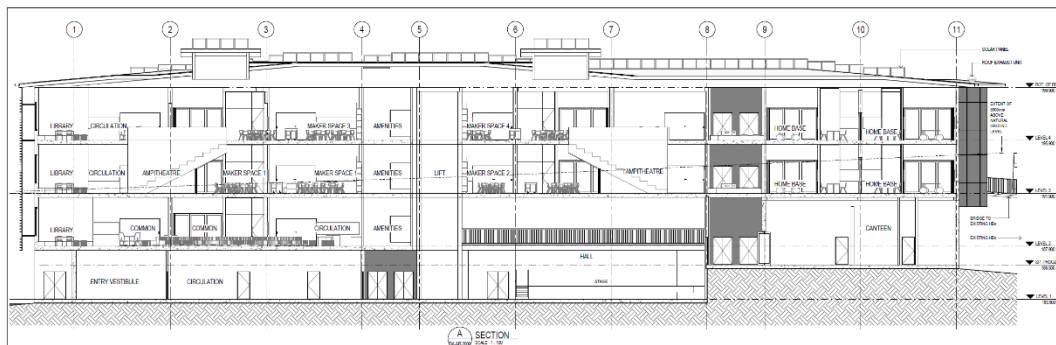
In addition, the new works are felt to be in line with the historic patterns of development at the site – which are generally defined as built responses to changing pedagogical approaches as well as student and staff requirements and numbers – and would not in no way impede the ability of members of the public to continue appreciating the historical nature and character of Waitara Public School.

Accordingly, the development is not considered to unduly impact on the heritage significance of the school grounds or surrounding properties, within the heritage conservation area.

Clause 4.6 Height Departure

The development concept results in the height of the proposal exceeding the permissible height as shown on the LEPP height map, with the building exceeding this control as shown on the submitted elevation below.

Figure 7: Section illustrating extent of height departure.



The actual height departure to the solar panels on the roof on the upper level is up to 10.7m.

Clause 4.6 of the Hornsby LEP 2013 provides that development consent may be granted for development even though the development would contravene a development standard. This is provided that the relevant provisions of the clause are addressed, in particular subclause 3-5 which provide:

(3) Development consent must not be granted for development that contravenes a development standard unless the consent authority has considered a written request from the applicant that seeks to justify the contravention of the development standard by demonstrating:

- a) that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case, and*
- b) (b) that there are sufficient environmental planning grounds to justify contravening the development standard.*

(4) Development consent must not be granted for development that contravenes a development standard unless:

(a) the consent authority is satisfied that:

(i) the applicant's written request has adequately addressed the matters required to be demonstrated by subclause (3), and

(ii) the proposed development will be in the public interest because it is consistent with the objectives of the particular standard and the objectives for development within the zone in which the development is proposed to be carried out, and

(b) the concurrence of the Director-General has been obtained.

(5) In deciding whether to grant concurrence, the Director-General must consider:

(a) whether contravention of the development standard raises any matter of significance for State or regional environmental planning, and

(b) the public benefit of maintaining the development standard, and

(c) any other matters required to be taken into consideration by the Director-General before granting concurrence.

Each of these provisions is addressed in turn.

Clause 4.6(3)

In accordance with the provisions of this clause it is considered that compliance with the development standard is unreasonable or unnecessary in the circumstances of the

case as the underlying objectives of the control are achieved. The objectives of the building height development standard are stated as:

(a) to permit a height of buildings that is appropriate for the site constraints, development potential and infrastructure capacity of the locality.

The proposed building remains consistent with the objective of the height control based on the following:

- a) The development proposal will align with the desired future character of the area;
- b) The proposed built form relates to the context in terms of scale and topography, with the upper levels being recessed from the building edge to downplay visual dominance, ensuring that the visual impact of the encroachment is minimised;
- c) The development proposal is consistent with the intent of the maximum height control and will provide an attractive building that will appropriately address both Myra Street and Edgeworth David Avenue;
- d) The non-compliance is partially a result of Hornsby Council utilising the standard LEP template that replaced the former Special use zoning of the site with the low density R2 zoning that applies opposite the site. Prior to this LEP, a height control did not apply to the site; and
- e) The development is consistent and compatible with the emerging built form for the Waitara High Density Residential Precinct that is within the visual catchment of the site and noting that the church spire opposite the site would likely exceed the height control.
- f) The variation will not have any adverse amenity impacts. In this regard, it is noted:
 - The variation will not lead to the reduction in solar penetration on site or to adjoining properties nor will it lead to excessive sunlight loss or overshadowing
 - The proposed variation will not lead to view loss or interrupt on views to and from the site
 - The proposed variation will not lead to a reduction in privacy afforded to existing residents or future residents in the vicinity of the proposal

- g) The proposal has been designed to ensure that privacy impacts are mitigated that the proposal will not obstruct existing view corridors.
- h) Detailed shadow analysis demonstrates that shadow is predominantly cast within the site from the building;
- i) The non-compliance to the height control has no unacceptable impact on the setting of any items of environmental heritage or view corridors; and
- j) The infrastructure of the area is capable of supporting the expanded school.

The unique circumstances of the case that warrant support of the departure are:

- The desire to retain as many of the trees on the site as possible that significantly contribute to the landscaped character of the area. It is noted that some of these trees are heritage listed and others from part of an endangered ecological community and;
- The desire to maximise open space provision on the site to benefit students.

As outlined above the proposal remains consistent with the underlying objectives of the control and as such compliance is considered unnecessary or unreasonable in the circumstances. The above discussion demonstrates that there are sufficient environmental planning grounds to justify the departure from the control.

Clause 4.6(4)

In accordance with the provisions of Clause 4.6(4) Council can be satisfied that this written request has adequately addressed the matters required to be demonstrated by Clause 4.6(3). As addressed the proposed development is in the public interest as it remains consistent with the objectives of the building height control. In addition, the proposal is consistent with the objectives of the R2 zone, being:

- *To provide for the housing needs of the community within a low density residential environment; and*
- *To enable other land uses that provide facilities or services to meet the day to day needs of residents.*

The proposal ensures that the low-density nature of the zone is retained and there is not a significant change to the character of the locality. In addition, the proposal

complements and enhances the local streetscape by virtue of the careful siting of the development and the landscape embellishment works within the front setback.

It is understood that the concurrence of the Director-General can be assumed in the current circumstances.

Clause 4.6(5)

As addressed it is understood the concurrence of the Secretary may be assumed in this circumstance, however the following points are made in relation to this clause:

The contravention of the height control does not raise any matter of significance for State or regional environmental planning given the nature of the development proposal; and

There is no public benefit in maintaining the development standard as it relates to the current proposal given that the non-compliance has no discernible impact upon the public streetscape.

Strict compliance with the prescriptive height requirement is unreasonable and unnecessary in the context of the proposal and its particular circumstances. The proposed development meets the underlying intent of the control and is a compatible form of development that does not result in unreasonable environmental amenity impacts. The proposal will not have any adverse effect on the surrounding locality.

The proposal promotes the economic use and development of the land consistent with its zone and purpose. The Department of Planning is requested to invoke its powers under Clause 4.6 to permit the variation proposed to the maximum height control.

5.2 POLICIES

The SEARS that were issued for this project require this EIS to address the relevant planning provisions, goals and strategic planning objectives in the following:

- NSW State Priorities;
- A Plan for Growing Sydney;
- NSW Long Term Transport Master Plan 2012;
- Sydney's Cycling Future 2013;
- Sydney's Walking Future 2013;
- Sydney's Bus Future 2013;
- Healthy Urban Development Checklist, NSW Health;
- Greater Sydney Commission's Draft West Central District Plan; and
- Hornsby DCP 2013.

Consistency with the relevant planning provisions and goals contained to the above strategic policies is discussed below.

5.2.1 NSW State Priorities

There are 18 state priorities for NSW that will assist with growing the economy by delivering infrastructure, protect the vulnerable and improve health, increasing education and public services across NSW.

This proposal is consistent with relevant state priorities as it will:

- Create approximately 135 jobs through the construction phase and provide ongoing employment for approximately 60 full time teachers and support staff when operating;
- Provide employment opportunities for all including people of different racial backgrounds, religious beliefs and with disabilities.
- Provide physical and intellectual education to students with the aim of reducing reliance on health services in the future;
- Assist with increasing the proportion of NSW students in the top two NAPLAN bands; and
- Provide expanded educational facilities to support the expanding population of Waitara.

Overall, it is considered that the proposed development is entirely consistent with the goals and objectives set out within the *NSW State Priorities*.

5.2.2 A Plan for Growing Sydney

A Plan for Growing Sydney outlines the State Government's plan to deliver homes, jobs and infrastructure to support a growing population. Key directions described in the Plan relate to accelerating housing supply and urban renewal across Sydney, with a focus on providing homes in areas well serviced by existing or planned infrastructure.

The Plan identifies that there is a significant gap between current housing production and future housing needs and that it is critical to remove the barriers to increased housing production to facilitate accelerated housing supply. The Plan explains that the Government intends to work with councils and the development sector to put in place flexible planning controls which enable housing development in feasible locations.

A Plan for Growing Sydney will also provide a framework for strengthening the global competitiveness of Sydney, in order to facilitate strong investment and jobs growth. Specifically, strategic direction 1.10, encourages planning for education to meet Sydney's growing needs. The relevant Strategic Direction importantly identifies that planning for education needs is integral in maintaining Sydney's competitive edge and standard of living into the future, and that meeting Schools land use needs is critical to providing choice and quality education to all.

This application seeks to provide expanded school facilities in a rapidly growing urban precinct to meet the growing residential population in the locality.

The planning proposal is consistent with the objectives and actions of A Plan for Growing Sydney.

5.2.3 NSW Long Term Transport Master Plan 2012

The NSW Government's Long Term Transport Master Plan 2012 sets out the framework for the delivery of an integrated, modern transport system. The LTTMP 2012 is underpinned by a range of short to long terms actions to guide the transformation of the NSW transport system.

The school will contribute towards achieving the delivery of the objectives and actions outlined in the LTTMP 2012 as the proposal will deliver an improved pedestrian and vehicular access that prioritises active travel modes and an integrated transport approach.

The concept proposal will facilitate planning to: - Create movement networks for people and their various forms of transport; and - Ensure the campus includes a clear and interconnected set of movement networks that accentuate key site access points and fit with the public transport network and pedestrian infrastructure.

5.2.4 Sydney's Cycling Future 2013;

Sydney's Cycling Future (2013) seeks to make bicycle riding a feasible transport option within Sydney by encouraging the use of Sydney's existing bicycle network and within a five kilometre catchment of Parramatta, Penrith, Liverpool and Blacktown.

Although the site is not within 5km of Parramatta or Blacktown, the area is within the Hornsby Local Government area and the Council has an adopted Bike Plan. This adopted bike plan will see the provision of additional on and off road bike facilities and reduce reliance on cars, decrease congestion and promote sustainable outcomes.

5.2.5 Sydney's Walking Future 2013;

The NSW Government's goal is to get people in Sydney walking more through actions that make it a more convenient, better connected and safer mode of transport. The more people walk, the more socially engaged the community becomes and the safer people feel when walking for transport.

The actions set out in Sydney's Walking Future will make walking the transport choice for quick trips under two kilometres and will help people access public transport. Increasing the number of people walking will help to reduce the burden of congestion on our roads and free up capacity on key public transport corridors.

The expanded school will assist with achieving these goals by providing opportunities for parents and caregivers to walk to a school that is surrounded by residential development.

5.2.6 Sydney's Bus Future 2013;

Buses are a key part of Sydney's growing and evolving public transport network. Sydney's Bus Future is the NSW Government's long-term plan to redesign our city's bus network to meet customer needs now and into the future.

The site is located in close proximity to a bus stop that provides regular weekday bus services to North Turramurra, St Ives, Killara, Hornsby, Gordon and the Sydney CBD.

This service will assist with providing public transport for students and employees of the school.

5.2.7 Healthy Urban Development Checklist, NSW Health;

The Healthy Urban Development Checklist, prepared by NSW Health, identifies that the relationship between health and urban development is multifaceted and involves a wide range of possible interventions at numerous policy and plan making levels. The checklist seeks to ensure built environments are created within NSW and greenfield realise areas that are sustainable and promote healthy habits. The most relevant aspects of the checklist are discussed below.

Healthy Food

The proposed school development will not result in any significant issues related to access to fresh, nutritious and affordable food, preservation of agricultural lands, and support for local food production. The NSW Department of Education has developed a 'Nutrition in Schools Policy'. All schools are expected to promote and model healthy eating and good nutrition in school programs and activities relating to or involving food and drink. School canteens are also required to implement the Fresh Tastes @ School – NSW Healthy School Canteen Strategy. The school will continue to implement the abovementioned policies, with a substantial food technology learning community space, outdoor kitchen, agriculture centre, and vegetables and fruit trees.

Physical Activity -

The proposed development will promote encouragement of incidental physical activity, including opportunities for walking and students with access to usable and quality outdoor spaces and recreational facilities. The proposed development provides 124 bicycle parking spaces encouraging students and staff to cycle to school, formal and information recreation areas and spaces including, playgrounds and a multi-purpose sports court.

Public Open Space

A key driver of this proposal is to maximise open space availability through the removal of single storey portables. This will increase ground level active and passive open space opportunities for students.

Transport and Physical Connectivity

The school is located within an area that is appropriate for walking and has access to footpaths and bicycle paths. The location of the school within a suburb that benefits from public transport networks reduces reliance on cars.

Social Cohesion and Social Connectivity

The school will continue to serve as a hub for social cohesion and social connectivity, and will provide an informal meeting place for residents to engage in social interaction.

5.2.8 Greater Sydney Commission's Draft North District Plan;

The draft North District Plan that was released in November 2016 sets out the priorities and actions for this District and these are structured around 3 key themes of a Productive City, a Liveable City and a Sustainable City.

The Draft North District Plan includes a range of priorities and actions to appropriately support the strategic growth of Sydney's North District.

Section 4.8.2 of the document– identifies the need to Plan to meet the demand for school facilities, and states:

If no additional classrooms were to be provided until 2036 there will be significant shortfalls based on projected changes in the primary and secondary school aged population. There is significant increasing demand in North Sydney, St Leonards, Ingleside, Ryde, Hornsby, Manly and surrounds.

Accordingly, this proposal is consistent with the District Plan and will assist in catering for the areas growing population.

5.2.9 Hornsby DCP 2013

Clause 11 of State Environmental Planning Policy (State and Regional Development) 2011 states that:

Development control plans (whether made before or after the commencement of this Policy) do not apply to:

(a) State significant development,

Notwithstanding this the SEARS have requested that we address the DCP and it will assist the Department with assessing the merits of the proposal.

This DCP contains the fine grain controls for the development of the precinct. Although many of the controls relate to residential development the following controls are most relevant to the proposed Educational Establishment.

All relevant Council controls have been considered in the tables below, noting that those of most relevance relate to accessible design, traffic and parking, and waste management.

Hornsby Development Control Plan 2013 Part 1 -General Controls			
Clause	Controls	Comment	Complies
Part 1C.1 – Natural Environment			

1C.1.1	Biodiversity	The subject site is not identified on the relevant Biodiversity mapping. Therefore, this section of the DCP is not applicable to the subject site. Notwithstanding, the proposal will incorporate landscape embellishment works to complement and enhance the existing vegetation within the site to provide a garden setting that will help to reduce the visual bulk of the new building and integrate the proposal within the context of the site and its surrounds.	YES
1C.1.2	Stormwater Management	A Stormwater Management Plan has been prepared and is attached as part of this application. The proposed development incorporates the appropriate disposal of stormwater from these temporary buildings. The proposed development appropriately addresses the unique characteristics of the site and will allow for the efficient management of stormwater. The proposal incorporates appropriate setbacks and landscaping that will permit stormwater penetration and will reduce runoff and the impact of stormwater on site and in the area. See attached Stormwater Management Plan for detail.	YES
1C.1.3	Watercourses	Works are not proposed within 40m of a natural watercourse and as a result this section is not applicable to the proposal. Notwithstanding, an Erosion and Sediment Control Plan has been prepared outlining the proposed erosion and sediment control measures such as the use of sediment fencing that will be incorporated to minimise erosion during the demolition and construction phase of the proposal and to ensure soils do not leave the subject during construction.	YES
1C.1.4	Earthworks and Slope	Council consent is sought for the excavation of the site as per the attached plans. It is considered that the proposed excavation will have minimal adverse environmental or amenity impacts. The proposal has been designed to minimise the amount of cut and fill required, whilst also	

providing a built form that responds to the topography within the site and that is appropriate considering the context of the site and the surrounding area. It is considered that the proposal results in an appropriate outcome on site that will not adversely affect the existing streetscape character, the environment or the existing residential amenity of adjoining properties.

The proposed excavations are consistent with the current and future use of the land and will develop the site into context with its surrounds and in accordance with Councils current and proposed planning strategies.

It is considered unlikely due to the location of the site as well as previous development that excavation will lead to the disturbance of relics.

The proposal will not adversely affect or disrupt drainage and flood patterns, flood storage or soil stability in the area.

Part 1C.2 – Built Environment

1C.2.1 Transport and Parking

1 space per fulltime teacher and 1 space per 2 students of driving age

2-3% of total spaces to be accessible

The school will have 10 additional teachers as a result of this development. Students are not of a driving age. Accordingly, the proposal generates a demand for 5 additional parking spaces. Variation

The site currently contains a teachers' carpark for 12 vehicles. This is maintained as part of the development.

Despite not providing any additional parking, it is noted that the site is located within close proximity to public transport and there is a high availability on street parking in the vicinity of the site.

Further increased provision of off street parking would reduce recreational opportunities for students.

The proposed car parking area is considered appropriate and will satisfactorily service the traffic and parking needs of the proposal.

The existing access ways and car parking spaces are to appropriately dimensioned in

		accordance with Council controls and permit the safe movement and parking of vehicles on site. See attached plans for detail.	
1C2.1	Bicycle Parking <u>Bicycle parking</u> 1 rack per 20 full-time staff or part thereof, and 5 racks per class (between grades 5 and 12), and lockers for staff at a rate of 1 per 3 staff bicycle racks or part thereof, and end of destination facilities for staff in the form of at least 1 shower cubicle with ancillary change rooms	Given the rates within the DCP, the proposal would require to provide 2 racks for teachers and 60 bicycle racks for students assuming that 12 of these teaching spaces are utilised for students in years 5 and 6. (This equates to 124 bicycle spaces) The school currently provides 46 bicycle spaces. Discussions with the school principal indicates that based on staff observation that there is rarely more than 5 bicycles utilising the racks. Despite this and to cater for future demand and active student populations a total of 124 spaces will be provided on site as part of this development. End of destination facilities are available for staff.	Variation
1C.2.2	Accessible Design	The site facilitates access for all to the new building within the site. A lift is provided within the 4 storey learning centre to facilitate access.	YES
1C.2.3	Waste Management Plan	A detailed waste management plan accompanies the development application. The proposal is provided with a communal waste storage area that provides sufficient space for the recycling and residual waste bins.	YES
1C.2.5	Noise and Vibration	The proposal will not be impacted by rail noise given the location is sufficiently removed from noise sources. The development will provide a sufficient level of noise amenity for all residents, particularly noting that the building will predominantly be utilised between 8am and 4pm weekdays.	YES
1C.2.6	Air Quality	It is considered that the proposal will not significantly contribute to air pollution, odours or the release of atmospheric pollutants. Appropriate management of the site during the demolition and construction phases will limit the potential for air pollution.	YES

1C.2.7	Crime Prevention - CPTED Principles	The proposed development incorporates an active façade that will permit casual surveillance of the school grounds and Myra Street and Edgeworth David Avenue. The proposal incorporates open space and landscaped areas that will contribute to activity and natural surveillance of the area. The proposed landscaping and fencing is appropriate when considering CPTED principles and will not permit easy concealment of intruders. The proposal incorporates design elements including clearly defined and controlled access points as well as clearly defined public and private spaces in order to minimise opportunity for criminal activity. The proposal incorporates built elements and landscaping that clearly distinguishes between the public and private domain. Clear entry points are proposed, that are easily read by students, visitor and passer by alike. The materials and finishes and the proposed development are considered appropriate as they provide measures, built elements, landscaping and design features that are consistent with CPTED principles.	YES
1C.2.8	Building Sustainability	The proposed development incorporates design elements to increase energy efficiency and reduce the consumption of natural resources.	YES
1C.2.9	Landscaping	The subject site is to appropriately landscaped and the proposal maximises tree retention.	YES
1C.2.10	Services and Lighting	The proposed development is to be appropriately serviced, for water sewage, electricity, gas, NBN and lighting is to be provided.	YES
1C.2.11	Signage	Minimal signage is proposed. The sign is to be erected on the building and will assist with wayfinding without impacting on the amenity of the area.	YES
1C.2.12	Avoiding Isolated Sites	The school is existing and will not result in the isolation of adjoining properties, particularly noting that the boundaries are not altered as a result of this proposal.	N/A

1C.3.1	Bushfire	The site is not identified as being bushfire prone.	Yes
1C.3.2	Flooding	The site is not identified as being flood prone as per Council's LEP maps. Therefore, the control is not applicable to the subject site.	N/A
1C.3.3	Acid Sulfate Soils	The site is not identified as being subject to acid sulfate soils as per Council's LEP maps. Therefore, the control is not applicable to the subject site.	N/A
1C.3.4	Land Contamination	Given the historical use of the site for residential purposes, land contamination is not considered likely. A phase 2 contamination report has been prepared by Pells Sullivan Meynick (Refer Appendix G). This report concludes that the site is suitable for use as a school and does not require any remediation. Therefore, further investigation and reporting under SEPP 55 is not considered necessary.	YES

Hornsby Development Control Plan 2013 - Part 7.1 Community

The DCP contains specific controls for Education Facilities in section 7.1 and requires consideration to height, landscaping, setbacks, open space provision, privacy, bus servicing and acoustics.

Given that this proposal is for an expansion of rather than the construction of a new facility, some of these controls are of less relevance.

Hornsby Development Control Plan 2013			
Clause	Controls	Comment	Complies
7.1.1	Site Requirements The development site width of a school should not be less than 60 metres in urban areas, measured at the primary street frontage.	The site has a frontage of approximately 163m to Edgeworth David Avenue and 112m to Myra Street. Complies.	YES
7.1.2	Scale The maximum floor space ratio shall be in accordance with the HLEP Floor Space Ratio Map:	The site is not identified as having an FSR by HLEP 2013.	YES

	The maximum building height shall be in accordance with the HLEP Height of Buildings Map.	The maximum building height for the site is identified at 8.5m. The proposal has a height of approximately 19.2m which varies this control.	Variation
	The scale of buildings should be in accordance with Table 7.1.2(a) that indicates:	Having regards to the height of buildings within the Waitara High Density precinct and the desire to maximise open space provision on the site the height departure is warranted.	YES
	Apply height and site coverage controls for dwelling houses in Section 3.1 of the DCP	The scale of the building is compatible with the scale of two storey dwellings in the vicinity of the site.	
	30% maximum site coverage	The development includes the removal of some buildings and the construction of a new 4 storey building. Given that the majority of portables will be removed from the site, the site after development will have a site coverage of approximately 19%. Complies	YES
	2 storeys plus attic height limit	The building is 4 storeys in height, but as outlined above is compatible with the height and bulk and scale of buildings in the wider vicinity of the site.	NO
7.1.3	Setbacks		YES
	6m to primary frontage	The new building has a 10m setback to Edgeworth David Avenue. Complies.	
	3m to secondary frontage	The development provides an 12m setback to Myra Street.	YES
7.1.5	Open Space		YES
	Recreation space should be provided on-site at a minimum rate of 20m ² per student	The development provides approximately 22 ,000m ² of open space The school currently caters for 690 students and after the expansion will cater for 1000 students which leads to a requirement for 20,000 ² of open space.	

		To maximise recreational space on the site the proposed learning cluster is up to 4 storeys in height. This reduces its footprint and maximises recreational space on the site. As approximately 22,00m2 of open space is provided, the development complies. It is also noted that the development exceeds the recreational requirements utilised by the Department of Education which is 10m2 of recreational space per student.	
7.1.6	<i>Privacy, Security and Sunlight</i> <i>Development designed to provide reasonable privacy and sunlight to adjacent properties.</i> <i>Development designed to provide high levels of security.</i>	The development will provide for the increased passive surveillance of both Myra Street and Edgeworth David Avenue. The additions do not provide additional opportunities for overlooking into adjoining residential properties. The development has been designed in accordance with CPTED principles.	YES YES
7.1.7	<i>Vehicle Access and parking</i> <i>Driveways should incorporate a set down/ pick up area for students.</i> <i>Educational Establishments should be designed to incorporate provision for bus services.</i>	A drop off zone for the students is currently provided along part of the Myra Street frontage of the site. A bus zone capable of accommodating 3 buses is currently provided along part of the Edgeworth David Avenue frontage of the site.	YES YES
7.1.8	<i>Design Details</i> <i>Building design should complement the desired future character of the zone, and include consideration of: „ setbacks, „ materials, textures and colours, „ scale of building, height and bulk, „ roof form, pitch, „ landscaping, „ facades, window placement, „ fences and driveways, „ street trees, and „ balance between solid walls and openings.</i> <i>Buildings should provide elevations that address the street. Buildings on corner allotments should be designed to address both street frontages.</i>	The three to four storey built form in a landscaped setting is compatible with building in the immediate visual catchment of the site. The buildings are well setback from the street. The future redevelopment of the site will provide buildings that will appropriately address and provide passive surveillance opportunities over both Myra Street and Edgeworth David Avenue.	YES YES

Roof fixtures and lift overruns or service plants should be incorporated into the design of the roof to minimise visual intrusiveness and support an integrated building design

The development incorporates a low pitched roof that appropriates accommodates plant and the lift overrun. This ensures that the building presents as an integrated design.

YES

5.3 SECTION 79C(1B) ASSESSMENT

The following sub sections assesses the key issues outlined in the SEARS and assesses the likely impacts of the development in accordance with Section 79C(1)(b) of the Environmental Planning and Assessment Act 1979.

5.3.1 Built Form and Urban Design

The current school is located in a combination of ageing buildings, portables and a more recently constructed 2 storey learning centre. This results in the school being spread out across the campus and open space being fragmented. The school currently caters for 690 students and to cater for the precincts growing primary school aged population needs to expand to 1000 students.

The school is located in an attractive landscaped setting and this redevelopment of the school aims to:

- Maximise Tree Retention within the site;
- Allow the school to appropriately accommodate 1000 students;
- Maximise Open Space Provision on the site;
- Allow the school to keep operating whilst construction activities occur; and
- Allow the school's core facilities to appropriately accommodate 1000 students;

Given the above all but three of the existing buildings on the site are proposed to be demolished and the majority of portables are proposed to be removed from the site.

The dominant character of the surrounding area is one and two storey dwellings in a landscaped setting. Interspersed with this is a range of other landuses including a place of worship, a two storey aged care facility, medical consulting rooms and childcare centres.

The four-storey height of the main buildings on the site will protrude above the height of surrounding buildings but remains compatible with the two storey scale of surrounding developments given the extensive landscaped setting provided to the building and noting that the building wraps around a prominent corner that is consistent with the civic style use of the site as an educational facility.

The buildings on the site relate to the surrounding built form and the building provides a sense of address to Edgeworth David Avenue and Myra Street. Road. After completion of the development, the site will contain a large four storey building in a garden setting.

The site utilises Highland Avenue as its main vehicular access point with the teacher's carpark and waste collection area being accessed from it. The main drop off and collection point is Myra Street. Pedestrian access to the site will continue to be available from all three streets.

The architectural design statement prepared by GHD Woodhead (Appendix V) states in part that that:

The building embraces a modern innovative teaching philosophy, which is research-driven, active and student centred. Learning spaces - both formal and informal in character, are proposed, promoting creativity and flexibility, and allowing for multiple uses concurrently, so that students may undertake a range of activities as individuals or groups. Break out, informal, flexible learning spaces provide an extension to the formal teaching areas whilst encouraging informal peer-to-peer learning. The use of operable door/walls allow the school to customise spaces to suit the teaching program and class size. The learning levels are organised with both flexible models. The circulation zones that can be arranged into different learning node configuration through use of sliding and folding doors and movable furniture. Top two floor plates are connected with an internal atrium as an amphitheatre. The South façade overlooks the playing fields. The facade takes advantage of these existing views at the upper levels.

The predominant axis of the building is east – west. The building's largest surface area has a northerly orientation. The facade is designed to reduce heat gain on the west and east faces through shading that limits solar gain and responds to the low angle of the sun late in the day. The northern faces of the building is designed to reduce solar heat gain during the heat of the day in warmer months while allowing the winter sun to enter. The proportion of glazing and openable area is modelled to optimise the internal comfort levels.

5.3.1 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

CPTED is the term that encompasses the philosophical theory and practical application of design practices for buildings and places that seek to prevent crime. A building or place designed with CPTED principles in mind achieves –

- deterring crime by increasing the perception and chance of crime being detected, witnessed, challenged or criminals captured;
- making the opportunities for crime occurrence more difficult; and

- limiting or concealing opportunities for crime.

The NSW Police Force describe the “Safer by Design” approach in the following manner —:

Crime Prevention through Environmental Design (CPTED) is a crime prevention strategy that focuses on the planning, design and structure of cities and neighbourhoods. It reduces opportunities for crime by using design and place management principles that reduce the likelihood of essential crime ingredients (law, offender, victim or target, opportunity) from intersecting in time and space.

Predatory offenders often make cost-benefit assessment of potential victims and locations before committing crime. CPTED aims to create the reality (or perception) that the costs of committing crime are greater than the likely benefits. This is achieved by creating environmental and social conditions that:

Maximise risk to offenders (increasing the likelihood of detection, challenge and apprehension);

Maximise the effort required to commit crime (increasing the time, energy and resources required to commit crime);

Minimise the actual and perceived benefits of crime (removing, minimising or concealing crime attractors and rewards); and

Minimise excuse making opportunities (removing conditions that encourage/facilitate rationalisation of inappropriate behaviour).

CPTED employs four key strategies. These are territorial re-enforcement, surveillance, access control and space/activity management. All CPTED strategies aim to create the perception or reality of capable guardianship.

The four key strategies have been applied to the development proposal and analysis and commentary is provided below and within the following pages.

Surveillance

Crime can be reduced by providing opportunities for effective surveillance. In areas with elevated levels of natural and passive surveillance potential offenders are deterred from committing a crime. Natural and passive surveillance in relation to the proposal needs to be understood at the macro / site level and the individual occupant level.

Macro / Site Level

The scale of the subject site and the proposed development results in the need for the introduction of a series of frontages to public places (streets and open space) and the creation of internalised private open space and movement spaces. The following passive surveillance attributes are demonstrated in the proposal:

- The site is broken down by roads and introducing a limited number of publicly accessible components and places.
- Sight lines from the public spaces (roads and pathways) are generally to the external outer edges of the proposed buildings, lobby spaces and driveway entrances. The site lines are clear and are not overly complicated or blocked by landscaping.
- Landscaping provides for designation of spaces without creating “blind” spots or concealment areas.
- The ‘eyes on the street’ approach to the street frontage and communal area will serve to discourage anti-social behaviour;
- Concealment opportunities are limited and appropriate lighting will be provided to publicly accessible areas; and
- The series of individual entry points to the building assist in creating ownership of each space and improved recognition and familiarity with fellow students’ peculiar to each core.

Access control

The use of physical and symbolic barriers to attract, channel or restrict the movement of people assists in minimising opportunities for crime and increases the effort required to commit a crime.

In this regard, the proposal provides:

- The design allows for ease in clearly marking entrance points and way finding features such as pathways, lighting and signage;
- Security fencing around part of the site to limit the number of access points to the site;
- Encouragement of students to wear a uniform that will assist in identifying potential offenders on the site;
- Use of teachers to monitor/ supervise playground activities when students are present

Territorial reinforcement

Places that are well maintained and designed are often more regularly visited and endowed with a sense of community ownership. Accordingly, well used spaces reduce crime opportunities. In this regard, the proposal provides:

- High quality landscaped open space areas to encourage its use by students;
- Fostering of ownership of open space areas given that different areas will be allocated to different year groups throughout the school;
- Delineating between public and restricted areas through the use of landscaping and fencing etc; and
- The provision of a limited number of cores that access relatively few classrooms and allow for increased opportunity for familiarisation with students and staff.

Space / Activity Management

Well maintained and cared for spaces discourage crime as they tend to be more actively used and unwelcome persons are readily identified. In this regard, the proposal provides:

- Dedicated staff responsible for site cleanliness, rapid repair of vandalism and graffiti, the replacement of lighting and the regular maintenance of common areas and furniture.
- The out of hours uses of portions of the site for out of school hours care, vacation care and community, will all assist in space management; and
- The supervision of students during designated breaks by teaching staff.

In conclusion, having regard to the design of the proposal; its inter-relationship with the public domain and noting that the design of the development proposal incorporates CPTED measures and demonstrably improves the safety of students/staff, while at the same time diminishing opportunities for crime.

The safer by design theory has been appropriately applied at the design stage, ensuring the proposal will not necessitate retro fitting post construction, which tends to be costlier and less effective.

5.3.2 Services

Highland Avenue is utilised for servicing the site and will facilitate the delivery of goods to the site as well as waste collection.

The Traffic and Parking report (Appendix Q) and the On-going Waste Management Plan (Appendix T) outline the likely frequency of waste collection and confirm that the existing teacher's carpark is adequate to provide appropriate manoeuvring whilst minimising interactions with students.

5.3.3 Solar Access and Overshadowing

The siting of the building maximizes its northerly aspect with the buildings maximizing use of natural light to reduce reliance on artificial illumination.

Due to the siting of the building overshadowing from the buildings is contained within the site and will not impact on adjoining properties.

5.3.4 Privacy and Views

The site has contained a school since the 1920's. The new building predominantly addresses Edgeworth David Avenue and Myra Street and will overlook the front yards of adjacent properties.

Given this and having regards to the proposed landscaping and boundary fencing it is not considered that this development will result in an unacceptable loss of privacy to adjoining residential properties.

The planning controls for the site don't identify the immediate precinct as benefiting from significant views. Notwithstanding this, the site when viewed from adjoining sites will present as a school in a landscaped setting that is consistent with the predominantly suburban character of the area.

5.3.5 Wind Impact

The development contains a four storey building in an extensive landscape setting. Given this and noting the low-density nature of surrounding development and the extensive space between buildings on this site and adjoining buildings, it is not considered that this development will result in pedestrians feeling discomfort due to wind tunnels created by the built environment in the area.

5.3.6 Out Of Hours Use Of The Site

Out of hours school usage is likely to comprise:

- Before and after school care that will operate between 7am and 7pm on school days and on weekdays during school holidays;
- Use of school facilities by external bodies including community groups up to 10pm daily;
- Use of school facilities for school activities including concerts, information sessions up to 10pm daily;

The acoustic report prepared by GHD Woodhead (Appendix I) confirms that the continued use of the site as a school is acceptable and states:

Operational noise levels are anticipated to comply with the noise criteria assuming the following mitigation measures are considered:

- *Events at the school hall should finish prior to 10 pm to negate any sleep disturbance impacts.*
- *If noisy events in the school are proposed which have the potential to generate internal noise levels in excess of 90 dBA then additional acoustic treatments to the school hall should be considered.*

The out of hours usage of the school is considered appropriate and is an important social aspect to assist with the school continuing to be a community hub.

5.3.7 Transport and Accessibility

The application is accompanied by a Traffic and Parking Report prepared by GHD. (Appendix Q)

This report addresses both the construction and operational phases of the development and concludes that the surrounding road network has the capacity to accommodate the additional traffic that the school will generate both during the construction and the on-going operational phase without an unacceptable loss of service to nearby intersections.

5.3.8 Ecologically Sustainable Development

The application is accompanied by a ESD report prepared by GHD. This report outlines that the development will achieve a 4 star Green Star Rating (Appendix W)

Given this report it is considered that the development appropriately considers ESD principles.

The EP&A Regulation lists 4 principles of ecologically sustainable development to be considered in assessing a project. They are:

- The precautionary principle;
- Intergenerational equity;
- Conservation of biological diversity and ecological integrity; and
- Improved valuation and pricing of environmental resources.

These principles are discussed below:

Precautionary Principle

The precautionary principle means if there are threats of serious or irreversible damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation.

The environmental impacts associated with the proposed development are detailed throughout this EIS and have been identified and quantified to an adequate degree of certainty. To ensure that the development is carried out in ways that factors in precautionary approaches, mitigating measures have been proposed where considered necessary to prevent detrimental impacts from occurring.

Intergenerational Equity

Intergenerational Equity requires that the present generation should ensure that the health, diversity and productivity of the environment is maintained or enhanced for benefit of future generations. The requirement for equity between generations binds or integrates the other principles of ecologically sustainable development. Intergenerational equity implies that the present generation should ensure that its local environment is maintained or enhanced for the benefit of future generations. As described above, the proposed development will not result in significant impacts on the receiving environment.

Conservation of biological diversity and ecological integrity

Biological diversity refers to the diversity of genes, species, populations, communities and ecosystems and the linkages between them. Biological resources provide food, many medicines, fibres and industrial products. Maintenance of biological diversity will ensure life support functions and can be considered a 'minimal' requirement for

intergenerational equity. The proposed development does not impact on biological diversity or ecological integrity, as the site is already substantially cleared.

Improved valuation, pricing and incentive mechanisms

This principle is a component of “intergenerational equity” and establishes the need to determine economic values for services provided by the natural environment, such as the atmosphere’s ability to receive emissions, cultural values and visual amenity. The value of the environmental resources affected by the proposal has been acknowledged and provided for through the examination of environmental consequences of the proposal and identification of mitigation measures to address potential impacts, including any short term construction impacts.

5.3.9 Social Impacts

The provision of a larger school on the site is considered to have positive social benefits. The school will continue to act as a social hub for surrounding residents and the development will result in the provision of a high quality public educational facilities which will also be utilised by the community.

There is forecast demand for additional education facilities in the schools catchment and this proposal will greatly assist in meeting the educational needs of the wider precinct for the foreseeable future. Given this, the proposal is considered to have substantial positive social impacts.

5.4 BIODIVERSITY

The site is located within the Hornsby Local Government Area.

The site has been substantially cleared and used for educational purposes since the 1920's. As outlined in the flora and fauna report (Appendix R) the site is identified as containing a Threatened Ecological Community being a Sydney Turpentine-Ironbark Forest.

This development will not impact on the portion of the site that contains this vegetation.

5.4.1 Aboriginal Heritage

The potential for the site to contain aboriginal relics was considered by Cultural Heritage Connections. This report is contained in Appendix O and outlines the Aboriginal Community Input that has occurred:

The MLALC provided written comment on 8 December 2017 (see Appendix 1). No specific cultural values were described for the site. The comments supported the conclusions of this archaeological assessment and reiterated that there is no impediment to the development on archaeological grounds. The MLALC wish to be contacted if any unexpected Aboriginal objects are located during the development and to be consulted on any additional cultural heritage matters that might arise in the course of the project

MLALC also stated that a procedure for dealing with unexpected finds should be implemented and prior to the commencement of works, on site employees or contractors should be made aware of the statutory obligations that apply to the discovery of Aboriginal objects

The report then concludes that:

Based on the observed disturbance on site it is concluded that the study area has low archaeological potential. The study area is over 500 metres from a significant water source. It is therefore unlikely to have been a favoured camping location. While lower density artefact sites or other evidence of transient land use may have been present in the area the extent of the disturbance to the ground surface is considered likely to have removed any traces of past Aboriginal occupation. It is unlikely that Aboriginal objects would be preserved sub-surface.

It is considered unlikely due to the location of the site as well as previous development that excavation will lead to the disturbance of relics. Notwithstanding this should any potential aboriginal relics be uncovered during the construction works, work in this section of the site will cease and the Office of Environment and Heritage will be contacted.

5.4.2 Noise and Vibration

GHD Woodhead have prepared an Acoustic Report (Appendix I) that assesses the noise and vibration impacts of both the construction and operational phases of the development.

With regards to Operational impacts of the school, the report concludes:

Based on the assumptions in the report, operation of the school is predicted to comply with the Industrial Noise Policy (EPA, 2000) noise criteria. The proposal should be acceptable from an acoustic perspective assuming the recommended mitigation measures are implemented.

Operational mitigation measures

The following mitigation measures are recommended:

- *Events at the school hall should finish prior to 10 pm to negate any sleep disturbance impacts.*
- *If noisy events in the school are proposed which have the potential to generate internal noise levels in excess of 90 dBA then additional acoustic treatments to the school hall should be considered.*

With respect to construction noise, the Acoustic Assessment Report the report identifies that the closest residential properties will experience some impact and outlines mitigation measures to minimise the impact. It is considered that the mitigation measures will ensure that an acceptable level of amenity is provided.

5.4.3 Contamination

A contamination report prepared by JBS&G has been included as an appendix to the Geotechnical report prepared by Pells Sullivan Meynick (Refer appendix G).

As part of preparing this report eight boreholes were utilised on the site. Testing conducted as part of this report confirms that the site is not considered to be contaminated and is suitable for continued use as an educational establishment.

5.4.4 Utilities

The site will utilise electricity, gas, water, communication and sewer services.

GHD Woodhead have prepared a Power and Communications Infrastructure Report (Appendix P) that outlines that Ausgrid can continue to service the site and that the site contains an existing pad mount substation. It is also noted that the proposal incorporates 234 roof top solar panels that will assist with providing for the school's

energy needs. The report also confirms that NBN is available in front of the site and the school will be able to connect to this.

GHD Woodhead have prepared a Hydraulic Services Report (Appendix N) that confirms that the site is able to be serviced by Sydney Water, has a Natural Gas connection that will be utilised for hot water generation and room heating and has access to the recycled water supply in the precinct and incorporates an Integrated Water Management Plan.

The development proposes to incorporate a 20m³ rainwater tank that will harvest water from the site that will be utilised for toilet flushing and irrigation.

5.4.5 Contributions

The site is located in an area where the Hornsby Shire Council Section 94A plan applies. This plan indicates that contribution equivalent to 1% of the development cost should be paid.

This development for an expanded school does not fall in a listed exemption category under section 2.7 of the plan. Notwithstanding this, in this instance it is not considered that a Section 94A contribution should be imposed as it will not result in additional demands for community infrastructure but rather cater for the areas increased population.

5.4.6 Drainage

GHD Woodhead have prepared a Stormwater Management Plan (Appendix E).

This report identifies that the development will appropriately collect, store and, treat and dispose of stormwater from the site.

5.4.7 Flooding

The site is not identified as being flood prone by the 149 certificate issued by Council for the site.

The stormwater plans prepared for the site facilitate the conveyance of stormwater up to and including the 1% ARI flooding event.

5.4.8 Waste

A Waste Management Plan has been prepared by GHD Woodhead (Appendix T) which identifies the likely waste streams to be generated during both the construction and operation phases of the development. The Waste Management Plan outlines measures to avoid the generation of unnecessary waste, minimise the volume of waste to be collected, and maximize the recycling, reuse and recovering waste generated by the proposed works. The Plan outlines appropriate private servicing arrangements for the site.

6. ENVIRONMENTAL ASSESSMENT

6.1.1 Environmental Impacts

The Environmental Risk Assessment (ERA) establishes a residual risk by reviewing the significance of environmental impacts and the ability to manage those impacts. The ERA for the project has been adapted from Australian Standard AS4369.1999 Risk Management and Environmental Risk Tools.

6.1.2 Environmental Management Plan - Construction Phase Activities

During construction, appropriate environmental safeguards shall be implemented.

The developer's contractor prior to the commencement of construction shall prepare an Environmental Management Plan (EMP) covering the construction phase.

The EMP for the construction phase will be structured as follows: -

Chapter 1 - Introduction.

A description of the project and the objectives of the EMP will be provided.

Chapter 2 - Environmental Management Planning.

Environmental issues and aspects summarised in Section 5 of this EIS, as well as the any issues relevant to obtaining the approval of other regulatory authorities will be detailed.

Chapter 3 - Management Strategies and Implementation.

The environmental protection measures will be documented, when and how they are to be implemented and who is ultimately responsible for undertaking particular actions. Awareness, training and emergency response requirements will also be addressed in this chapter.

Chapter 4 - Monitoring & Measuring Environmental Impacts.

The process for monitoring the performance and compliance with the EMP will be documented. The process for reporting and managing breaches of the plan will be specified.

Chapter 5 - Communication Strategy.

The process for addressing public complaints or concerns will be detailed. Methods for communicating with interested stakeholders as may be required from time to time, will also be addressed.

A copy of the prepared construction environmental management plan will be provided to the Department of Planning and Hornsby Council prior to works commencing.

6.1.3 Construction Mitigation Measures

Mitigation measures and environmental safeguards for the proposal are listed below. These safeguards would minimise the potential adverse impacts of the proposal discussed previously in this EIS. This section of the report is prepared consistent with the requirement of Schedule 2 Part 7(1)(e) to provide a compilation of the measures proposed to mitigate any adverse effects of the development on the environment during the construction phase:

Landscape and Trees	Adequate Mitigation
Existing vegetation, not identified for removal is to be retained and protected at all times. Contractors working under the drip-line of existing trees identified for retention are to visually monitor the digging of trenches to ensure that significant root systems are not damaged. Visual monitoring is to be carried out of the trench excavations. Storage of materials, equipment, and vehicles is to be away from the existing trees that are to be retained.	Yes
Heritage	Adequate Mitigation
If previously unidentified archaeological items are uncovered during the works, all works must cease in the vicinity of the material/find and professional advice is to be immediately sought. Works in the vicinity of the find must not re-commence until clearance has been received.	Yes
If previously unidentified Aboriginal heritage items are uncovered during the works, all works in the vicinity of the find must cease and appropriate advice must be sought. Works in the vicinity of the find must not re-commence until clearance has been received.	Yes
Biodiversity	Adequate Mitigation
There is to be no disturbance or damage to threatened species, endangered ecological communities, or critical habitat.	N/A
Declared noxious weeds are to be managed according to requirements under the <i>Noxious Weeds Act 1993</i> .	Yes
Vehicles and plant/equipment are to be kept away from mature trees and environmentally sensitive areas.	Yes
Erosion and sedimentation	Adequate Mitigation

Erosion and sediment control measures are to be implemented and maintained to: - Prevent sediment moving off-site and sediment laden water entering any water course, drainage lines, or drain inlets - Reduce water velocity and capture sediment on site - Minimise the amount of material transported from site to surrounding pavement surfaces - Divert clean water around the site An Erosion and Sediment Control Plan is to be prepared in accordance with the Landcom/Department of Housing Managing Urban Stormwater, Soils and Construction Guidelines (the Blue Book).	Yes
Erosion and sedimentation controls are to be checked and maintained at least on a weekly basis (including clearing of sediment from behind barriers). Controls are also to be inspected before, during and after heavy rainfall events.	Yes
Erosion and sediment control measures are not to be removed until the works are complete or areas are stabilised.	Yes
Work areas are to be stabilised progressively during the works.	Yes
Water Quality & Drainage	Adequate Mitigation
Visual monitoring of local water quality (i.e. turbidity, hydrocarbon spills/slicks) is to be undertaken on a regular basis to identify any potential spills.	Yes
Water quality control measures are to be used to prevent any materials (e.g. concrete, grout, sediment etc.) entering drain inlets or waterways.	Yes
All fuels, chemicals and liquids are to be stored in an impervious bunded area a minimum of 20 metres away from: - Rivers, creeks or any areas of concentrated water flow. - Flooded or poorly drained areas. - Slopes above 10%.	Yes
Refuelling of plant and equipment is to occur in impervious bunded areas located a minimum of 20 metres from drainage lines or waterways.	Yes
Vehicle wash down and/or cement truck washout is to occur in a designated bunded area or offsite in accordance with DECCW's guidelines for concrete washouts.	Yes
Trenches are to be backfilled and compacted to align with the existing natural ground level to ensure that the prevailing slope of the land is maintained and stormwater is not diverted.	Yes
Emergency spill kits are to be kept on site at all times. All staff is to be made aware of the location of the spill kit and trained in its use.	Yes
Air quality	Adequate Mitigation

Measures (including watering or covering exposed areas) are to be used to minimise or prevent the generation of air pollution and dust.	Yes
Works (including the spraying of paint and other materials) are not to be carried out during strong winds or in weather conditions where high levels of dust or air borne particulates are likely.	Yes
Vehicles transporting waste or other materials that may produce odours or dust are to be covered and their tailgates sealed during transportation.	Yes
Construction noise and vibration	Adequate Mitigation
Works to be carried out during normal work hours (i.e. 7am to 6pm Monday to Friday; 8am to 1pm Saturdays).	Yes
Construction noise must be managed in accordance with the DECCW Construction Noise Guidelines.	Yes
As a qualitative approach to noise management has been taken the management of noise impacts will be carried out as follows: All potentially affected residents and businesses will be notified of the type and duration of works prior to the commencement of construction; All vehicles and machinery will be turned off when not in use; Equipment will be well maintained. Complaints are to be handled, and the contractor is to record any complaints received during the works programme and note measures undertaken to resolve the concerns raised.	Yes
Vibration (other than from blasting) resulting from construction and received at any structure outside of the project must be limited to: For structural damage vibration - German Standard DIN 4150: Part 3 – 1999 "Structural Vibration in Buildings: Effects on Structures"; and For human exposure to vibration the acceptable vibration values set out in the Environmental Noise Management Assessing Vibration: A Technical Guideline (DEC 2006).	Yes
Waste management	Adequate Mitigation
Resource management hierarchy principles will be followed: Avoid unnecessary resource consumption as a priority Avoidance is followed by resource recovery (including reuse of materials, reprocessing, recycling and energy recovery) Disposal is undertaken as a last resort	Yes
Waste material is not to be left on site once the works have been completed.	Yes
Working areas are to be maintained, kept free of rubbish and cleaned up at the end of each working day.	Yes
A Waste Management Plan is to be prepared by the contractor specifying the likely waste generation and how the waste generated will be disposed of. Waste material taken off site will be appropriately classified and managed in accordance with the Waste Classification Guidelines (DECCW, April 2008). All waste documentation is to be collated in accordance with these guidelines	Yes
The reuse potential for usable spoil material will be identified.	Yes

Contamination	Adequate Mitigation
The potential for additional contamination e.g. visible spills and unbunded areas will be monitored during daily inspections.	Yes
Utilities and services	Adequate Mitigation
Discussions with utility and service providers will be undertaken prior to commencement of any service adjustments or relocations and all relevant approvals sought prior to the commencement of works where required.	Yes
Any construction lighting for the project must be designed, installed and operated in accordance with the requirements of AS 1158 "Road Lighting" and AS 4282 "Control of the Obtrusive Effects of Outdoor Lighting".	Yes
Roads	Adequate Mitigation
Road Condition Reports must be prepared for all local roads likely to be used by construction traffic in the vicinity of the project. These reports must be prepared prior to commencement of construction and after construction is complete. A copy of the relevant report must be forwarded to the relevant roads authority. Any damage resulting from the construction of the project, aside from that resulting from normal wear and tear must be repaired. An alternative arrangement for road damage repair may be negotiated with the relevant roads authority.	Yes
Traffic and site access	Adequate Mitigation
A Construction Traffic Management Plan is to be prepared by the contractor to address the construction phase of the development.	Yes
Amenity Impacts	Adequate Mitigation
Inform adjoining landowners of the schedule and scope of works prior to works commencing.	Yes

6.1.4 Environmental Management Plan - Operational Phase

Mitigation measures and environmental safeguards for the proposal are listed below. These safeguards would minimise the potential adverse impacts of the proposal discussed previously in this EIS. This section of the report is prepared consistent with the requirement of Schedule 2 Part 7(1)(e) to provide a compilation of the measures proposed to mitigate any adverse effects of the development on the environment during its operation:

Noise	Adequate Mitigation
There is potential for operational noise from school activities including children playing, plant, PA announcements and activities in the hall to impact on adjoining residential properties. To ensure that the development is compatible with surrounding residential landuses: ○ mechanical plant should be sited and treated to minimise noise; ○ PA announcements should be minimised and only within school hours; ○ Use of whistle on sporting fields should be minimised ○ Appropriate acoustic treatment should be provided to buildings	YES
Waste	Adequate Mitigation
There is potential for the school to generate excessive waste. As outlined in the submitted Waste Management Plan, (Appendix T) Waste Minimisation is to be provided both during the construction and operational phase.	Yes
Traffic and Parking	Adequate Mitigation
There is potential for traffic and parking to impact on surrounding residential properties. A dedicated bus stop and student drop off point is provided along the Edgeworth David Avenue frontage of the site.	Yes

CONCLUSION

Following a review of the relevant planning controls, it is concluded that the proposed development is consistent with the objectives, planning strategies and detailed controls of these planning documents. Consideration has been given to the potential environmental and amenity impacts that are relevant to the proposed development and this report addresses these impacts.

The proposed development has been assessed in accordance with the provisions of Section 79C of the EP&A Act 1979 and is generally consistent with the relevant objectives and planning controls, with the exception of building height as required by the Hornsby LEP 2013. The application is supported by a Clause 4.6 Variation which is considered to be well founded.

Having regard to the benefits of the proposal and taking into account the absence of adverse environmental, social or economic impacts, the application is submitted to Council for assessment and granting of development consent. Think Planners Pty Ltd recommends the approval of this State Significant Development Application that will facilitate the provision of a much needed expanded primary school, subject to necessary, relevant and appropriate conditions of consent.

