Appendices

Appendix	Document	Prepared by
1	Secretary's Environmental Assessment Requirements (SEARs)	Department of Planning & Environment
2	Survey Plan	LandTeam Australia
3	Aboriginal Archaeological Assessment	Apex Archaeology
4	Geotechnical and Salinity Investigation	GeoEnviro Consultancy
5	Arborist Report	Naturally Trees
6	Urban Design Report and Concept Plans	JDH Architects
7	Preliminary Construction Management Plan	JDH Architects
8	Landscape Concept Plan	Space Landscape Designs
9	Traffic Impact Assessment	Bitzios Consulting
10	Infrastructure Report	AJ Whipps
11	Road and Stormwater Works Plan	AJ Whipps
12	Hydraulic Services Plan	AJ Whipps
13	Internal Civil Works Plan	AJ Whipps
14	Correspondence from Agency Consultation	CPSD
15	Referral Letters	Various
16	Community Consultation Report	CPSD
17	Quantity Survey Report	Wilde and Woollard
18	Contamination Assessment	GeoEnviro Consultancy
19	Acoustic Assessment	Day Design
20	Wind Assessment	Windtech
21	ESD Statement	JHA Consulting Engineers
22	Electrical Services Report	JHA Consulting Engineers
23	Acid Sulphate Soils Letter	GeoEnviro Consultancy

1. Executive Summary

This Environmental Impact Statement (EIS) has been prepared by City Plan Strategy and Development Pty Ltd (CPSD) as instructed by JDH Architects and on behalf of The Catholic Education Office (CEO). This EIS is submitted to the Minister for Planning and Environment for a State Significant Development Application (SSDA) pursuant to Part 4 of the *Environmental Planning & Assessment Act* 1979 (EP&A Act) and *State Environmental Planning Policy (State and Regional Development) 2011* (SEPP SRD).

This EIS relates to the concept development application under Section 4.22 of the EP&A Act for St Francis Catholic College (SFCC). A temporary school with a capacity for 400 children from Kindergarten to Year 8 has been operational on site since Term 1, 2018.

Approval is sought for the conceptual site layout for a maximum number of students and support staff to accommodate SFCC's demands for facilities until approximately 2027. Construction will be implemented on an as required basis, and most likely with the use of Complying Development provisions as provided by *State Environmental Planning Policy (Educational Establishments ad Child Care Facilities) 2017* (Education SEPP).

Key elements for the proposed concept development include the following:

Number of Students and Staff

- Once completed, the development will accommodate approximately 1,900 students between Kindergarten to Year 12.
- A total of 140 full-time equivalent staff for the school and 14 staff at a new 80-place Early Learning Centre (ELC).

Built Forms

- The permanent school will include fifty-seven (57) new General Learning Area (GLA) classrooms.
- Proposed core facilities include a new Administration Building, a multipurpose hall, a library and associated amenities.

Outdoor Recreation Areas

- An open playground is provided for the school's general outdoor recreation activities.
- A dedicated rectangular sports field will be maintained on the site as part of the long-term school's strategy.

Car Parking and Access

- The proposed parking layout will have capacity to accommodate a total of 230 on-site car parking spaces once the development is fully completed.
- The existing dedicated bus bay accessed via Jardine Drive which accommodates off street school bus queuing, a 68-bay bitumen carpark and a 50-bay gravel overflow carpark will be maintained.
- Access to and from the car park will be via two (2) separate driveways via Jardine Drive. Pedestrian access will be provided on Poziers Road, near the intersection with Jardine Drive. Additional pedestrian crossings will also be provided on Guillemont Road and Vinny Road.

The proposed expansion to SFCC is illustrated in Figure 1 on the page over.

Section 4 of this EIS provides a detailed description of the proposed development.

The Capital Investment Value (CIV) of the proposed expansion is $52,259,000 (excl. GST). It is therefore classified as State Significant Development (SSD) pursuant to the $20 million threshold in Schedule 1, Clause 15 of SEPP SRD.

Figure 1: Axonometry view of the proposed extension to SFCC (Source: JDH Architects)

This EIS has been prepared in accordance with Clauses 6 and 7 of Schedule 2 of the EP&A Regs and addresses relevant matters for consideration as required under the EP&A Act and *Environmental Planning and Assessment Regulation 2000* (EP&A Regs), including the following:

- Details of the proposed development, including analysis of feasible alternatives;
- Assessment of potential environmental impacts of the proposed development in accordance with the Secretary's Environmental Assessment Requirements (SEARs);
- Measures proposed to mitigate any adverse impacts on the environment; and
- Justification for the development and recommendation for planning approval.

This EIS responds to the SEARs issued by the Department of Planning and Environment (DPE) for the proposal on 17 November 2017 (**Appendix 1**). In accordance with the SEARs, this EIS provides an assessment of the environmental impacts of the proposed development and sets out the undertakings made by CEO to mitigate and manage any potential impacts arising from the development.

The development site and immediate locality are not subject to any prohibitive constraints such as flooding, bushfire hazards or ecologically sensitive land. As such, the site which already operates as a school, remains suitable for the proposed development.

This EIS also considers the economic and social benefits of this development. Notably, the proposal represents a positive contribution to the rapidly developing Edmondson Park locality, where a strong demand for new schools already exists. The proposal is critical in that it will greatly assist in providing educational services to satisfy one of the most pressing requirements identified within Liverpool Local Government Area (LGA). Importantly, this proposal strongly aligns with the design quality principles of the Education SEPP for the provision of high quality learning and teaching spaces, with flexible layout arrangements and durable finishes ensuring the facilities operate in the long-term.

Key potential impacts from the proposed development were identified as traffic and accessibility. The potential environmental impacts of the proposal as outlined in this EIS are able to be satisfactorily mitigated subject to implementing the recommendations of the technical supporting documentation accompanying this EIS.

The EIS demonstrates that the potential impacts of the proposal can be satisfactorily managed and/or mitigated. In light of the above, and the evident public benefits of the proposal, we recommend that consent be granted to this application.

2. Introduction

2.1 Report Structure

Table 1 below outlines the structure of this EIS.

Table 1: Structure of EIS

Section	Description
1. Executive Summary	Summary of the EIS.
2. Introduction	Overview of the EIS and background to the proposal.
3. Site Analysis	Analysis of the development site.
4. Description of the Development	Detailed description of the proposed works.
5. Secretary's Environmental Assessment Requirements	An overview of the SEARs issued by the DPE on 17 November 2017.
6. Consultation	Details of consultation undertaken with local and State government agencies, and the community generally, and a response to any issues raised.
7. Statutory Planning Considerations	Consideration of the relevant statutory planning considerations including relevant Acts, SEPPs and LEPs as they apply to the site and proposed development.
8. Policies	Consideration of the relevant strategic planning considerations as they apply to the site and proposed development.
9. Environmental Impact Assessment	Addresses the key issues identified in the SEARs.
10. Environmental Risk Assessment	In evaluating the assessment undertaken in Sections 7, 8 and particularly, Section 9, an environmental risk assessment is provided in a matrix format.
11. Mitigation Measures	Provides a compilation of recommended mitigation measures for the proposed work.
12. Conclusion	Summarises the key issues and provides a recommendation to approve the proposed development.

2.2 The Site

SFCC is situated in the suburban release area of Edmondson Park, 45km from the Sydney CBD. The site is located at **Nos. 130-160 Jardine Drive, Edmondson Park**, in the Liverpool LGA.

The subject site is legally described as Lots 20-23 in DP 29317. The site has a total area of 79,420sqm.

A detailed description of the site is provided in Section 3 of this EIS.

Refer to Figure 2 for a locality plan of the site.

Figure 2: Locality plan, subject site outlined in red (Source: Google Maps)

2.3 Background

On 16 December 2016, the CEO received development consent (456/2016) from Liverpool City Council (LCC) to establish an educational establishment at the subject site. The application was for the purpose of establishing the school's initial stages and as such, relied on portable class rooms, administration facilities, halls, and the like. The consent allowed for 250 children between years K - 7, as well as 19 staff.

On 22 August 2017, the CEO received development consent (422/2017) to expand the previously approved educational establishment. The consent was for additional portable classrooms, capacity for an additional 150 students, and classes up to year 8.

Construction for the purposes of both abovementioned consents commenced in 2017 and the school began operations in Term 1 of 2018.

The site was zoned 'SP2 Infrastructure - Educational Establishment' until 2016. As such, it was widely recognised that a school could be developed at the site. In 2016, it was rezoned to 'R1 General Residential' largely as a result of the site's ownership being transferred from the NSW Government to the CEO. Educational Establishments are permissible with consent under the *Liverpool Local Environmental Plan 2008* (LEP) in the R1 zone.

The intent of this application is to establish the site's broader layout in order to cater for the locality's pre-school, primary and secondary Catholic educational demands up until approximately 2027. It is envisaged that if approval is granted for the proposed concept layout, statutory approvals for the individual buildings will be sought as Complying Development Certificates (CDCs) in conjunction with the Education SEPP, or with Development Applications (DAs), where necessary.

Section 4 of this EIS provides a detailed description of the proposed development subject to this SSDA.

2.4 Project Objectives

The proposed development forms part of a staged development for the delivery of an educational establishment and associated services in the Edmondson Park locality.

The overall aims of this project are to:

- Provide a school to meet the demands of the Edmondson Park community for educational facilities;
- Secure development consent which will allow the school to progressively develop, in a coordinated staged fashion, over a period of approximately 10 years; and
- Establish broad design principles which will allow for the ongoing development of the site for the purposes of a school. The design principles will ensure any environmental impacts, particularly to nearby residences, are reasonable.

The proposal, being for a school, will provide obvious community and social benefits to the local community.

2.5 Project Summary

A detailed description of the proposal is provided in Section 4 and a brief overview of the development is provided below:

This proposal seeks concept approval for a total of 1,900 students, catering for years K - 12, an 80-place early learning centre, 140 full time equivalent staff, 14 additional staff for early learning, an internal road layout, 230 onsite parking spaces, boundary setbacks, a maximum building height of 3 storeys, as well as a general building area that would accommodate the school's demands for facilities until approximately 2027.

2.6 The Proponent and Project Team

This SSDA and EIS are prepared on behalf of CEO. The principal consultant team for the project is set out in Table 2.

Table 2: Proponent and Project Team

Discipline	Consultant
Concept Plans and Urban Design	JDH Architects
Quantity Survey Report	Wilde and Woollard
Survey Plan	LandTeam Australia
Parking Requirements Report	Bitzios Consulting
Acoustic Assessment	Day Design
Wind Assessment	Windtech
Utilities, Integrated Water Management & Stormwater	AJ Whipps
ESD & Electrical Services	JHA Consulting Emgineers
Aboriginal Archaeological Assessment	Apex Archaeology
Arborist	Naturally Trees
Contamination and Geotechnical Investigations	GeoEnviro Consultancy
Landscaping Plans	Space
Community Consultation	CPSD

3. Site Analysis

3.1 The Regional Context

Edmondson Park is located approximately 10km from Liverpool CBD, 17km from Campbelltown CBD and 45km from Sydney CBD.

The regional context of the site is illustrated on Figure 3.

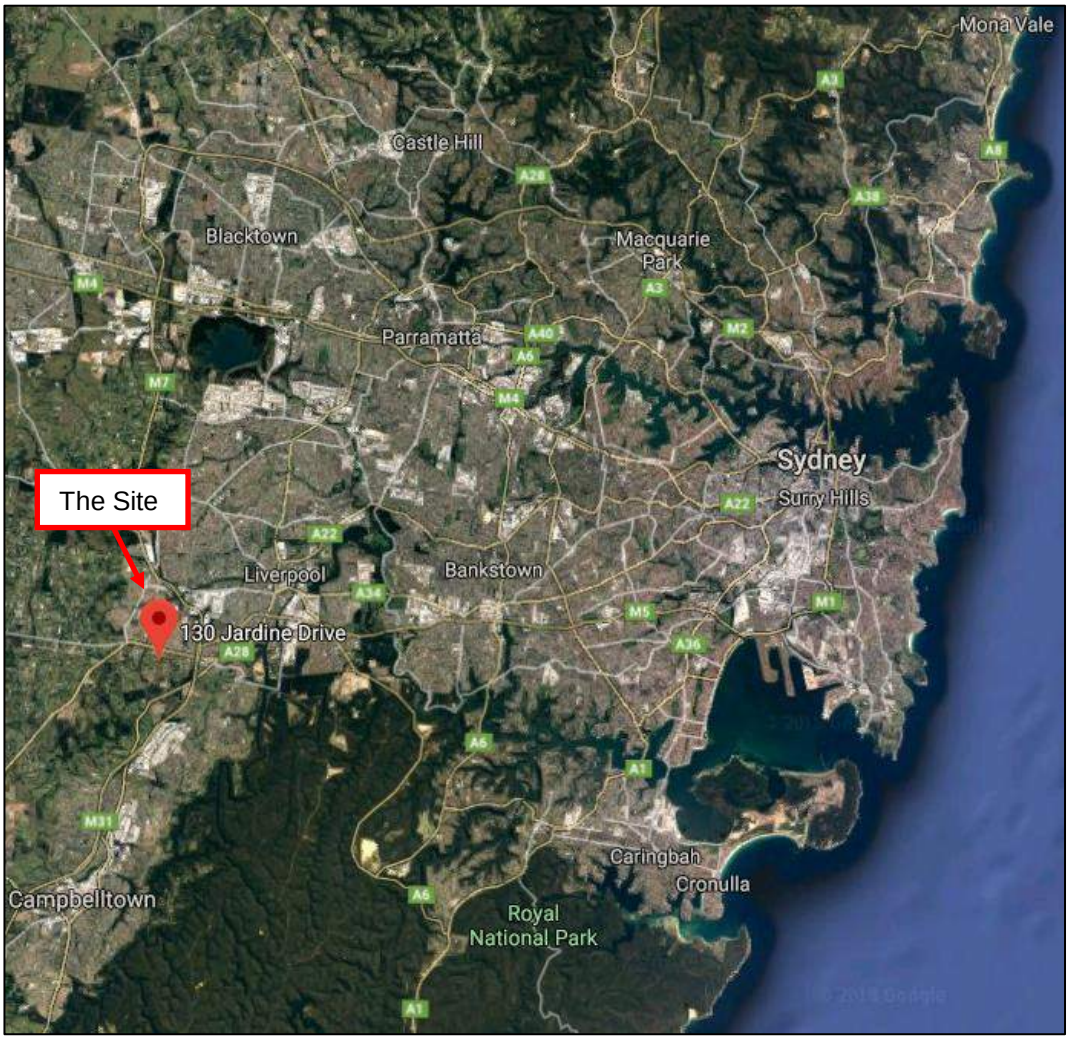


Figure 3: Aerial photograph showing the location of Edmondson Park relative to Sydney CBD, Liverpool and Campbelltown (Source: Google Maps)

3.2 Local Context

The site is located approximately 1km northwest of Edmondson Park town centre and is within the suburban release area of Edmondson Park.

The area is rapidly developing with low to medium density residential development, retail and commercial floor space as part of a town centre, served by a heavy rail train station providing direct connectivity to Kingsford Smith Airport and the Sydney CBD.

The site is well connected to the major road network, including Camden Valley Way, Campbelltown Road and the M7 Westlink.

The site's surrounding context is illustrated in Figure 4.

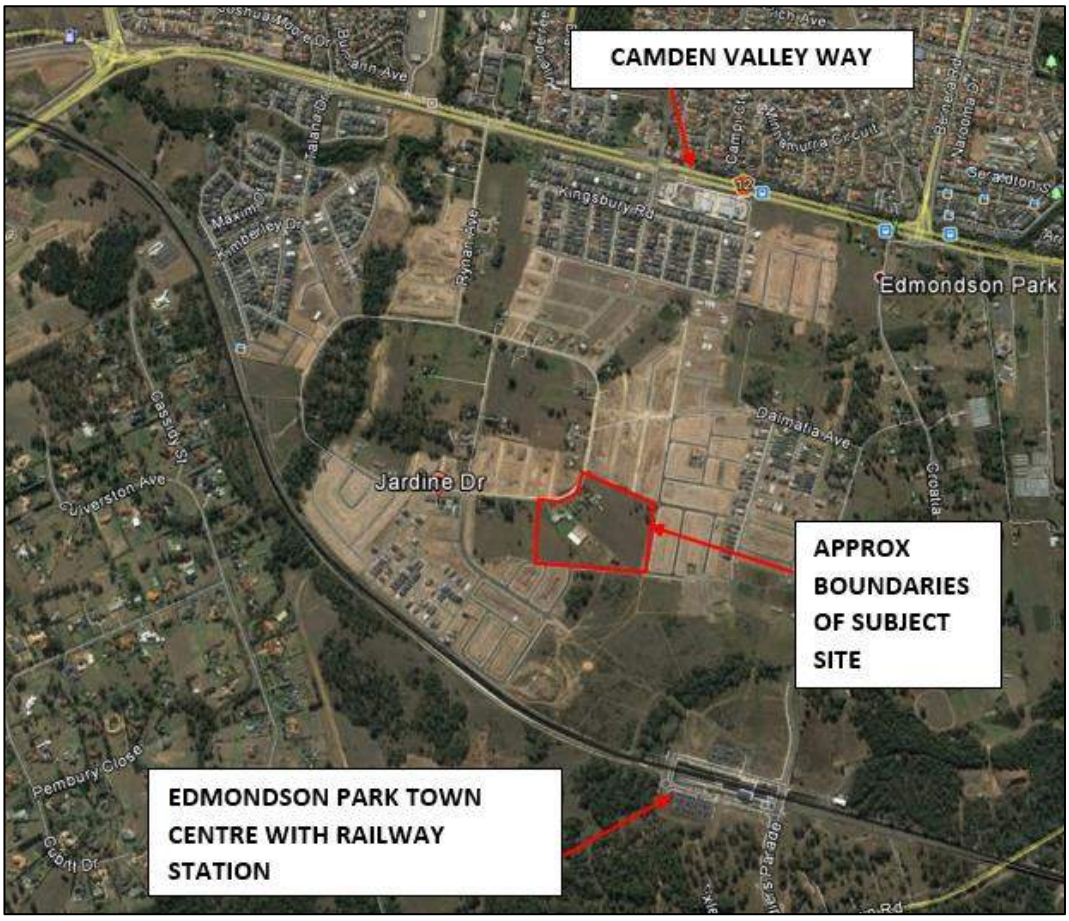


Figure 4: Site's local context (Source: Google Earth)

3.3 Legal Description

The site has a street address of 130-160 Jardine Drive, Edmondson Park and is legally described as Lots 20-23 in DP 29317. Refer to Figure 5.

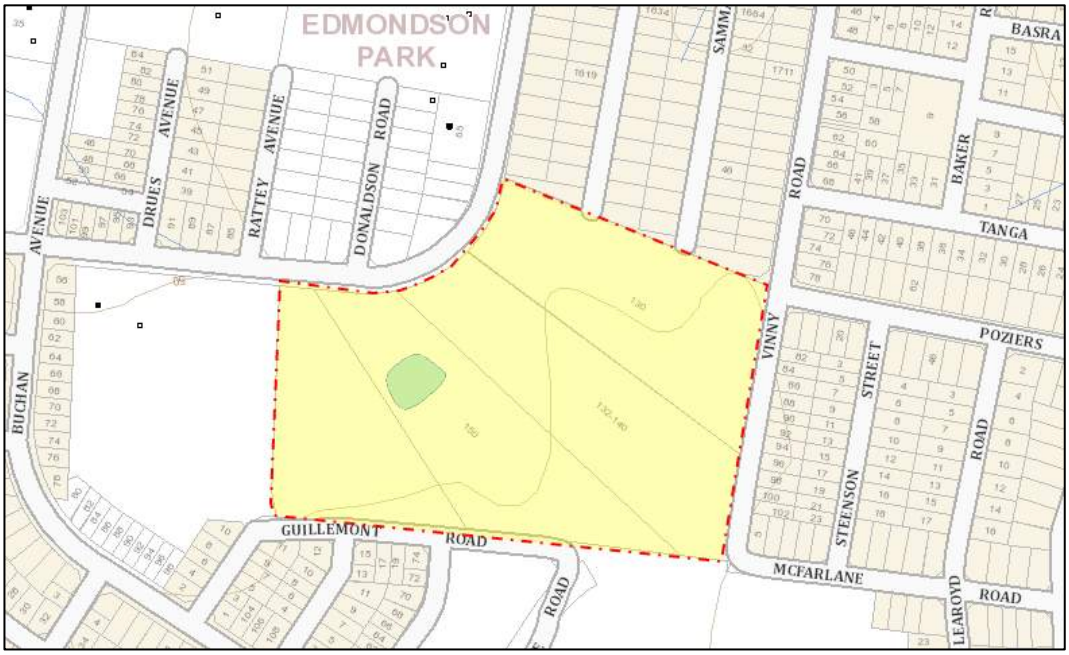
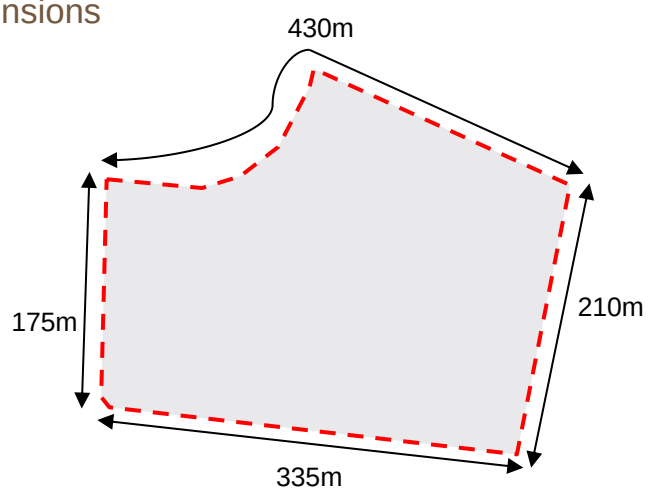


Figure 5: Site's lot boundaries, subject site outlined in red and shaded yellow (Source: SixMaps)

3.4 Estimated Site Dimensions

North Boundary	430 metres
South Boundary	335 metres
East Boundary	210 metres
West Boundary	175 metres



3.5 Ownership

SFCC is under the ownership of the Trustees of the Roman Catholic Church (TRCC).

3.6 Planning History

Until recently, development on number 130 and 132-140 Jardine Drive generally comprised of single or two-storey detached dwellings with various detached sheds and the like. In addition, a large warehouse and a dam, previously used as part of a poultry farm, were located on number 150 Jardine Drive. Number 160 Jardine Drive remained vacant. All lots were used generally for agricultural or rural lifestyle purposes. All these structures have been demolished.

Previous applications related to the school are outlined as follows:

Table 3: Existing Approvals

Application	Description
a) Development consent DA-721/2015	Consent granted on 23 December 2015 for erection of 2.1m high diplomat fencing to the site boundaries, erection of an advertising sign and temporary storage of demountable class rooms.
b) Development consent DA-456/2016	Consent granted on 16 December 2016 for the construction of an educational establishment accommodating 250 children between kindergarten and year 7 and 19 staff. The development involved the removal of 18 trees, earthworks to fill an existing dam, construction of 12 classrooms, an administration building, multipurpose hall and demountable amenities, covered playground, temporary car park containing 67 spaces, bus drop off zone, vehicle access from Jardine Drive, associated signage, upgrading of existing public roads and construction of new public roads.
c) Development consent DA-422/2017	Consent granted on 22 August 2017 for the construction of additional general learning areas, expansion of car parking area, installation of signage, increase in student capacity of an approved educational establishment by an additional 150 students (total 400 students), and classes between K - 8.

Construction for the purposes of the first stage development of the school (as part of Development Consent 456/2016) commenced in 2017. Some of the approved portable classrooms and onsite parking areas have been established onsite. An extract of the existing site plan is provided in Figure 6.

The temporary school was officially opened in Term 1, 2018 and catered for 250 students between Kindergarten and Year 8, including 19 staff. The existing portable buildings on site accommodate the following:

- Administration and uniform store;
- Hall, staff lounge and staff study;
- Two (2) science labs with science preparation room;
- Art room and library;
- Canteen, food technology & wood technology rooms;
- Fifteen (15) General Learning Areas (GLAs);
- Playing field;
- Shaded play area; and
- A bus bay, a 68-bay bitumen car park and a 50-bay gravel overflow car park.

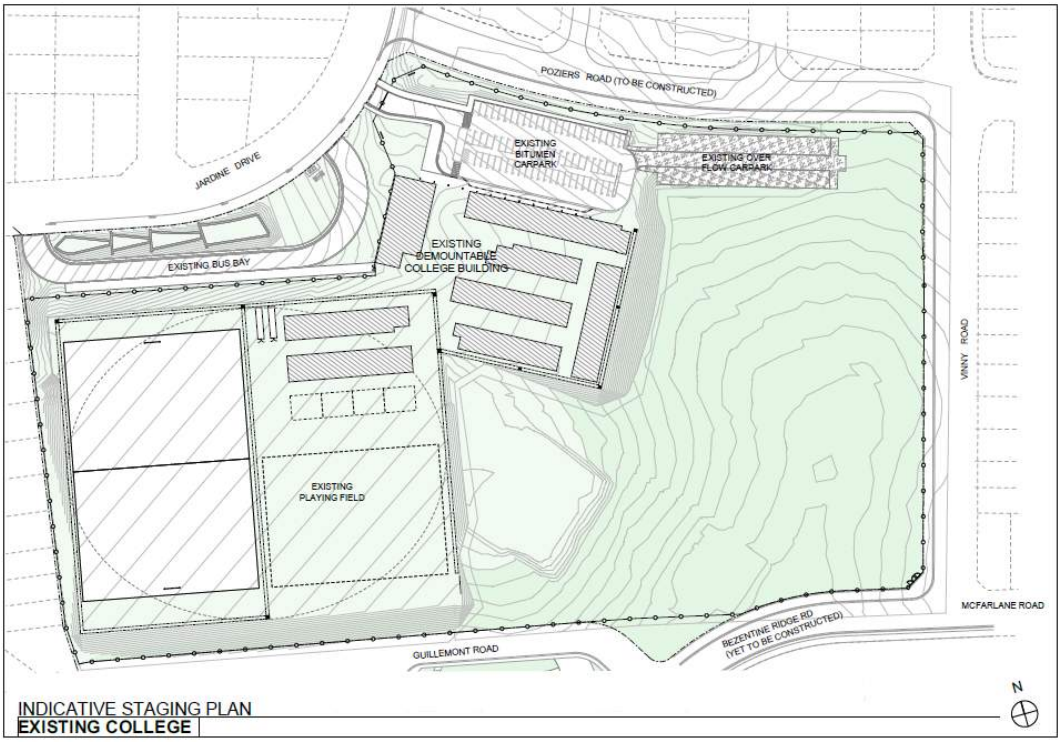


Figure 6: Existing Site Plan (Source: JDH Architects)

3.7 Access, Transport and Parking

3.7.1 Existing Access Arrangements

The site is bounded by the four (4) roads which are listed below. Currently, primary access is obtained from Jardine Drive.

- **Jardine Drive**: Is a two-way circulating road bisected by Buchan Avenue. Currently serves as the primary access point for the school's car park and drop-off/pick-up area. The existing bus bay is also located along this road.
- **Poziers Road:** This is an east-west local road connected to Jardine Drive and Croatia Avenue. Poziers Road is designated as a Park Street (20m cross-section).

- **Vinny Road:** Is a north-south road at the eastern side of the site and intersects with Poziers Road. Vinny Road operates under a 50km/hr speed limit and links Buchan Avenue to Hartlepool Road.
- **Buchan Avenue:** This road bounds the western side of the site and is the primary north-south distributor that links Edmondson Park Train Station with Croatia Avenue, Rynan Avenue and Camden Valley Way (via Jardine Drive). Buchan Avenue is an undivided two-lane road with functional cycling and pedestrian infrastructure.

The road network outlined above is illustrated in Figure 7.

Figure 7: Edmondson Park Road Network Overview (Source: Bitzios)

3.7.2 Active and Public Transport

Currently, there are no cycleways within the vicinity of the site. However, a shared pathway (2.5m wide) is currently provided on both sides of Jardine Drive. Additional pathways (2.5m wide) are provided on the eastern side of Vinny Road, and on both sides of Poziers Road to the east of Vinny Road.

The site is surrounding by well-connected pathways which facilitate pedestrian movement. Lower order streets surrounding the site currently have designated pedestrian pathways (1.2m wide). The extent of the pathways surrounding the site is shown in Figure 8.

Figure 8: Existing Active Transport Network (Source: Bitzios)

As noted previously, SFCC is located approximately 1km northwest from Edmondson Park Railway Station. Public bus services and the school's bus services are also available. Figure 9 outlines bus route 869, currently operated by Interline Bus Services, which services between Ingleburn and Liverpool Railway Stations. Route 869 intercepts Prestons, Lurnea and the Whitlam Leisure Centre as shown in the figure below.

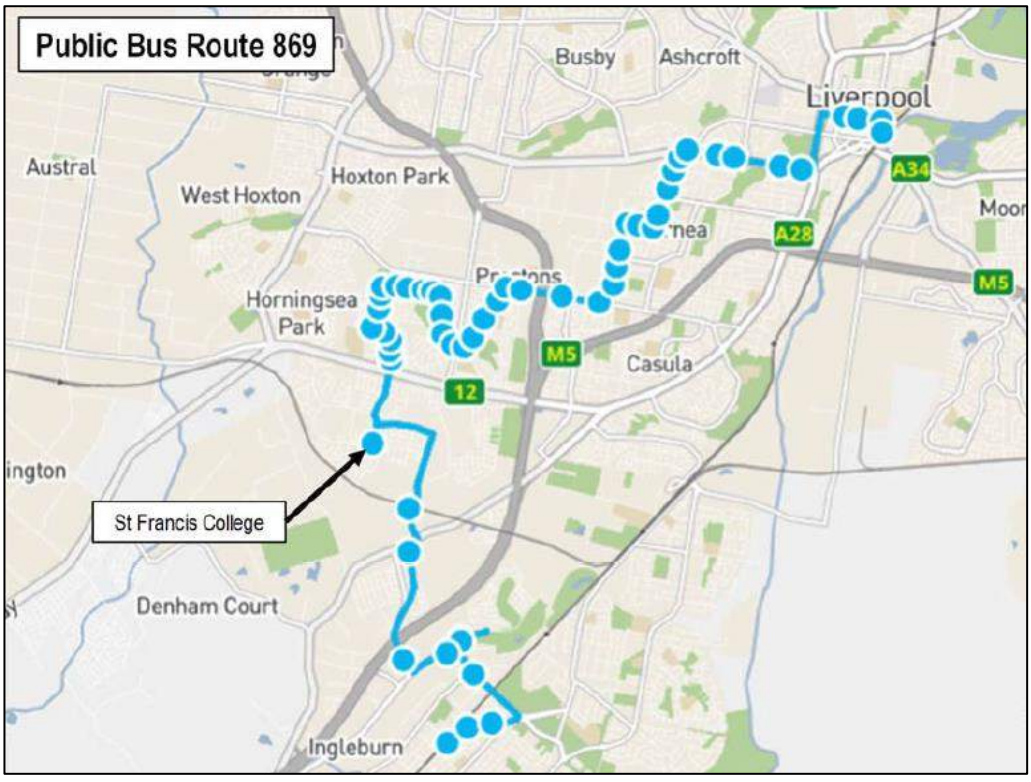


Figure 9: Public Bus Route 869 (Sources: Bitzios and TfNSW)

The existing bus bay (Figure 10) was previously designed to cater for the expected number of buses once SFCC is completed. The layout of this bus bay has sufficient capacity to accommodate all buses servicing the school without queuing onto the roadway.

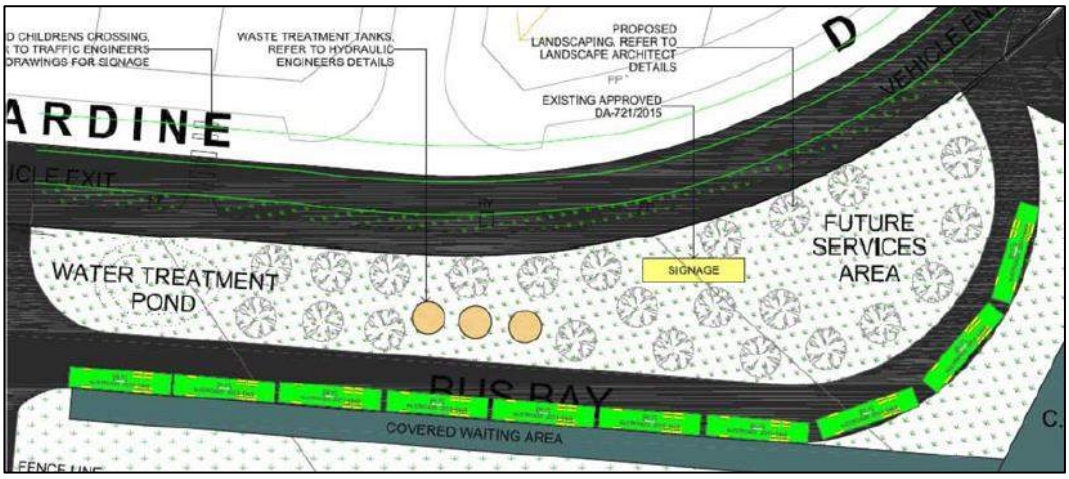


Figure 10: Existing Bus Bay (Source: Bitzios)

Currently, the school bus bay is also used by service vehicles. Servicing takes place irregularly during the day outside of school peak hours. The existing arrangements will be maintained to ensure that service vehicles continue to safely and efficiently service the site.

Emergency vehicles, such as ambulances and fire service vehicles, can safely access the site via the existing bus bay. Alternatively, access can be provided via Guillemont Drive through the existing car parking area along the southern and eastern sides of the school.

3.7.3 Existing Parking Situation

As a result of a previous approval (DA-456/2016), the site currently has a car park with capacity to accommodate sixty-seven (67) car parking spaces (15 staff and 52 visitor parking spaces). A disabled car space is also proposed within the car park (68). The existing parking layout is shown in Figure 11.

Access to and from the car park is provided through two (2) separate driveways via Jardine Drive. Pedestrian access is provided adjacent to the car park entry via Jardine Drive.

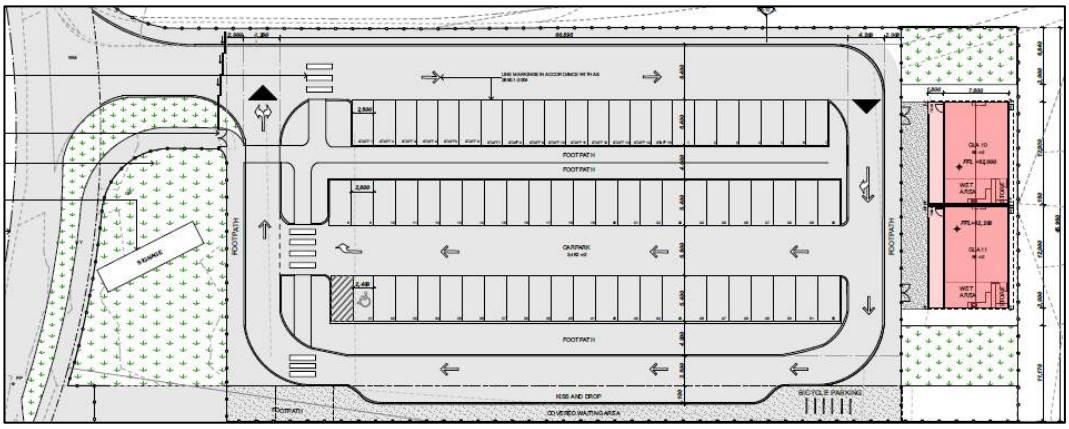


Figure 11: Existing parking layout (67 car spaces) (DA-456/2016) (Sources: JDH Architects & Bitzios)

3.8 Environmental Characteristics

3.8.1 Topography

Based on the Survey Plan by Land Team (**Appendix 2**), the site is generally level, with a gentle slope of less than 6 degrees downwards toward the front of the site (northern boundary).

The south western corner of the site is at an estimated RL of 67.5m ADH. The ground surface drops to approximately RL 60.5M at the northern corner, and RL 53.5 at the north-western corner of the site.

3.8.2 Trees and Ecology

Vegetation on the site is generally limited to turf. There is a limited number of mature trees located generally towards the front boundaries of the site.

3.8.3 Aboriginal Heritage

This EIS is accompanied by a comprehensive Aboriginal Archaeological Assessment (AAE) prepared by Apex Archaeology and provided at **Appendix 3**.

The area at Edmondson Park has been significantly modified in the last 100 years. Originally, the site and surroundings would have been cleared for agricultural purposes. Currently, the built form and land uses within the area comprise low to medium residential development.

A detailed assessment of the proposal with regard to the Aboriginal heritage affectation of the area contained to SFCC is undertaken in SEAR 10 (Section 9.9 of this EIS).

3.9 Site Photos

Until recently, the surrounding locality was primarily vacant or used for hobby farms. As part of the locality's rezoning for urban purposes however, there has been extensive civil works to accommodate primarily low to medium density housing. Much of the locality remains as small to medium sized hobby farms.

Photos of the sites and surrounds are provided on the following pages.

Figure 12: View of SFCC from Jardine Dr (Source: CPSD)

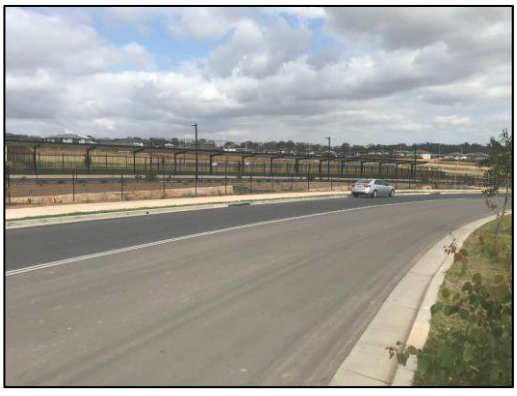


Figure 13: View of existing bus bay along Jardine Dr (Source: CPSD)

Figure 14: Vehicular and pedestrian entry to the existing car park and temporary buildings on Jardine Dr (Source: CPSD)

Figure 15: Entry to the existing bus bay on Jardine Dr (Source: CPSD)

Figure 16: Exit from the existing bus bay on Jardine Dr (Source: CPSD)

Figure 17: Existing OSD between the boundary of the bus bay and Jardine Dr (Source: CPSD)

Figure 18: Rear view (north-western) of SFCC from Guillemont Rd (Source: CPSD)

Figure 19: Rear view (north-eastern) of SFCC from Guillemont Rd (Source: CPSD)

Figure 20: Adjacent dwelling at the north-eastern side along Jardine Dr (Source: CPSD)

Figure 21: Existing dwelling opposite the main entry on Jardine Drive (Source: CPSD)

Figure 22: Vacant land fronting the bus bay and ongoing development at the cnr of Jardine Dr and Donaldson Rd (Source: CPSD)

Figure 23: Existing development viewed from the cnr of Jardine Dr and Rattey Ave (Source: CPSD)

Figure 24: Internal road at the boundary of SFCC and 170 Jardine Dr (Source: CPSD)

Figure 25: Front view of adjacent vacant land at 170 Jardine Dr (Source: CPSD)

Figure 26: North-western view of Jardine Drive (Source: CPSD)

Figure 27: South-western view of Jardine Dr (Source: CPSD)

Figure 28: New roundabout at the north-eastern side of SFCC on Jardine Dr (Source: CPSD)

Figure 29: Edmondson Park Railway Station at the south-eastern side of SFCC (Source: CPSD)

4. Description of the Development

An overview of the proposed works is provided in Section 2.5 of this EIS. The proposed master plan by JDH Architects and the following sections of this EIS provide further details with respect to the description of the proposed development.

4.1 Demolition

The proposal will require the removal of the demountable buildings currently on site to facilitate the construction of the permanent buildings (Figure 30). They will be removed subject to relevant stages (refer to Section 4.4.5 below). The staging of the development is subject to a concept development application under Section 4.22 of the EP&A Act.

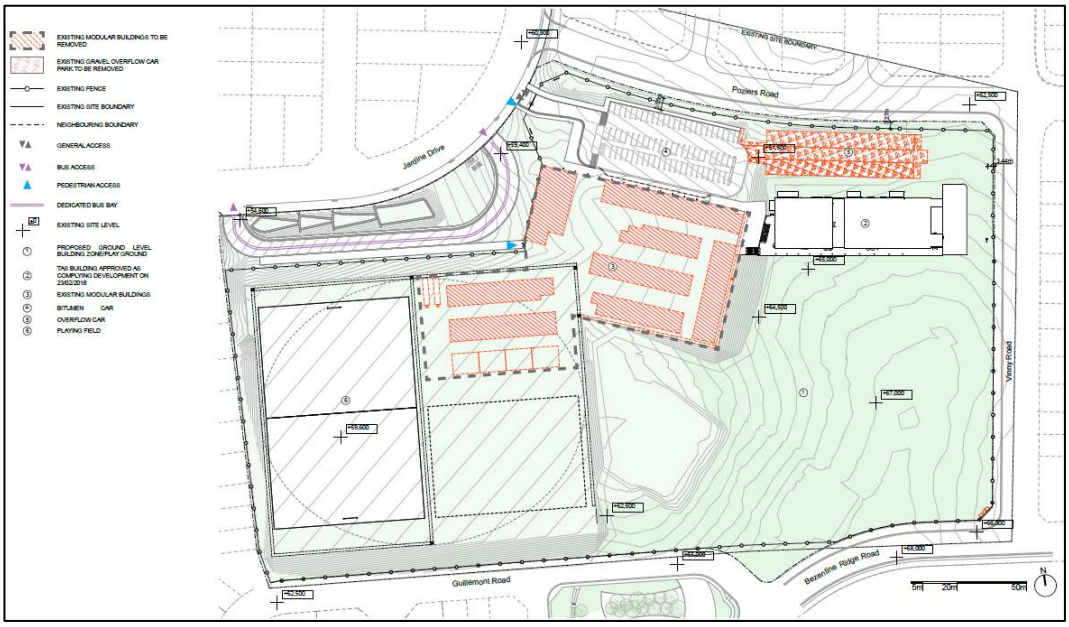


Figure 30: Demolition Site Plan (Source: JDH Architects)

4.2 Excavation and Filling

Excavation, filling and salinity investigations are addressed in the Geotechnical Report prepared by GeoEnviron Consultancy and provided at **Appendix 4**.

The report identifies at the forefront the geotechnical and salinity conditions of the site, which have been previously considered as part of approved developments on site.

Detailed assessment of these previous investigations can be found in Section 6 of the Geotechnical Report and are summarised as follows:

- Site preparation and earthworks were required to regrade the site to design levels;
- The site was found generally underlain by natural ground comprising of topsoil overlying clay soil and overlying shale bedrock, at shallow depths varying from 1.4m to 2.6m below the existing ground surface;
- Excavation into the upper clayey soil may be carried out using a conventional tracked excavator, while excavation of the upper shale will require the same type of excavator, but equipped with rock teeth bucket and an impact hammer; and
- A large dozer with hydraulic rock breakers will be required for deeper excavation.

The above conditions remain unchanged from those addressed in previous development stages.

4.3 Tree Removal

The Arborist Report prepared by Naturally Trees (**Appendix 5**) that accompanies this EIS notes that five (5) high category trees and one (1) low category trees will be removed as part of the subject SSDA to facilitate the proposed works.

The trees affected by the proposed development are summarised in Figure 31 and are also outlined in an extract of the Tree Management Plan (Figure 32) prepared by the Arborist.

Impact	Reason	Important trees		Unimportant trees	
		AA	A	Z	ZZ
Trees to be removed	Building and driveway construction and/or level variations within TPZ	30, 31	21, 22, 23	32	

Figure 31: Summary of affected trees (Source: Naturally Trees)

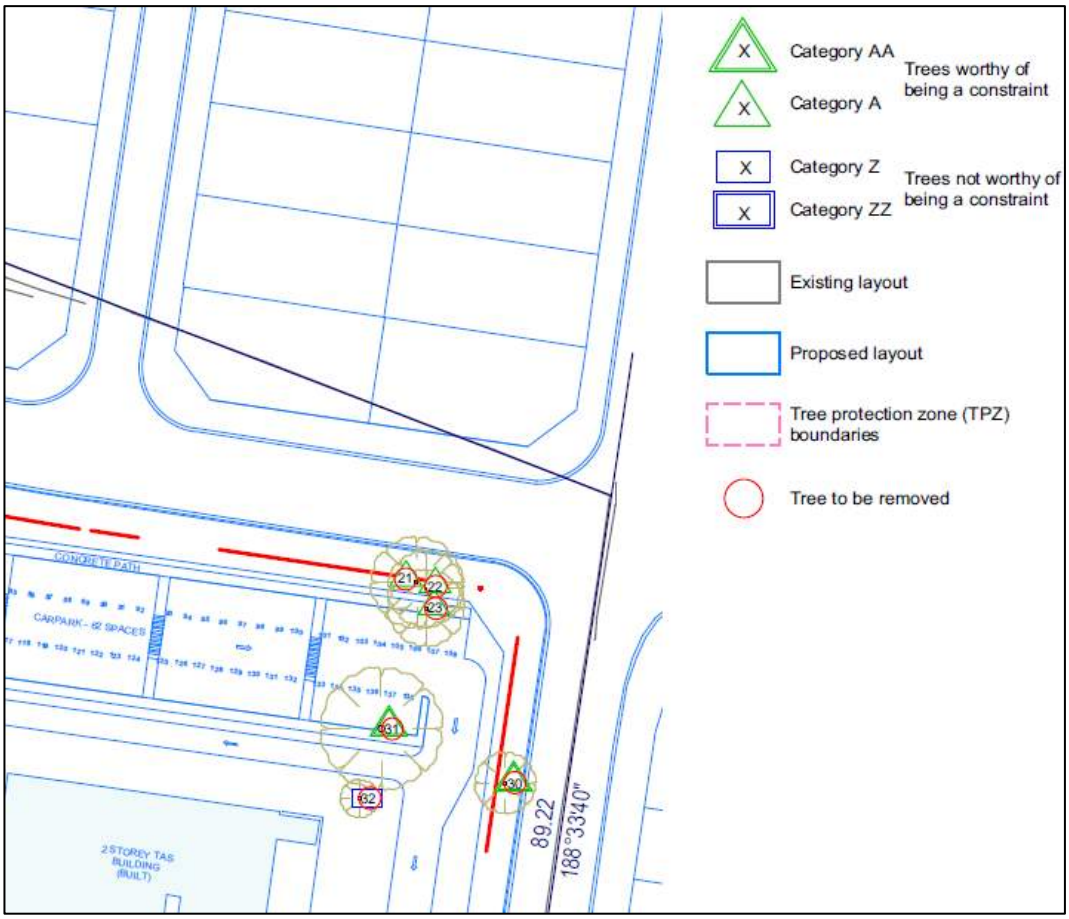


Figure 32: Tree Management Plan (TMP01-B) (Source: Naturally Trees)

The mitigation measures have been included at Section 11 of this EIS to ensure that appropriate protective measures are adopted throughout construction.

4.4 Development Concept

A Master Plan of the proposed works has been provided in an Urban Design Report prepared by JDH Architects (**Appendix 6**) and an extract is shown in the figures below.

The staging of the proposed works is outlined in Section 4.4.5 below and is addressed in detail in SEAR 6 (Section 9.5 of this EIS).

Figure 33: Master Plan - Lower Ground Floor (RL +61,000) (Source: JDH Architects)

Figure 34: Master Plan - Ground Floor (RL +65,000) (Source: JDH Architects)

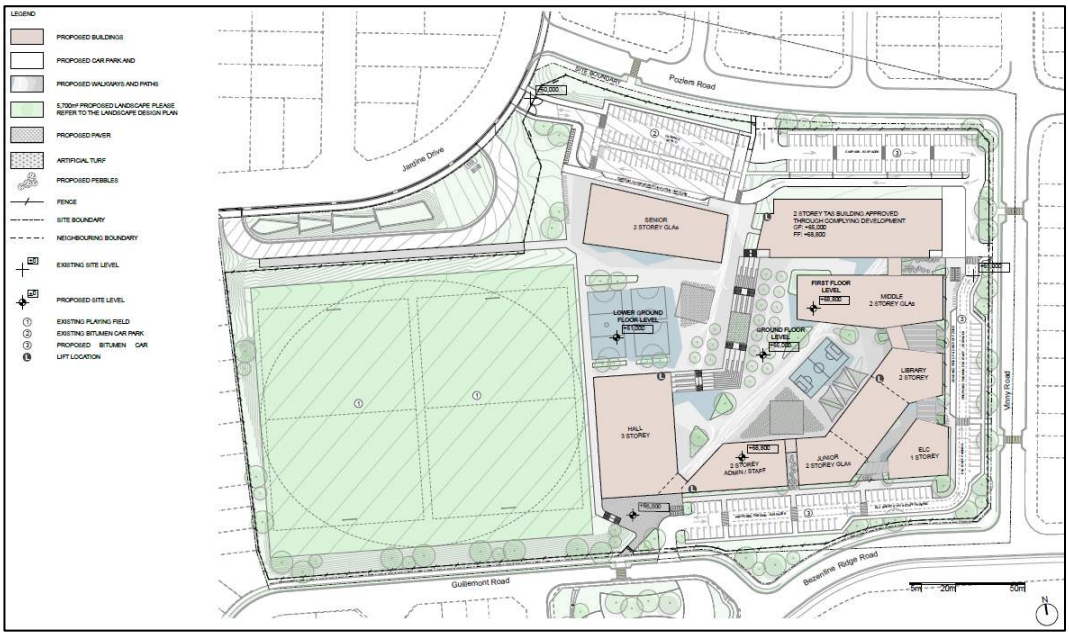


Figure 35: Master Plan - First Floor (RL +68,800) (Source: JDH Architects)

4.4.1 Overview

Key elements for the proposed development include the following:

- **Number of Students and Staff**

  Once completed, the development will accommodate approximately 1,900 students between Kindergarten and Year 12.

  A total of 140 full-time equivalent staff for the school and 14 staff at a new 80-place Early Learning Centre (ELC).

- **Built Forms**

  The permanent school will include fifty-seven (57) new General Learning Area (GLA) classrooms and a new ELC.

  Proposed core facilities include a new administration building, a multipurpose hall, a library and associated amenities.

- **Outdoor Recreation Areas**

  An open playground is provided for the school's general outdoor recreation activities.

  A dedicated rectangular sports field will be maintained on the site as part of the long-term school's strategy.

- **Car Parking and Access**

  The proposed parking layout will have capacity to accommodate a total of 230 on-site car parking spaces once the development is fully completed.

  In addition, the college has a dedicated bus bay accessed via Jardine Dr which accommodates off street school bus queuing, a 68-bay bitumen carpark and a 50-bay gravel overflow carpark.

- Access to and from the car park will be via the two (2) existing separate driveways on Jardine Drive. Pedestrian access will be provided on Poziers Road, near the intersection with Jardine Drive. Additional pedestrian crossings will also be provided on Guillemont Road and Vinny Road.

As outlined in Section 3.5 of this EIS, the planning strategy is to develop the above-mentioned permanent buildings over multiple stages within a period of 10 years.

This EIS is accompanied by a Preliminary Construction Management Plan (CMP) prepared by JDH Architects (**Appendix 8**), the objectives of which are to:

- Minimise inconvenience to the public and adjoining properties during the constructions stages;
- Maintain effective communication with the developer and the community;
- Maintain a safe working environment; and
- Ensure the requirements of relevant approvals, licenses codes or standards are met.

Construction management is addressed in detail in Section 9.17.2 of this EIS.

4.4.2 Concept Design and Development Statistics

Table 4: Development Statistics

Element	Proposed
Estimated Site Area	79,420m²
Outdoor Space	35,000m²
Gross Floor Area	14,000m²
Indicative FSR	0.3:1
Maximum Height	▪ Maximum building envelope height: 16m for the Hall; and ▪ Average building envelope height: 12m.
Setbacks	▪ Minimum building setback: 21m ▪ Minimum carpark boundary setback: 3m ▪ Minimum freestanding building setback: 6m
Building Depth	▪ Average building envelope depth: 25m ▪ Maximum building envelope depth: 55m for the Hall
Total Landscaped Area	5,700m² (8.9%)
Total On-Site Car Parking	230 car spaces

Source: JDH Architects

The proposed development has been designed over two (2) levels due to the topography of the site. The proposed building envelopes have been positioned into blocks to break up the overall bulk of the built forms and create landscaping opportunities for the in-between spaces, as well as to enhance views and void spaces.

The proposed building envelopes will have an average height of 12m. The hall will represent the maximum building height with 16m. The layout of the proposal creates a generous internal courtyard which aims to maximise open playground areas, whilst maximising solar access, reducing overshadowing, and maintaining sight lines to allow passive surveillance.

As outlined in Table 4, the proposed development will integrate approximately 5,700m2 of landscaping design (8.9% of the site area) for outdoor learning and play spaces incorporating a selection of native plants and trees, which will provide natural shading and visual screening from the surroundings.

The proposed internal car parking areas will be setback a minimum of 3m from the site's boundary and will be enhanced through soft soil landscaping. The hard stand foot paths and the proposed buildings will be separated by minimum 1.5m wide soft landscaping.

The extension of the proposed building setbacks is considered generous in relation to the building heights. The proposed setbacks per building block are detailed in Figure 36. Built form and building design will be further addressed in SEAR 4 (Section 9.3 of this EIS).

BUILDING	STORIES / HEIGHT	FLOOR RL	FLOOR RL	RIDGE RL	SETBACK	STREET
HALL	3 STOREY / 16m	Lower Ground RL 61,000	Ground RL 65,000	Ridge RL 77,000	24m	Guillemont Rd
SENIOR GLA BLOCK	2 STOREY / 12m	Lower Ground RL 61,000	Ground RL 65,000	Ridge RL 73,000	41.68m	Poziers Rd
MIDDLE GLA BLOCK	2 STOREY / 12m	Ground RL 65,000	First Floor RL 68,800	Ridge RL 77,000	21.12m	Vinny Rd
LIBRARY BLOCK	2 STOREY / 12m	Ground RL 65,000	First Floor RL 68,800	Ridge RL 77,000	21.12m	Vinny Rd
JUNIOR GLA BLOCK	2 STOREY / 12m	Ground RL 65,000	First Floor RL 68,800	Ridge RL 77,000	24m	Bezentine Rd
ELC	1 STOREY / 6m	Ground RL 65,000	NA	Ridge RL 71,000	21m	Guillemont Rd
STAFF / ADMINISTRATION	2 STOREY / 12m	Ground RL 65,000	First Floor RL 68,800	Ridge RL 77,000	24m	Guillemont Rd

Figure 36: Proposed Building Setbacks V Building Heights (per block) (Source: JDH Architects)

4.4.3 Staging of Works

The current student population at SFCC is 250, from Kindergarten to Year 8, supported by 19 staff. The proposed masterplan has been designed on a predicted final population of 1,900 students from Kindergarten to Year 12 and a total of 140 staff. This layout also includes a new ELC for 80 children, with 14 staff.

The proposed staging of the future buildings at SFCC is outlined below and is further addressed in SEAR 6 (Section 9.5 of this EIS).

The proposed staging process for SFCC is divided in 9 Stages as follows:

Stage 1

As outlined in Section 3.5 above, the existing temporary school was officially opened in Term 1, 2018 and catered for 250 students between Kindergarten and Year 8, including 19 staff.

A layout of the existing school is shown in Figure 37.

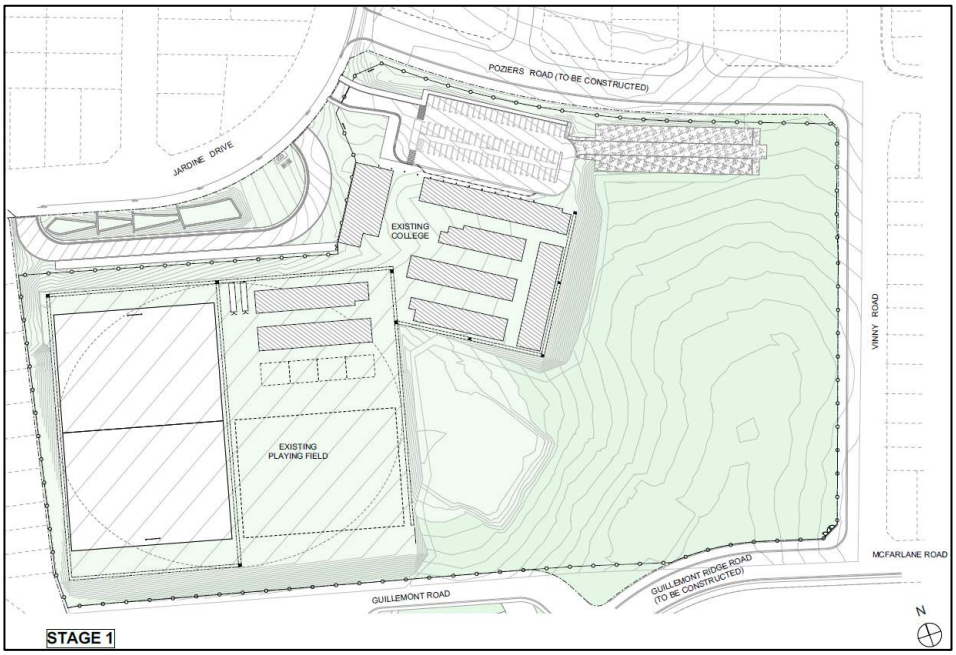


Figure 37: SFCC Masterplan - Stage 1, Existing College (Source: JDH Architects)

Stage 2

The second stage, subject to separate approval, involves the construction of the permanent two-storey TAS Building, providing additional specialist spaces to accommodate Years 5 to 10. Furthermore, it will allow specialist subjects for students from Years 11 and 12. Refer to Figure 38.

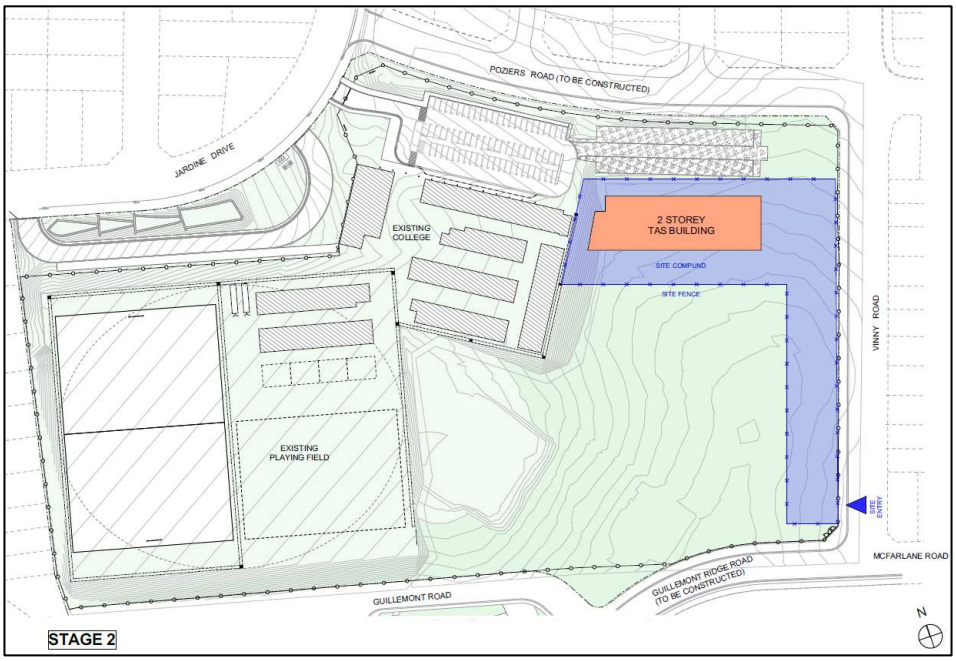


Figure 38: SFCC Masterplan - Stage 2 (Source: JDH Architects)

Stage 3

The third stage will extend the car parking area, as well as development of specialist spaces, which include the CAPA (Creative and Performing Arts) facilities, as seen in Figure 39.

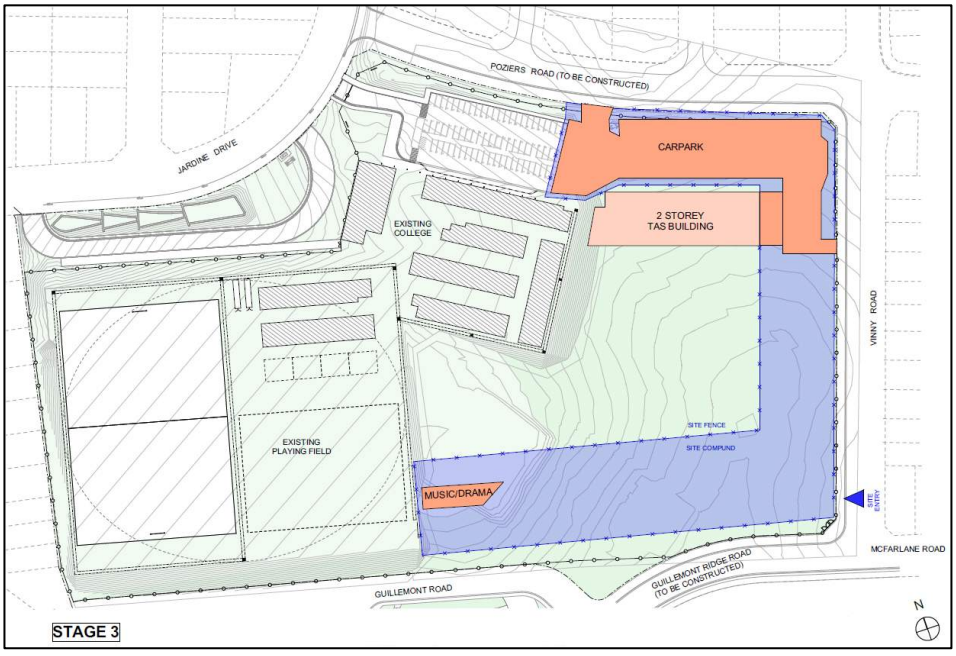


Figure 39: SFCC Masterplan - Stage 3 (Source: JDH Architects)

Stage 4

The fourth stage will provide a hall and community spaces next to the CAPA building. These facilities will deliver a platform for community involvement and engagement. Additionally, a car park will be constructed along the boundary of Guillemont Rd. These works are shown in Figure 40.

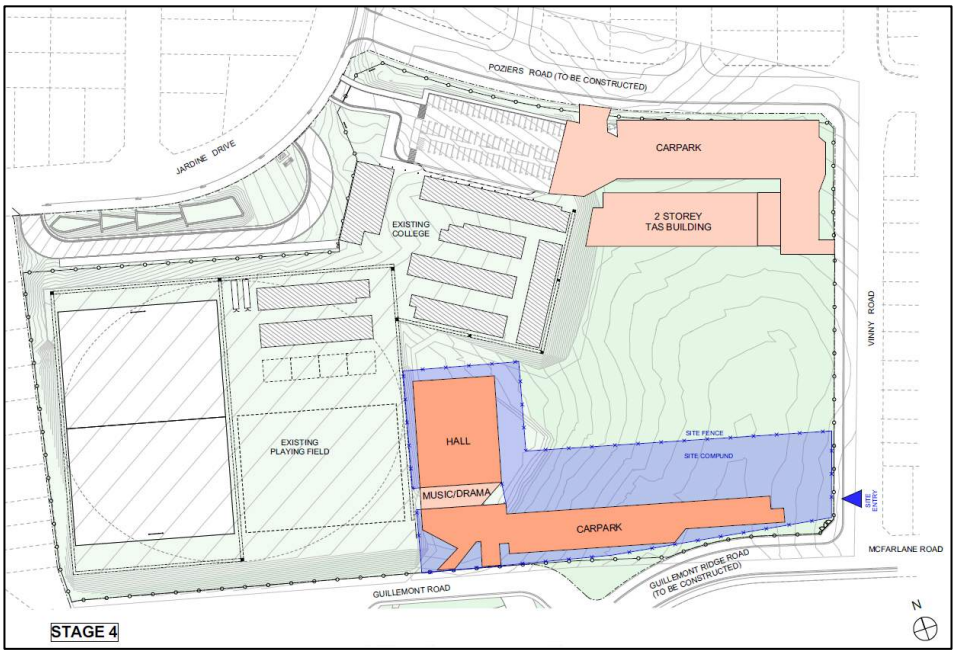


Figure 40: SFCC Masterplan - Stage 4 (Source: JDH Architects)

Stage 5

The fifth stage of development involves the construction of the car park adjacent to Vinny Rd, and new staff and administration facilities, as shown in Figure 41.

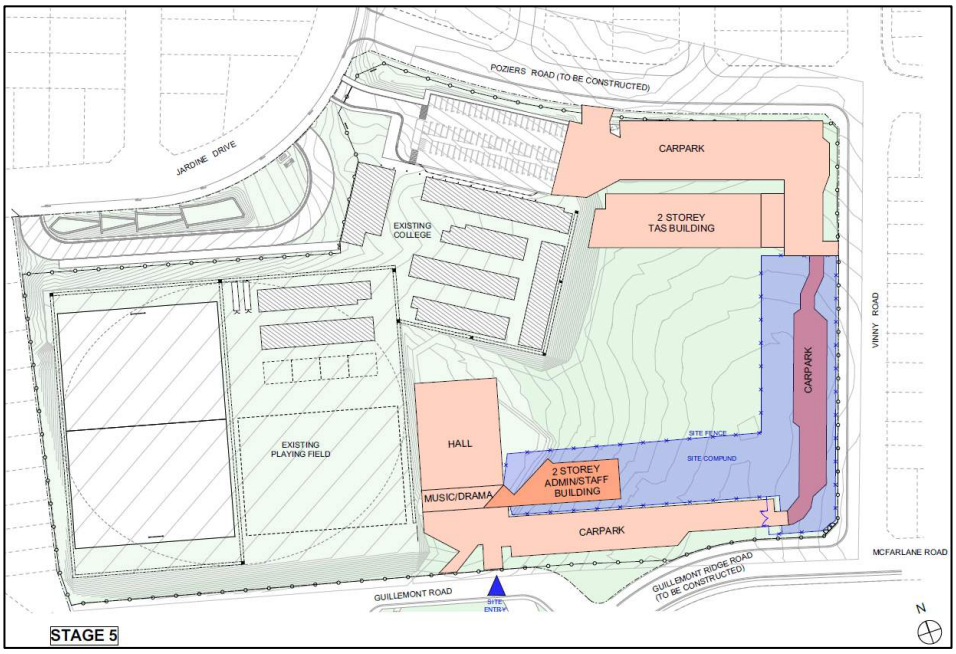


Figure 41: SFCC Masterplan - Stage 5 (Source: JDH Architects)

Stage 6

The sixth stage consists of two-storey junior and middle year group blocks, allowing some transition from modular buildings to permanent facilities. This is outlined in Figure 42.

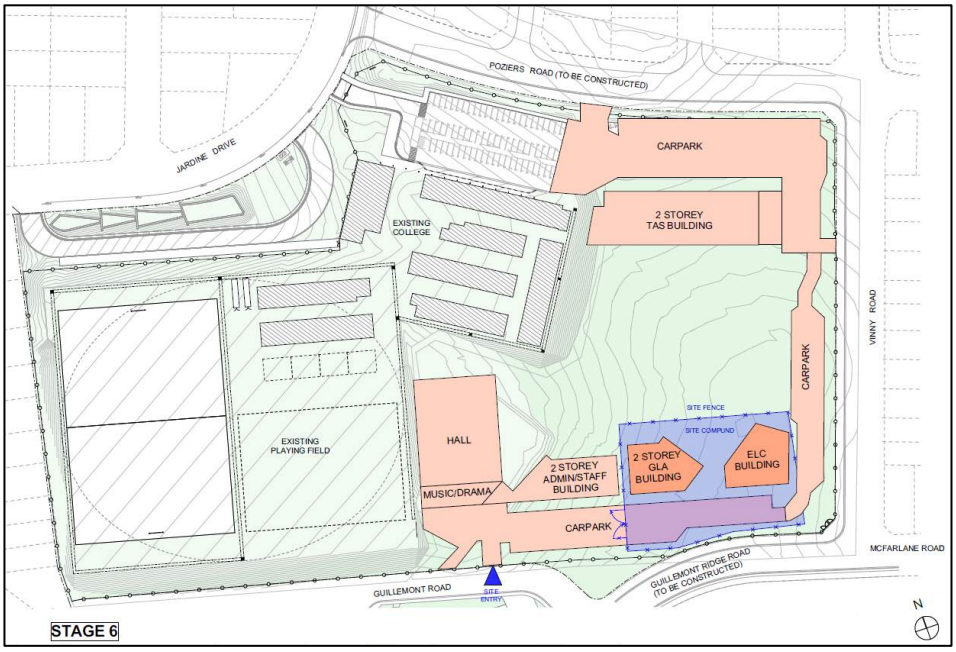


Figure 42: SFCC Masterplan - Stage 6 (Source: JDH Architects)

Stage 7

The seventh stage will include the library building, which will be centrally located as shown in Figure 43.

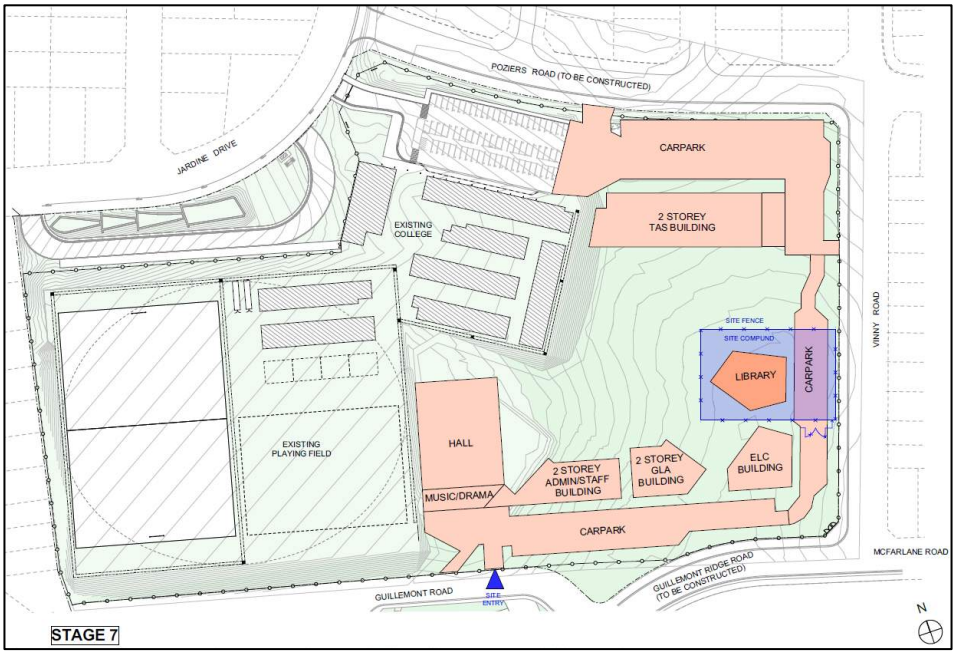


Figure 43: SFCC Masterplan - Stage 7 (Source: JDH Architects)

Stage 8

The eighth stage involve the removal of the demountable buildings and the construction of a new two-storey GLA building as seen in Figure 44.

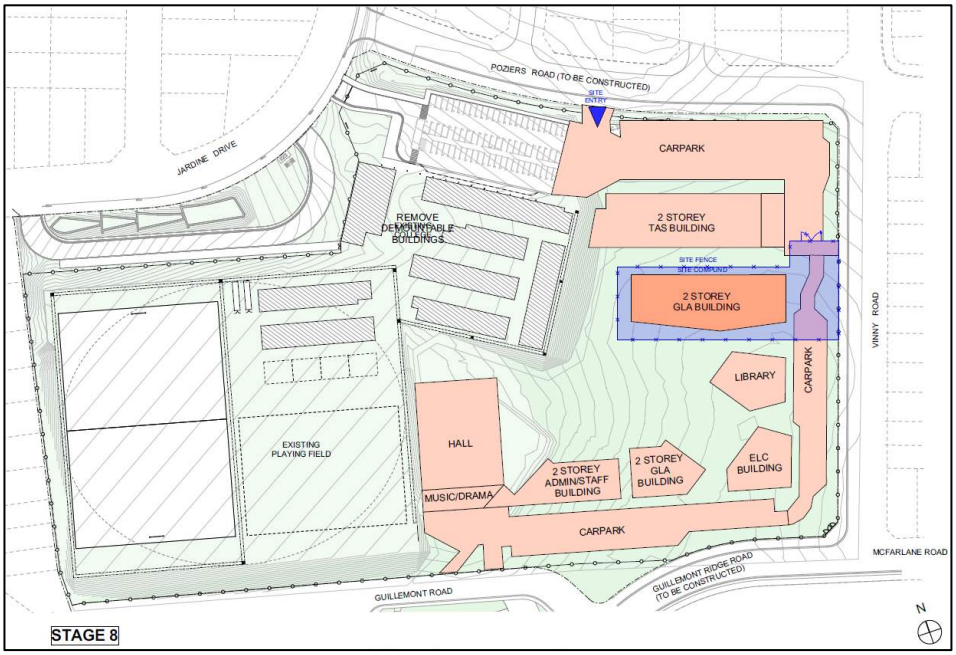


Figure 44: SFCC Masterplan - Stage 8 (Source: JDH Architects)

Stage 9

The ninth and final stage will include the development of a three-storey senior block, encompassing an under-croft space with two (2) levels of learning spaces that will be linked via high level covered walkways to the Stage 2 TAS Building. These works are outlined in Figure 45.

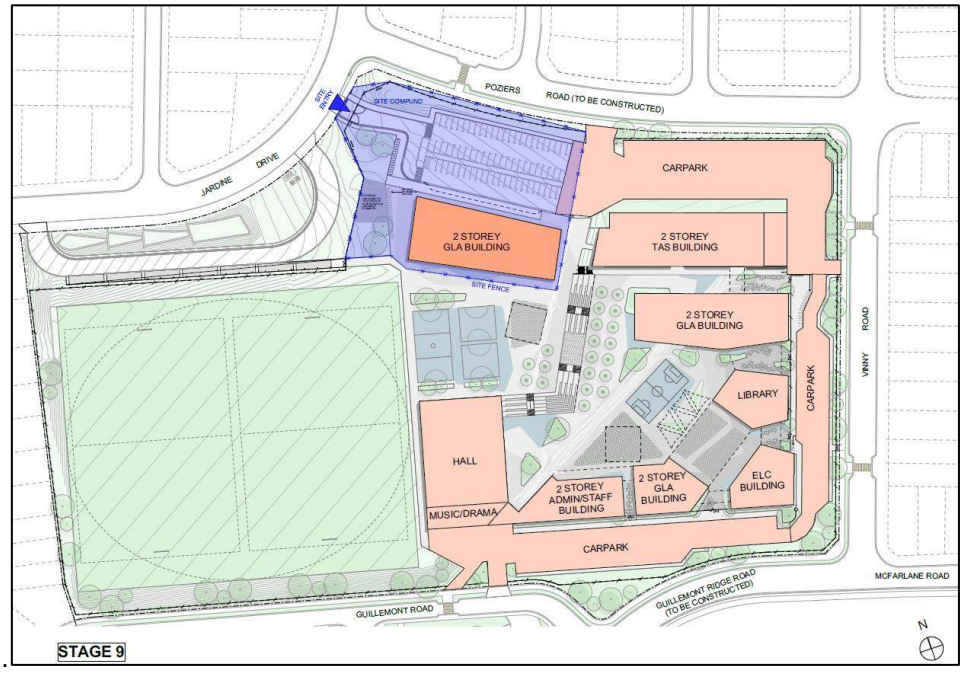


Figure 45: SFCC Masterplan - Stage 9 (Source: JDH Architects)

Staging will be subject to separate approvals (DAs or CDCs) consistent with the concept approval. Consent is sought for the proposed building envelopes only. Detailed design of buildings with their envelopes and associated open areas will be subject to subsequent staged approvals.

4.4.4 Architectural Intent

The proposed architectural design responds to the project objectives outlined in Section 2.4, as well as the regional context and local context of the site as described in Section 3 of this EIS.

The architectural design of the proposal emphasises the provision of a quality educational establishment in a suburban setting. Specifically, the architectural design seeks to prioritise:

- Educational design principles transforming into learning spaces that are functional, collaborative, sustainable and engage students and teachers;
- Connectivity to enhance the function and operation of educational spaces;
- Legibility from the public domain to promote easy and efficient access;
- Aesthetic appeal that is responsive to the architectural history of the locality; and
- The use of quality materials to ensure the proposal, is durable and versatile in catering to the future educational needs of the catchment.

These principles will guide the design of future stage developments. The proposed architectural design is illustrated in an indicative mass modelling at the figures below.

For further detail with respect to the architectural intent of the proposal reference should be made to the Architectural and Urban Design Report by JDH Architects at **Appendix 6**.

Figure 46: Indicative Building Envelope 1 - North-eastern view (Source: JDH Architects)