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Chapter 3 – Environmental Management and Constraints		
3.2 Preservation of Trees or Vegetation	**YES**	In its current state the site consists of completely cleared land (excepting the riparian corridor adjacent to the western site boundary), thereby no tree removal is required to facilitate the development of the site. This has been confirmed through the Biodiversity Assessment Report (**Appendix 18**) which, on this basis, also confirms that no Arborist Report is required.
3.3 Biodiversity Corridors	**YES**	Pursuant to *Fairfield Local Environmental Plan 2013* (FLEP2013) Biodiversity maps, the western extent of the site is identified as comprising terrestrial biodiversity. The school is not proposed to be located on the portion of the site mapped as 'biodiversity', but rather will be located on land currently comprising cleared paddocks. No native vegetation would require clearing as a result of the development. Ecological assessment (refer Biodiversity Assessment Report at **Appendix 18**) has identified the waterways and riparian areas on the site to be highly modified. Whilst identified as areas of biodiversity and riparian corridors in the FLEP2013 maps, the updated Conservation Significance Assessment undertaken by Council process in conjunction with Fairfield City Council's *Fairfield Biodiversity Strategy 2010* has not identified any vegetation of high, moderate or low significance on the site. Additionally, no Cumberland Plain Woodland has been identified on the site, and it is unlikely that the proposed development will have a significant impact on any threatened species, populations or ecological communities listed under the TSC Act, FM Act or EPBC Act.

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		As part of the development, riparian areas will be retained and remediated.
3.4. Riparian Land and Waterways	**YES**	Pursuant to FLEP2013 maps, the western extent of the site is identified as comprising a riparian area. The school is not proposed to be located on the portion of the site mapped as 'riparian land', but rather will be located on land currently comprising cleared paddocks. No native vegetation would require clearing as a result of the development. Ecological assessment (refer Biodiversity Assessment Report at **Appendix 18**) has identified the waterways and riparian areas on the site to be highly modified. Whilst identified as areas of biodiversity and riparian corridors in the FLEP2013 maps, the updated Conservation Significance Assessment undertaken by Council process in conjunction with Fairfield City Council's *Fairfield Biodiversity Strategy 2010* has not identified any vegetation of high, moderate or low significance on the site. Additionally, no Cumberland Plain Woodland has been identified on the site, and it is unlikely that the proposed development will have a significant impact on any threatened species, populations or ecological communities listed under the TSC Act, FM Act or EPBC Act. As part of the development, riparian areas will be retained and remediated.
3.5 Flood Risk Assessment	**YES**	A Flood Management Assessment (**Appendix 35**) has been prepared by Martens and Associates Consulting Engineers (Martens) to determine the flood extents affecting the site and assess the proposed development for compliance with the flood requirements under FDCP2013.

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		Based on Fairfield City Council's *Rural Area Flood Study: Ropes, Reedy & Eastern Creeks Final Report* (BMT WBM, November 2013), the site is affected by the 1 in 20 year ARI, 1 in 100 year ARI and PMF events and has areas within the Low, Medium and High Risk Flood Precincts. The extent of development works proposed within the current 1 in 100 year ARI extents on the site is limited to a minor amount of fill (approximately 15m³) and cut (approximately 17m³), resulting in a very minor increase in flood storage volume. Therefore, no adverse impact on flood conditions on adjacent sites will result. The extents of the 1 in 100 year ARI and PMF peak flood on the site will only be slightly altered. All school buildings, car park and access are located above the PMF level and therefore outside all mapped flood risk precincts. While the school is therefore not strictly subject to them, the FDCP controls for school development within a Low Flood Risk Precinct, have nonetheless been considered within the Flood Management Assessment (**Appendix 35**). With respect to the proposed recreational areas, compliances with the FDCP controls for recreation areas located in Low Flood Risk and Medium Flood Risk precincts is demonstrated in Table 5 of the Flood Management Assessment. An independent review of the Masterplan and Flood Management Assessment has also been carried out by Molino Stewart (**Appendix 36**). The independent review confirms that:

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		▪ The minor amounts of cut and fill proposed will have no detrimental impacts on flood levels on neighbouring properties. ▪ All buildings, car parks and access will be on land above the PMF and will not be directly or indirectly impacted by flooding. ▪ Only the recreational areas of the school grounds will be within the low and medium flood risk precincts on the site and would meet the development standards set out in FDCP. ▪ As the school will be occupied for less than 20% of the hours in any year (eight hours per day, five days per week, 40 weeks per year), the probability of a flood occurring when the school is occupied would be one fifth the probability of the flood. For example the 5% average exceedance probability (AEP) flood (the 20 year average recurrence interval (ARI) flood) would have a 1% chance of occurring when the school is occupied. As the recreational areas of the school are only normally used for a fraction of the school day and not at all during inclement weather, there is only an extremely remote probability that any students would be in areas which are flood prone when a flood occurs. This risk can be managed by a simple flood emergency response plan for the school. Accordingly, the proposed school development has been confirmed as suitable for the site with respect to flooding.
3.6 Land Contamination	**YES**	A Detailed Site Investigation (**Appendix 27**) has been prepared by Martens to supplement the previous Detailed Site Investigation that was carried out by SESL Australia in 2015. Contamination in the form of asbestos (chrysotile and amosite) in excess of the SAC and asbestos limits set by ASC NEPM, was detected in material sample ASB101 in the form of fibre cement sheeting fragments. Material

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		sample ASB101 was collected from the soil surface from areas associated with observed fill material to the south east of the dam. Additional potential asbestos material fragments were observed in the vicinity during site walkover inspection. It was concluded that the site can be made suitable for a primary school through the implementation of a Remediation Action Plan (RAP) to address observed asbestos. In response to the recommendations of the Detailed Site Investigation, a RAP (**Appendix 29**) has been prepared by Martens. The area of the site requiring remediation is limited to Lot 2321 and accordingly Lot 2321 will be securely fenced and provided with separate access until such time as remediation is completed. No development, other than remediation works, will be carried out on Lot 2321 and it will not form part of the school until the site verification certificate has been obtained. It is noted that, given land contamination and remediation will be completely contained within Lot 2321 and do not affect Lot 2320, the development of the school on Lot 2320 may proceed concurrently with the remediation of the adjoining site.
3.7 Consideration of SEPP 33 – Hazardous and Offensive Development	**NA**	The proposal for a school would not constitute hazardous or offensive development to which SEPP 33 would relate.
3.8 Land Affected by Tidal Waters	**NA**	The site is not affected by tidal waters.
3.9 Acid Sulfate Soils	**NA**	The site is not identified as comprising acid sulfate soils in the FLEP2013 maps.

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3.10 Bushfire	**YES**	A Bushfire Protection Assessment (**Appendix 39**) has been prepared in accordance with Clause 44 of the NSW *Rural Fires Regulation 2013* (Rural Fires Regulation) and the requirements for 'Special Fire Protection Purpose Development' under Section 4.2 of *Planning for Bushfire Protection 2006*. The subject site together with adjoining land to the east, south and west is identified as 'Category 3 Bushfire Prone Vegetation' in Fairfield City Council's Bushfire Prone Land Map. The assessment undertaken by the bushfire consultant confirmed however that the state of vegetation on the site and its surrounds may be more accurately described as follows: ▪ Subject site – vegetation consists of grassland that will be removed as part of proposed development; ▪ RU4-zoned land west of Ropes Creek – the site is farmland consisting of managed grassland that does *not* constitute Category 3 Bushfire Prone Vegetation; ▪ Land east of the subject site – vegetation consists of managed grassland that does *not* constitute Category 3 Bushfire Prone Vegetation; and ▪ Western Sydney Parkland site to the south of the subject site – vegetation consists of unmanaged Category 3 (Grassland) Vegetation. Over time this vegetation will however be replaced by an extension of the Cumberland Plain Woodland further to the south, eventually returning the vegetation to Category 1 Bushfire Prone Vegetation.

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		Accordingly, despite what is shown in the Bushfire Prone Land Map, only the riparian corridor (west) and land to the south comprise a mapped category of vegetation. As a result, the bushfire prone vegetation which creates the hazard to the proposed school consists of the rehabilitated vegetation in the riparian corridor (width <50m, therefore classified as 'rainforest' vegetation) and the future Cumberland Plain Woodland within the Western Sydney Parklands to the south. The following APZs are required: ▪ 40m APZ from the riparian corridor; and ▪ 40m APZ from the southern boundary. All buildings have been located outside of the APZs, thereby complying with the requirements for APZs under *Planning for Bushfire Protection 2006*. As described in Section 6.19.1 of the EIS, the development has also been designed to comply with the requirements relating to bushfire, as set out in **Appendix 39**.
3.11 Landslide Risk	**NA**	The site is not identified as being affected by landslide in the FLEP2013 maps.
3.12 Erosion and Sediment Control	**YES**	As detailed in the Civil Works Plans at **Appendices 24-25**, sediment and erosion controls will include: ▪ Sediment fencing;

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		▪ Earth bank with geotextile lining for upstream stormwater diversion; ▪ Earth bank for site storm water diversion; ▪ Mesh and gravel inlet filter; ▪ Straw bale filter; ▪ Designated stockpile locations; and ▪ Stabilised site access with shaker pad. Measures to mitigate off-site impacts associated with the development are also addressed in **Appendix 26**.
3.13 Heritage Items	**YES**	The site is not identified as a heritage item or conservation area, nor is it located in proximity of any heritage items or conservation areas. Aboriginal cultural heritage is addressed within the Aboriginal Cultural Heritage Assessment Report (ACHAR) at **Appendix 22**.
Chapter 4A – Development in the Rural Zones		
4A.1 Existing Character a) To ensure new development is consistent with Council's intention to provide a suitable environment for rural-residential living and at the same time allow the retention of the semi-rural character of the area.	**YES**	The design of the school has been informed by its context, both existing and future. Landscape design in particular is integral to enabling the site to integrate with the currently rural character of the immediate surrounds. Vegetation planting adjacent to the site boundaries will soften views toward the site, riparian planting will enhance the environmental quality of the corridor in the site's west, and more than half of the site will be retained as open space. The design of the development has also considered surrounding properties and would maintain a suitable level of

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		amenity including with respect to solar access, visual privacy, acoustic privacy and views. Simultaneously, the school responds to the rapidly changing character of Sydney's south-west which is experiencing significant population and housing growth. It is this transformational character of the surrounding context that generates the need for a new primary school. In the future, the immediate surrounds of the site are similarly anticipated to exhibit a changing character, noting that the area has been designated for future urban development by the *Greater Sydney Region Plan* and *Western City District Plan*. Land immediately adjoining the site boundary forms part of Western Sydney Parklands and has been identified for business purposes. Within this foreseeable future context, the school grounds are envisaged to become a permanent 'green oasis'.
4A.2 Road Access and Points Roads (General) a) A 20 metre road reserve applies for all public roads in the rural area as it does across other areas of the City. Generally, the sealed carriageway width will be shown on the typical cross sections for the roads in the area. These cross sections are outlined in the following figures. Regional Roads For these roads, a 7 metre wide sealed carriageway with 2 metre wide shoulders plus table drain applies.	**YES** **NA**	The proposal will maintain the overall width of the road reserve whilst widening the sealed carriageway, creating a bus zone and providing new kerb and footpath. The proposed infrastructure upgrades are described in the Traffic and Parking Impact Assessment at **Appendix 13**. Kosovich Place is not a regional road.

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Collector Roads For these roads, a 6 metre wide sealed carriageway with 2 metre wide shoulders plus table drain applies.	**NA**	Kosovich Place is not a classified road.
Local Roads For these roads, a 6 metre wide sealed carriageway with 1 metre wide shoulders plus table drain applies.	**YES**	The current 6.5m width of Kosovich Place is insufficient to accommodate the standing of buses, two-way passing of traffic and two buses passing each other in opposite directions. Accordingly, it is proposed to widen Kosovich Place to 7.0m width from the intersection of Wallgrove Road to the boundary of the site and 10m from the driveway to the termination of the street. This road widening will enable bus access and provide sufficient width for up to four buses to pick up or drop off passengers without interrupting traffic flow along the street. It has been advised by the bus operator, Transit Systems, that the existing turning bulb is sufficient to facilitate U-turns by buses. As noted above, it is also proposed to provide a new bus zone and footpath on the southern side of Kosovich Place adjacent to the site frontage.
Minor Access Roads and Cul-de-sac a) For these roads, a 3.5 metre wide sealed carriageway with 1 metre wide shoulders plus table drain applies. b) Each developer will be required to carry out the following works for the full property frontage: a. Construction of a low maintenance turfed road verge in accordance with the following figures. b. that the velocity of stormwater run-off exceeds the scour velocity of the turf lining. c. Avenue type tree planting to be provided.	**YES**	As described above, Kosovich Place is proposed to be widened to 7.0m width from the intersection of Wallgrove Road to the boundary of the site and 10m from the driveway to the termination of the street. No widening of the existing turning bulb is required to accommodate buses. Formal kerbing and pedestrian footpaths will be constructed along the frontage of the site to Kosovich Place to provide safe passage for pedestrians to and from the bus zone. Considering that all parent kiss and drop operations will be undertaken on-site, no formal footpath is necessary other than along the frontage of the site.

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d. Where deemed necessary by Council, construction of a turfed flow path through the property carrying flows from road culverts away from development sites. e. Construction of a sealed access from the existing road pavement to the property boundary for all existing and proposed houses or lots. f. Where possible all existing piped driveway crossings will be removed and replaced with a sealed access pavement. c) Before commencement of any works requiring the removal of any ground cover, suitable soil erosion protection measures must be implemented. Such measures may include but need not be limited to sediment traps or ponds, diversion banks and silt fencing. All exposed areas of soil must be turfed or seeded and mulched immediately following completion of earthworks.	**YES**	Tree planting within the site adjacent to the street frontage will provide for vegetated views toward the site. Formal stormwater infrastructure will be provided for the site, including adjacent to the street frontage. Details are provided in the Civil Plans and Stormwater Management Report at **Appendices 24-26**. Sediment and erosion will be implemented in accordance with the Civil Plans at Appendices **24-25**.
4A.2.3.6 Cycleways a) A cycleway network has been designed for the area, which is a combined on-road and off-road facility. The on-road cycleway will be 2.5m wide and will be delineated from the normal road carriageway by the use of a different coloured asphalt. b) The off-road facility will also be 2.5m wide and will be a combined pedestrian footway and cycleway. This facility will have a turfed surface.	**NA** **NA**	No off-road bicycle facilities are provided along Wallgrove Road and therefore cycling to the site, even in the instance that an off-road cycle lane was introduced along Kosovich Place, would be unsafe. No off-road bicycle facilities are provided along Wallgrove Road and therefore cycling to the site, even in the instance that an off-road cycle lane was introduced along Kosovich Place, would be unsafe.
4A.2.3.7 Access Points		

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a) Access driveways should as far as possible follow natural contours rather than cutting across the contours. Extensive cut and fill should be avoided in order to: a. Retain the natural character of the site by reducing the intrusive appearance of driveways. b. Lessen the possibility of erosion thereby minimising maintenance costs. c. Allow an informal lot layout and dwelling placement. d. Allow easier manoeuvring and reduce speeding.		Whilst a significant level of cut and fill is required to provide a flat building pad suitable for the school development, the remainder of the site (representing over half the total site area) will retain its natural topography, with play areas designed to follow the natural contours of the land. The level of cut and fill proposed is required to provide compliant gradients for the access driveway as well as pedestrian access from the drop off zone to the school entrances. The driveway access has been designed with child, visitor and staff safety as the critical design principle.
b) Driveways are to be landscaped along the edges and should be constructed of compacted gravel, paved or sealed in brown, green, grey or ochre tones. Regardless of the proposed method of internal construction all driveways must be sealed between the road and the property boundary in accordance with drawing S-226 found in this chapter.	**YES**	Landscaping is provided adjacent to the driveway, contributing to positive visual and amenity outcomes. The driveway will be sealed along its full extent and finished in an appropriate earthy tone.
c) Access handles serving more than one hatchet lot must be not less than 10 metres in width. Driveways within such access handles should have a 3 metres wide sealed pavement and should avoid long straight sections. Access handles serving a single lot must be not less than 7m in width; single lot driveways must have an all weather surface with a minimum width of 3 metres. Details of proposed driveway lots and landscaping are to be submitted with the development application.	**NA**	The site is not accessed via an access handle.

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d) The number of access points to arterial roads should be minimised. Subdivision design should provide access via adjacent local roads. Where such arrangements cannot be made, common access points/driveways should be established as part of the proposed subdivision. A buffer area of 10 metres should be provided between a regional road and an access driveway. This setback should be appropriately landscaped to reduce visible road. Suitable landscaping should include vegetation and moulding.	**YES**	Access to the site is not provided via any arterial roads. The existing subdivision provides two crossovers/access points to the two lots comprising the site (one crossover per lot). The proposed development will remove both existing crossovers and create two new crossovers, one to facilitate access to the school for staff, visitors and parents (including for the purpose of dropping off and picking up children on-site) and a separate access point for emergency service vehicles and other service/maintenance vehicles to easily access the playing fields and riparian corridor adjacent to the western boundary.
4A.3 Landscaping Refer to Appendix F – Landscape Planning.		The school incorporates a comprehensive landscape scheme to provide a 'green oasis' on the site. Details are provided in the Landscape Plans at **Appendix 12**. The landscape strategy for the school encompasses the entire site and intertwines with the built form to create flexible indoor and outdoor environments that jointly contribute to the high standard and amenity of the educational establishment. Landscape works will create a 'green' and highly amenable learning environment, create useable outdoor spaces for active and passive recreation and learning activities, provide shading, enable proximity to 'nature', contribute to an attractive visual experience, and improve the biodiversity and tree canopy of the site.

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		Symbolic tree species connecting the school to is historical cultural heritage, visual axes and focal points are all incorporated into the Landscape Masterplan, offering an integrated design approach grounding the school within its cultural and local context.
4A.4 Sewage Management Installation a) On-site sewage management systems are to be installed and maintained in accordance with the Council's On-Site Sewage Management Policy. Location a) A minimum area of 1,600 square metres is to be dedicated for the disposal of waste water arising from the on-site system. b) The buffer distances (i.e. the distance between the disposal area and the boundaries of the premises, dwellings, swimming pools, driveways, outbuildings and from drainage reserve or flood liable land) shall be according to the distances indicated in the Council's On-site Sewage Management Policy. The buffer distances vary according to the contours and other features of the land. Non-Residential Development in the rural area a) All proposals for non-residential forms of development will need to satisfy the requirements of the NSW Government's Office of Environment and Heritage.	**YES** **YES** **YES** **YES**	Wastewater from the ultimate school development is proposed to be treated by a secondary sewage treatment plant, comprising the following components: ▪ Treatment capacity of 8.8 kL/day. ▪ A flow balancing storage of 12.5 kL capacity and effluent storage of 87.5 kL capacity, to provide wet weather storage. ▪ These may be housed in separate storages within the same tank (minimum 100 kL capacity). ▪ The pumpout tank built in Stage 1 may be used to house the STP or be cleaned and converted to become part of the flow balancing / effluent wet weather storage systems. Based on analyses of the proposed wastewater generation rates, the soil's effluent absorption capacity and availability of suitable land for effluent application, the recommended option for re-use of secondary treated effluent is sub-surface irrigation comprising a field with a minimum area of 3,660 m². As available areas of the site are proposed to be used for student activities, sub-surface irrigation is required to prevent possible effluent-human

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		interaction. The sub-surface irrigation shall also minimise the risk of effluent run-off and possible downslope environmental impacts. Further details are provided in the Wastewater Assessment at **Appendix 34.**
4A.6 Aircraft Noise Prior to the issue of a construction certificate, amended architectural plans and details indicating compliance with either Option 1 or 2 detailed in the following table shall be submitted to the Principal Certifying Authority for approval.	**YES**	Aircraft noise has been considered as part of the Noise Assessment at **Appendix 23**. The site is located outside of the ANEC 20 contour. In the context of AS 2021, this means that the site is acceptable for use as a school, without conditions. The site also lies well outside the 60-65 dBA LAmax contour for all scenarios. Therefore, the facade construction would be required to achieve a maximum noise reduction of up to 15 dBA to achieve the lowest relevant AS 2021 design objective of 50 dBA, although the exact value would be lower. That level of noise reduction would be readily achieved with standard building constructions.
4A.7 Criteria for Rural Building Design Siting of development a) In determining the siting of a building, consideration should be given to the following factors:	**YES**	The siting of the development responds to detailed site analysis, as summarised within the Site Analysis Plan at **Appendices 10-11**. In particular, the concentration of school buildings on the eastern portion of

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a. Dwellings should be orientated to make the best use of sunlight and views. Living areas should have a northerly aspect to maximise energy and the amount of sunshine that a building is exposed to during the year. b. West facing walls should have very few windows for protection against hot westerly winds and summer sun. c. Slopes and access to views. d. Protection from wind and adverse weather. e. The preservation of prominent ridgelines from intrusion by new buildings. f. Buildings should not be sited on overland flow paths identified by Council. This may increase any potential flood hazard or flood damage to buildings. g. The dwelling should be set back from roads and surrounding dwellings in order to reduce noise and other disturbances. h. Driveway access. i. Retaining the existing vegetation for possible incorporation with the landscape of the buildings. j. Future use and enjoyment of the site.		the site and westerly orientation of the school buildings, Civic Heart and outdoor play areas, responds to the natural topography of the land, APZs, flood lines and riparian zones. The siting and orientation of buildings effectively captures views towards the Blue Mountains, whilst protecting the rural vistas and Blue Mountains views that may be obtained from neighbouring properties. To mitigate the hot afternoon sun, integrated shading systems have been incorporated in the design of building facades, roof forms and landscape elements. Similarly, all-weather protection is offered by the integrated indoor-outdoor design of the school without the need for additional applied elements. Landscaping, including planting adjacent to all site boundaries, will assist in maintaining neighbouring amenity, including with respect to acoustic and visual privacy. In any case, the school is significantly distanced from the nearest residential dwelling and technical studies confirm that the school development will not unreasonably compromise the amenity of surrounding properties. The technical studies in the accompanying appendices similarly demonstrate the development effectively preserves the integrity of the environment and natural processes.
Specific building design criteria a) Avoid monolithic structures by grouping buildings in a more sympathetic way, through the use of landscaped features and contours, as depicted in the figures above and below. The roofline of a building is critical to the way that the building blends in with the natural topography of the land. On flat landscapes and sites with hills as backdrops, hipped roofs are generally more appropriate. Split-level homes are generally more suited to sloping sites. The roofline can be	**YES**	Buildings have been sympathetically grouped, with the concentration of buildings in the east of the site allowing for the maximum proportion of the site to be retained as open space. Landscape design softens the appearance of the built form, enhances the vegetated character of the site, rehabilitates riparian environments, provides cultural expression, and acts to unify and connect the various elements of the school into a coherent

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staggered according to degree of slope. The use of wider eaves, and in particular, verandas, can bring the roof edge closer to the ground thereby integrating the dwelling into the overall landscape. Dormer windows can be used to allow upper floor accommodation while minimising wall height and roof bulk.		and functional school development that effectively integrates with its context (existing and future). The proposed modulated canopies and skillion roof forms provide an aesthetically-pleasing and functional design, that have been modified since the initial design phases in response to the feedback of the GA NSW. In particular, roof forms and canopies offer an integrated design solution to all-weather protection, have been scaled in consideration of users (for example by providing lower scales in the Kindergarten area) to ensure spaces 'feel' comfortable and are enjoyable to use, retain vistas over the site from surrounding properties, and allow the development to integrate with the landscape.
b) The predominant colours of the rural area are the range of greens, greys and brown of the vegetation. Similar or complementary colours are therefore appropriate for new buildings and additions. Any ancillary buildings should be similar materials, style and colour to the main dwelling building. Highly reflective surfaces such as large expanses of glass or unpainted metal decking should be avoided. Suitable roofing materials include painted corrugated iron, colourbond, slate, shingles or tiles in grey, brown, green or ochre tones.	**YES**	A neutral and minimalistic approach has been adopted with respect to materiality, in order to create a school that complements its surrounds and is recessive within its landscape setting. The GA NSW recognised the 'elegant expression of the restrained material palette.'
Setbacks a) Front: a. No building is to be built within 30m of either Wallgrove Road or Elizabeth Drive.	**NO**	Owing to site constraints and notably APZ setback requirements, the proposal results in a minor numeric non-compliance with the 15m front setback control of FDCP. Whilst 15m setbacks are provided along the majority of the street frontage, a minor area of the building corner is

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b. In all other situations the minimum setback shall be no less than 15 metres or the average existing setback whichever is the less.		located within the 15m setback zone, with a minimum setback of 13.5m proposed for the corner of the blade wall. The proposed setback from Kosovich Place is however considered appropriate for the site and allows for the FDCP objectives to be achieved. The proposed setbacks enable the site to maintain a sympathetic street presence with built form being softened by landscaping, adequate separation from adjoining properties so as to maintain neighbouring amenity, and compliant separation from hazards and sensitive environments (including bushfire prone land and the riparian corridor). It is noteworthy that the concentration of the buildings in the eastern portion of the site and in proximity to the street frontage has been influenced by APZs, flood lines and the riparian zone.
b) Side: a. Dwellings must be setback a minimum of 5m. b. Ancillary structures must be setback a minimum of 3m.	**YES**	The buildings have been setback more than 5m from the side and rear site boundaries, thereby complying with FDCP. Specifically, the site is subject to 40m APZs from the southern boundary and edge of the riparian zone (western portion of the site) and all buildings have been located outside of the APZs. Similarly, all buildings have been sited above the PMF level. Building setbacks of 20m have been provided from the eastern side boundary, and landscaping adjacent to the boundary will suitably mitigate any potential amenity impacts associated with the driveway adjacent to the eastern boundary.
Building Height a) Building Height is determined by reference to the Building Height Map which forms a part of Fairfield LEP 2013.	**NO**	The proposed development exceeds the 9m FLEP2013 building height standard, however the proposed building height has been suitably justified within the Clause 4.6 Variation at **Appendix 2**. The two (2) storey form of the buildings is however consistent with the number of storeys allowed under FDCP, thereby representing a height

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b) The maximum building height within the RU2, RU4 and RU5 zone is 9 metres. Within these zones dwellings should be no greater than two storeys in height. c) The wall height of the building should not exceed 6.5 metres above natural ground level at any point and the overall height of the building including the roof shall not exceed 9 metres. d) Ancillary structures should not exceed 5 metres in height, including the roof, above natural ground level.		consistent with that intended for the area and enabling the built form of the school to integrate with surrounding development, the streetscape and its environment. Canopy trees proposed to be planted will extend above the height of the roofline, thereby assisting the scale of the development to integrate with its landscape. The overall appearance of the density, bulk and scale of the development has been managed through façade articulation, appropriate massing of different building elements, the equitable treatment of level changes to create appropriate transitions across the grounds, and landscaping to soften the appearance of built form. In particular, roof levels and the scale of building elements has considered the perspectives of future users (including small children) so as to create an environment that is 'friendly', relatable and unintimidating. It is also noteworthy that precedence for non-rural/residential development of a similar scale within the street has been previously established by the church on the adjoining site. The proposed building envelope, complemented by appropriate siting, architectural design and landscaping, thereby provides a positive contribution to the site, streetscape and surrounding area. This is achieved whilst ensuring the school is capable of meeting the operational brief and providing a functional, highly-amenable learning environment for future students.
Cut and Fill	**NO**	The site exhibits steeply-sloping topography (falling from RL100.90 in the south-eastern corner of the site to RL89.07 in the north-western corner of

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a) A maximum fill of 1 metre will be permitted where the filling is contained within the building envelope by a drop edge beam. b) Filling of the ground outside the building envelope is not permitted.		the site). Cut and fill is therefore required to create a flat building pad appropriate for the school development. Cut and fill has aimed to be balanced, however additional fill will be generated and will disposed of off-site. Level changes across the site have been managed through landscape treatment. The extent of works proposed within the current 1 in 100 year ARI extents on the site is limited to a minor amount of fill (approximately 15m³) and cut (approximately 17m³), resulting in a very minor increase in flood storage volume. Therefore, no adverse impact on flood conditions on adjacent sites will result. The extents of the 1 in 100 year ARI and PMF peak flood on the site will only be slightly altered.
Rural ancillary structures a) The maximum size of a rural ancillary structure proposed on a site with an approved dwelling shall be: a. for an awning 100 square metres, b. for a carport 100 square metres, c. for a garage 100 square metres, d. for an outbuilding 75 square metres, e. for a rural shed 150 square metres. b) Only two enclosed rural ancillary structures of any type such as a detached garage or rural shed or the like are permitted per dwelling. c) For enclosed rural ancillary structures over 60 square metres in size, an internal layout must be provided.	**NA**	The proposal does not include any rural ancillary structures.

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d) The maximum accumulative size of all enclosed rural ancillary structures shall be 250 square metres.		
Fencing a) To maintain a rural setting, boundary and other fencing should be inconspicuous. Post and wire or post and rail fences in natural or earth tones are preferred. Hedges are also suitable.	**YES**	All fencing has been integrated with extensive planting such that it will be effectively 'green screened'. This will ensure views to and from the school are characterised by landscaping rather than hard elements. The extent of required security fencing has however been reduced through the strategic design and siting of buildings and retaining walls to provide 'natural' access control and boundary delineation.
Proposals for or to retain a dam a) All existing dams on flood liable land are to be removed and the surface reinstated at the time of subdivision or building construction (whatever comes first) unless the applicant can demonstrate that retention of a dam will mitigate flooding. b) The stability of a dam proposed to be retained must be certified by a suitably qualified engineer before approval of any development application relating to that property. c) Development downstream of any dam is to be located clear of the flow path created in the event of a dam-break. The flow path is to be determined by a qualified engineer and provided with the development application. d) A proposal to fill an existing dam or excavate a new dam requires a development application accompanied by an environmental assessment and a qualified engineer's report, which must detail	**NO**	A small (un-managed) dam is located in the north-western corner of the site and is shared with a neighbour and a riparian corridor. As described in the Riparian Vegetation Management Plan at **Appendix 20**, the dam area of the riparian corridor will be managed through the removal of aquatic weeds and replanting of the eastern bank with groundcovers. As part of the dam is on the adjacent property, replanting is only required to take place on the sections within the subject property.

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aspects of dam safety and effects on adjoining properties and the potential impact on the environment. e) The Office of Water should be consulted for licensing requirements if the new dam to be constructed exceeds the harvestable right.		
4A.10 Stormwater Relevant controls, performance criteria and where the policy applies can be found in Chapter 4 of the Stormwater Management Policy – September 2017.		Formal stormwater infrastructure will be provided for the site. Details are provided in the Civil Plans and Stormwater Management Report at **Appendices 24-26**.
Chapter 10 – Miscellaneous Development		
10.1 – Non-Residential Development in Residential Zones		
10.1.2 Vehicle Access and Road Provisions a) Vehicle access and driveways to properties should be in the location that allows the shortest, most direct access over the nature strip from the road.	**YES**	The location and design of the driveway provides for direct access from Kosovich Place to the site. A second access point has also been provided to facilitate direct access for emergency service vehicles and other service/maintenance vehicles to the western portion of the site.
b) Vehicle access and driveways to properties should be at least 30 metres or as far as possible from an intersection with a Classified State and Regional Roads or Unclassified Regional Roads. Refer to Schedules 1 and 2 to Chapter 12- Car parking, Vehicle and Access Management, for a list of Classified State and Regional Roads or Unclassified Regional Roads. Consent will need to be sought from	**YES**	The site access point is located over 30m from the intersection of Kosovich Place and Wallgrove Road, and is also adequately distanced from the Kosovich Place cul-de-sac head. Given Kosovich Place is not a 'physically closed road', a State or Regional Road, or a bus transitway corridor, approval is not required from Council

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Council or the appropriate responsible authority regarding the provision of vehicle access and driveways from the following: a. A physically closed road will only be where there is no alternative access opportunity and with the approval of Council's Traffic Branch. b. Classified State and Regional Roads and Unclassified Regional Roads: will only be permitted via a slip lane where it is beneficial to the business and has the approval of the RTA or where there is no alternative access opportunity. c. The Bus Transit way Corridor: will not be permitted, except on the following streets where there is no alternative access opportunity: Canley Vale Road (North of The Horsley Drive), and Victoria Street and eastern side of Walter Street.		for the proposed vehicle access and driveway under the provision of Section 10.1.2 of FDCP.
c) Development on properties adjoining Boundary Lane, Cabramatta should be set back at least 9 metres from the centre line of the road. Council may seek to acquire up to 3 metres width of land for road widening.	**NA**	The site does not adjoin Boundary Lane, Cabramatta.
d) All corner lots at the intersections of public roads will be required to maintain a setback to the corner of the public road to improve site distances at intersections. In this splay corner setback no buildings, fences or other structures will be permitted. Landscaping will be restricted to lawn or low growing shrubs and other plant species. Splay corner setbacks will generally be required to be 6 metres x 6 metres in the following suburbs: Wetherill Park, Bossley Park, Prairiewood, Wakeley, Greenfield Park, Edensor Park, St Johns Park,	**NA**	The site is not a corner lot.

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Abbotsbury and Bonnyrigg Heights. Splay corner setbacks in the others suburbs will generally be required to be 3 metres by 3 metres. e) Vehicle movement near intersection driveways on local and collector roads are not permitted within 6 metres of a splay corner. Detached housing sites are exempted from these requirements.	**YES**	The driveway on the site is not located within 6m of an intersection.
10.1.3 Servicing Provisions a) Servicing times should occur between the hours of 8.00am and 6.00pm, where practical, all servicing should occur at one time.	**YES**	Servicing will be scheduled to occur outside of peak school hours to avoid the potential for vehicle-pedestrian and heavy-light vehicle conflict. To minimise any potential for servicing to impact on neighbouring amenity, servicing would be scheduled to occur during standard daytime hours (8am-6pm).
b) Servicing by different vehicles at different times during the day should be avoided where possible.	**NO**	Servicing will be scheduled to occur during standard daytime hours on weekdays to minimise potential amenity impacts. The scheduling of servicing and deliveries will respond to school operations (particularly peak drop-off and pick-up times), neighbouring amenity and the specific requirements of different servicing activities.
Note: Vans and small trucks can normally satisfy delivery requirements because of the predominantly low key nature of nonresidential uses permissible in residential zones. On-site delivery arrangements may be required to be able to cater for large rigid trucks because of the size or nature of the development.	**YES**	Access and loading facilities have been designed to accommodate vehicles up to a 12.5m length Heavy Rigid Vehicle. Swept path testing has been undertaken to demonstrate that the design can accommodate the forward entry and exit of a Heavy Rigid Vehicle (refer Traffic and Parking Impact Assessment at **Appendix 13**.

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10.1.4 Management of Waste a) Times when any Waste/Garbage removal will need to be carried out is between 6.00am and 6.00pm, Monday to Friday, preferably within the same hour of service loading activities.	**YES**	Waste removal will be scheduled to occur outside of peak school hours to avoid the potential for vehicle-pedestrian and heavy-light vehicle conflict. To minimise any potential impact on neighbouring amenity, waste collection would be scheduled to occur during standard daytime hours (8am-6pm).
10.1.5 Advertising and Signage a) General advertising (i.e. that is not related to the use on site) is not permissible.	**YES**	No general advertising is proposed.
b) Window Displays are not permissible in residential zones.	**YES**	No window displays are proposed.
c) In respect to those developments which involve the use of an existing dwelling for a business ancillary to the residential activity, permissible signs in residential zones, include those that identify a Home Occupation or other approved non-residential uses, such as a health consulting room.	**NA**	The proposal does not involve the use of a dwelling.
d) Illuminated signage is prohibited and signs should be in muted colours. The materials used in the sign should not detract from the architecture and character of the residential building to which it is attached, and to the existing streetscape.	**YES**	The proposed school signage is not illuminated, incorporates neutral colours that integrate with the design scheme for the school buildings, reflects the built form character of the school, and does not detract from the streetscape.
e) Signage should be located flush with the building facade or flush with a front fence/wall and be parallel to the street.	**YES**	The proposed signage is located on the solid wall over the main school entrance and on the multi-purpose hall.

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f) A sign for a Home Occupation must not be larger than 0.4 square metres in area, with a maximum dimension of 0.8 metres.	**NA**	The proposal does not relate to a Home Occupation.
g) A maximum of one sign is permitted for a Home Occupation, and the applicant must nominate whether the location of the sign will be on the wall of the house or on the front fence.	**NA**	The proposal does not relate to a Home Occupation.
h) Fence/wall signs may not be more than 0.8 metres above ground and may not project above the wall/fence.	**NA**	The proposed signage is not located on a fence or a boundary wall. The signage is located below the roofline of the buildings on which it is located.
i) Large-scale development such as shops, churches, service stations or schools, in residential areas will be assessed on their individual merits and the objectives of this development control plan. Consideration will be given to the scale of the development that the sign relates to and the character of the surrounding buildings and environment.	**YES**	The proposed school signage exhibits design merit, having been integrated with the architecture of the built form so as to positively contribute to the character of the school. The design, scale and siting of the signage are appropriate for the site context in that the signage will provide a suitable degree of legibility and identification for the school whilst not being visually dominant or obtrusive.
j) Some of these large-scale uses may require pole or pylon signs. Such signs will be restricted to a maximum height of 6000 mm and maximum advertising area of 3 square metres. This is to make sure that advertising does not dominate the streetscape in residential zones.	**NA**	No pole or pylon signs are proposed.
k) Should there be an inconsistency between the provisions contained in this clause, and those applicable clauses in Appendix C, the applicable clauses of Appendix C apply to the extent of the inconsistency.	**NOTED**	Noted.

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l) Appropriate landscaping around free standing signage is to be provided for all types of development.	**NA**	No freestanding signs are proposed.
10.1.6 Building Design		
a) The height of the building is to be limited to two storeys above ground level in order to maintain the established character.	**YES**	All buildings comprise one (1) or two (2) storeys only.
b) Any new building adjoining residential development should be designed: a. To allow a daily minimum of 3 hours of direct sunlight to adjoining windows and two – thirds of the private open space, between 9am and 3pm on 21 June. b. To protect adjoining windows and open spaces from overlooking and unreasonable transmissions of noise.	**YES**	As shown in the Shadow Studies at **Appendix 10**, the development does not overshadow any adjoining property. Given the significant building separation provided between the school and the nearest residential dwelling, no overlooking of windows or open spaces will result. As confirmed in the Noise Assessment at **Appendix 23**, predicted noise levels associated with the operation of the school would comply with relevant noise criteria. Where noise criteria does not apply to certain activities, the Noise Assessment has confirmed that noise levels, when observed at the nearest residential receivers, would not be considered unacceptable or offensive.
c) Where a structure is situated on a sloping site, consideration will be given to undercroft parking on the low side of the site, provided that the proposed development does not result in overshadowing or overlooking of an adjoining property, or unacceptable visual dominance when viewed from the adjacent property.	**NA**	No under croft parking is proposed.

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10.1.7. Fencing and Screening		
a) Boundary fences to public roads are to be visually acceptable and in character with other development in the locality.	**YES**	The extent of fencing adjacent to the street frontage is limited to Kindergarten play area, with the need for more extensive fencing avoided through the strategic design of the building walls to provide access control and delineate the private areas of the school from the public domain. Where provided, fencing has been integrated with the landscape scheme such that it is screened by planting. This results in views towards the site from the street being characterised by landscaping.
b) Where a development has frontage to two or more streets there may be the need to screen rear storage, servicing or parking areas from public view.	**NA**	The site comprises a single street frontage only.
c) Timber or masonry materials are to be used in the construction of any boundary fences that are required to adequately screen storage, car parking or service areas and generally complement the building and surrounding environment. Wire mesh fences are not acceptable.	**YES**	Black open palisade secure fencing adjacent to the site boundaries (including the car parking area and driveway) has been integrated with landscaping such that it will be screened by landscaping. This ensures a 'green' outlook towards and from the site. Where possible the need for fencing has been minimised through the strategic design of buildings and retaining walls to provide 'natural' access control and boundary delineation.
d) Where there is the potential for a development to cause nuisance to adjoining residences such as by traffic movement, parking, headlight glare or security lighting, adequate protective screening must be provided, comprising screen fencing and/or landscaping to Council's satisfaction.	**YES**	The school is significantly distanced from the nearest residential dwelling and thereby there is no requirement for additional protective or screening measures to be provided. In any case however, significant vegetation planting adjacent to all site boundaries, including adjacent to the driveway

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		and car park, will provide additional screening and contribute to maintaining the amenity of neighbouring properties.
e) The following criteria applies to security fencing: a. Must not contain barbed wire, chain wire, razor wire, broken glass or the like b. Must be designed with landscaping and gardens to reduce the visual impact of walls and in keeping with streetscape and neighbourhood character c. Must provide opportunities in fencing design for natural surveillance d. Must be designed to highlight entrances, and be compatible with buildings, letterboxes and garbage storage areas. e. Will only be permitted where it can be demonstrated that a security risk exists.	**YES**	Black open palisade security fencing is proposed around the perimeter of the school to provide access control and ensure the security and safety of students. The extent of required security fencing has however been reduced through the strategic design and siting of buildings and retaining walls to provide 'natural' access control and boundary delineation. Where it is required, security fencing has been integrated with extensive planting such that it will be effectively 'green screened'. This will ensure views to and from the school are characterised by landscaping rather than hard elements. The design of fencing and gates effectively defines the pedestrian and vehicular entrances to the school, thereby contributing to legibility and user-friendliness. Fencing, and associated planting, has been designed to maintain adequate sight lines, ensuring safety for vehicles and pedestrians.
f) The following criteria applies to the construction of fences: a. Must be constructed from lightweight materials including those that are "see through" in design such as panels, lattice, timber or metal pickets, which are set into a timber frame or between bricks where any solid base is no taller than 1 metre. b. Must not contain barbed wire, chain wire, razor wire, broken glass or the like	**YES**	The proposed fencing comprises a black open palisade fence.

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g) The following criteria applies to front boundary fences: a. Maximum height is 1.5 metres generally along front boundaries provided that they are a high quality design, and b. Constructed from masonry and decorative panel construction. Decorative panels may consist of lightweight materials such as timber, lattice, metal pickets etc.	**YES**	The extent of fencing adjacent to the street frontage is limited to Kindergarten play area, with the need for more extensive fencing avoided through the strategic design of the building walls to provide access control and delineate the private areas of the school from the public domain. Where provided, black open palisade fencing has been integrated with the landscape scheme such that it is screened by planting. This results in views towards the site from the street being characterised by landscaping.
h) The following criteria applies for side and rear boundary fences: a. Maximum height is 2.0 metres generally. b. Council may consider a height of up to 2.2 metres on sites where it can be demonstrated that a significant security risk exists. c. An overall maximum height of 2.4 metres may be considered if the site is sloping and the fence incorporates a retaining wall.	**YES**	Side and rear boundary fencing consists of a 1.8m high black open palisade security fence.
i) Solid front fences to a maximum height of 1.8 metres are only permitted along: a. The Horsley Drive b. The Cumberland Highway c. Cabramatta Road provided that the fence incorporates corners and planting beds every 5 metres.	**YES**	No solid front fencing is proposed.
10.1.8 Landscaping a) To reduce the visual intrusiveness of non-residential development, the landscaping measures detailed will be required for any new	**YES**	The school incorporates a comprehensive landscape scheme to provide a 'green oasis' on the site. Details are provided in the Landscape Plans at **Appendix 12**.

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development or for more intensive use of any existing operations/activities. b) As a general rule, non-residential development in residential zones will be considered on their merits and judged against the requirements of a comparable activity.	**YES**	The landscape strategy for the school encompasses the entire site and intertwines with the built form to create flexible indoor and outdoor environments that jointly contribute to the high standard and amenity of the educational establishment. Landscape works will create a 'green' and highly amenable learning environment, create useable outdoor spaces for active and passive recreation and learning activities, provide shading, enable proximity to 'nature', contribute to an attractive visual experience, and improve the biodiversity and tree canopy of the site.
10.1.9 Extended Operating Hours a) An acoustic report may be required, prepared by a suitably qualified person, to be submitted with any application for extended trading hours. b) Council may issue a time-limited consent or consent subject to reviewable operating hour conditions in order to assess the impact of a proposed change. c) If the impact cannot be acceptably controlled, Council may refuse the application when extension of the consent is sought.	**YES** **NOTED** **NOTED**	The proposed operating hours during school terms are proposed to be 7:30am-9:30pm Monday to Friday and 8:00am-1:00pm Saturday (for sport). In the future, learning activities for the community, operating outside of the standard school hours, may also be considered to make beneficial use of the school facilities. The Noise Assessment at **Appendix 23** identifies noise criteria for nearby residential receptors, which would remain applicable to all activities associated with the use of the school's facilities.
Chapter 11 – Flood Risk Management		

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11.6 Land Use Categories Eight major land use categories have been adopted. The specific uses, as defined by the applicable Environmental Planning Instruments, which may be included in each category, are listed in Schedule 2 at the rear of Chapter 11.	**YES**	Pursuant to Schedule 2 of DCP, Educational Establishments are defined as 'sensitive uses and facilities'.
11.7 Flood Risk Precincts Each of the floodplains within the local government area can be divided into precincts based on different levels of potential flood risk. The relevant Flood Risk Precincts (FRP's) for each of the floodplains are outlined below. ▪ High Flood Risk Precinct - This has been defined as the area of land below the 100 year flood that is either subject to a high hydraulic hazard or where there are significant evacuation difficulties. Note: The high flood risk precinct is where high flood damages, potential risk to life or evacuation problems would be anticipated, or development would significantly and adversely effect flood behaviour. Most development should be restricted in this precinct. In this precinct, there would be a significant risk of flood damages without compliance with flood related building and planning controls	**YES**	Based on Council's mapping, all areas above the PMF flood level are outside of the three (3) flood risk precincts. Accounting for the proposed earthworks, all buildings, pedestrian access, vehicle access and car parking areas, will be above the PMF level and therefore outside of the mapped flood risk precincts. Some areas of the Low and Medium Risk Flood Precincts are proposed to be used as recreational areas. No development is proposed within the High Risk Flood Precinct. While the school is therefore not strictly subject to them, the FDCP controls for school development within a Low Flood Risk Precinct, have nonetheless been considered. With respect to the proposed recreational areas, compliances with the FDCP controls for recreation areas located in Low Flood Risk and Medium Flood Risk precincts is demonstrated in Table 5 of the Flood Management Assessment (**Appendix 35**).

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▪ Medium Flood Risk Precinct - This has been defined as land below the 100 year flood that is not in a High Flood Risk Precinct. This is land that is not subject to a high hydraulic hazard or where there are no significant evacuation difficulties Note: In this precinct there would still be a significant risk of flood damage, but these damages can be minimised by the application of appropriate development controls ▪ Low Flood Risk Precinct - This has been defined as all other land within the floodplain (i.e. within the extent of the probable maximum flood) but not identified within either the High Flood Risk or the Medium Flood Risk Precinct. Note: The Low Flood Risk Precinct is where risk of damages are low for most land uses. The Low Flood Risk Precinct is that area above the 100 year flood and most land uses would be permitted within this precinct.		
11.8 Overview - Which Controls Apply to Proposed Developments 11.8.2 Performance Criteria a) The proposed development should not result in any increased risk to human life.	**YES**	As outlined above, all buildings, pedestrian access, vehicle access and car parking areas, will be above the PMF level and therefore outside of the mapped flood risk precincts. Some areas of the Low and Medium Risk Flood Precincts are proposed to be used as recreational areas. No development is proposed within the High Risk Flood Precinct. While the school is therefore not strictly subject to them, the FDCP controls for school development within a Low Flood Risk Precinct, have nonetheless been considered. With respect to the proposed recreational areas,

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b) The additional economic and social costs which may arise from damage to property from flooding should not be greater than that which can reasonably be managed by the property owner and general community. c) The proposal should only be permitted where effective warning time and reliable access is available for evacuation from an area potentially affected by floods to an area free of risk from flooding. Evacuation should be consistent with any relevant flood evacuation strategy. d) Development should not detrimentally increase the potential flood effects on other development or properties either individually or in combination with the cumulative impact of development that is likely to occur in the same floodplain. e) Motor vehicles are able to be relocated, undamaged, to an area with substantially less risk from flooding, within effective warning time. f) Procedures would be in place, if necessary, (such as warning systems, signage or evacuation drills) so that people are aware of the need to evacuate and relocate motor vehicles during a flood and are capable of identifying an appropriate evacuation route. g) Development should not result in significant impacts upon the amenity of an area by way of unacceptable overshadowing of adjoining properties, privacy impacts (eg. by unsympathetic house-		compliance with the FDCP controls for recreation areas located in Low Flood Risk and Medium Flood Risk precincts is demonstrated in Table 5 of the Flood Management Assessment (**Appendix 35**). Full assessment of flooding is provided in the Flood Management Assessment at **Appendix 35** and in the independent review by Molino Stewart (**Appendix 36**).

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raising) or by being incompatible with the streetscape or character of the locality. h) Proposed development must be consistent with ESD principles. i) Development should not prejudice the economic viability of any Voluntary Acquisition Scheme. 11.8.3 Prescriptive Controls Schedules 3 to 5 outline the controls relevant to each of the floodplains to which this Chapter applies.		
11.9 Special Requirements for Fencing 11.9.2 Performance Criteria a) Fencing is to be constructed in a manner that does not affect the flow of flood waters so as to detrimentally increase flood affection on surrounding land. b) Ability to be certified by a suitably qualified engineer, that the proposed fencing is adequately constructed so as to withstand the forces of floodwaters, or collapse in a controlled manner to prevent the undesirable impediment of flood waters. 11.9.3 Prescriptive Controls	**YES**	Fencing will not affect the flow of flood waters so as to detrimentally increase flood affection on surrounding land.

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11.9.3.1 Fencing within a High FRP or the boundary of significant flow requires a Development Application and needs be designed to minimize the potential for any adverse impacts on human life or property having regard to the degree of flood risk affecting a site. Council may require such fencing to be able to be opened at the bottom with the force of floodwaters. (This requirement may be secured by a Section 88B instrument burdening the title of the land). 11.9.3.2 Council will require a Development Application for all new solid (non-porous) and continuous fences in the High and Medium FRP's unless otherwise stated by exempt and complying development provisions which may be incorporated into Council's Environmental Planning Instruments from time to time. 11.9.3.3 An applicant will need to demonstrate that the fence would create no impediment to the flow of floodwaters. Appropriate fences must satisfy the following: a. An open collapsible hinged fence structure or pool type fence; b. Other than a brick or other masonry type fence (which will generally not be permitted); or c. A fence type and siting criteria as prescribed by Council. 11.9.3.4 Other forms of fencing will be considered by Council on merit.		
11.10 Special considerations	**YES**	As outlined above, all buildings, pedestrian access, vehicle access and car parking areas, will be above the PMF level and therefore outside of the

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a) The proposal should not have a significant direct or cumulative detrimental impact on: a. water quality; b. native bushland vegetation; c. riparian vegetation; d. estuaries, wetlands, lakes or other water bodies; e. aquatic and terrestrial ecosystems; f. indigenous flora and fauna; or g. fluvial geomorphology. b) Measures employed to mitigate the potential impact of flooding (eg. house raising) must be undertaken in a manner which minimises the impact upon the amenity and character of the locality. c) The design of car parking (enclosed or uncovered) and associated driveways should not result in unacceptable environmental or amenity impacts. Unacceptable impacts may include visual intrusion from elevated driveways and parking structures and overshadowing of adjoining residential properties in excess of Council's relevant standards. d) The proposal must not constrain the orderly and efficient utilisation of the waterways for multiple purposes. e) The proposal must not adversely impact upon the recreational, ecological, aesthetic or utilitarian use of the waterway corridors, and where possible, should provide for their enhancement, in accordance with ESD principles.		mapped flood risk precincts. Some areas of the Low and Medium Risk Flood Precincts are proposed to be used as recreational areas. No development is proposed within the High Risk Flood Precinct. While the school is therefore not strictly subject to them, the FDCP controls for school development within a Low Flood Risk Precinct, have nonetheless been considered. With respect to the proposed recreational areas, compliance with the FDCP controls for recreation areas located in Low Flood Risk and Medium Flood Risk precincts is demonstrated in Table 5 of the Flood Management Assessment (**Appendix 35**). Full assessment of flooding is provided in the Flood Management Assessment at **Appendix 35** and in the independent review by Molino Stewart (**Appendix 36**).

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f) Proposals for house raising must provide appropriate documentation including: a. a report from a suitably qualified engineer to demonstrate the raised structure will not be at risk of failure from the forces of floodwaters in a 100 year flood; and b. the provision of details such as landscaping and architectural enhancements which ensure that the resultant structure will not result in significant adverse impacts upon the amenity and character of an area. g) Notwithstanding any other provision where a property is identified within a Voluntary Acquisition Scheme Area, Council will only consent to further development being "concessional development" or "recreation or non-urban development"; provided: a. the development is for only minor works such as small awnings over existing balconies or in-ground swimming pools; and b. the capital investment intended for the property is, in the opinion of Council, not greater than the minimum required to satisfy acceptable standards. h) Critical Uses and Facilities (see Schedule 2 at the end of Chapter 11) are identified as 'unsuitable' uses in low, medium or high flood risk precincts. (see Schedules 4,5&6 at the end of Chapter 11) However, Council will take into account: a. broader community needs and considerations relating to this issue,		

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b. whether the proposal relates to the replacement of existing facilities (e.g. in a town centre), and c. whether the development has been designed in accordance with the prescriptive and performance criteria of Chapter 11.		
11.11 What information is required with an application to address this chapter? a) Applications must include information that addresses all relevant controls listed above, and the following matters as applicable. b) Applications for Concessional Development (see Schedule 2) to an existing dwelling on Flood Prone Land shall be accompanied by documentation from a registered surveyor confirming existing floor levels. c) Development applications affected by this plan shall be accompanied by a survey plan showing: a. The position of the existing building/s or proposed building/s; b. The existing ground levels to Australian Height Datum around the perimeter of the building and contours of the site; and c. The existing or proposed floor levels to Australian Height Datum. d) Applications for earthworks, filling of land and subdivision shall be accompanied by a survey plan (with a contour interval of 0.25m) showing relative levels to Australian Height Datum.	**YES**	As required by FDCP, the EIS is supported by a Survey Plan (**Appendix 9**), Flood Management Assessment (**Appendix 35)** and in the independent review of flooding (**Appendix 36**).

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e) For large scale developments, or developments in critical situations, particularly where an existing catchment based flood study is not available, a flood study using a fully dynamic one or two dimensional computer model may be required. f) Where the controls for a particular development proposal require an assessment of structural soundness during potential floods, the following impacts must be addressed: a. hydrostatic pressure; b. hydrodynamic pressure; c. impact of debris; and d. buoyancy forces. Foundations need to be included in the structural analysis. This information is required for the pre-developed and post-developed scenarios: For smaller developments the existing flood study may be used if available and suitable (eg it contains sufficient local detail), or otherwise a flood study prepared in a manner consistent with the "Australian Rainfall and Runoff" publication, any relevant Council Drainage Design Code and the Floodplain Development Manual, will be required. From this study, the following information shall be submitted in plan form: a. water surface contours (including the 100 year flood and PMF extents) b. velocity vectors; c. velocity and depth product contours;		

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d. delineation of flood risk precincts relevant to individual floodplains; and e. show both existing and proposed flood profiles for the full range of events for total development including all structures and works (such as revegetation/ enhancements).		
Chapter 12 – Car Parking, Vehicle and Access Management		
12.1.1 Car Parking Rates a) The car parking rate for development types are outlined in Table 1. b) Development types not listed in the Table 1 would be subject to a merit based assessment based on the provisions set out in the Roads and Traffic Authority – Guide to Traffic Generating Developments. Council may require a detailed Parking Study to be prepared for such development types. c) In calculating your total parking requirement you may find you arrive at a fractional answer, eg, 5.4 spaces. In such a case, the rule used by Council is to "round up" any requirement of 0.5 or more and "round down" any requirement below 0.5. For example, a calculated requirement of 5.49 spaces would be rounded down to a requirement of 5 spaces on-site whereas a calculated requirement of 5.5 spaces would be rounded up to 6 spaces. It should be noted that the parking spaces required by this DCP are minimum numbers. Some uses, due to the nature of their operation,	**YES**	FDCP nominates the following car parking rate for schools: ▪ 1 space per employee plus 1 space per 10 students in Year 12 (where applicable). For the proposal, this equates to a requirement for 12 car parking spaces for Stage 1 and 35 spaces for the final development. The proposal provides 39 parking spaces, thereby complying with the FDCP minimum rates.

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may warrant additional parking spaces and these may be required by Council.		
12.2.1 Dimension of Spaces and Aisles a) This DCP adopts the provisions contained in the following Australian Standard: a. Australian Standard 2890.1:2004 – Parking facilities - Off-street car parking	**YES**	All car parking and vehicular circulation areas have been designed in accordance with relevant Australian Standards.
12.2.2 Dead End Aisles a) Dead end aisles are generally not accepted for the following reasons: a. they do not allow through-flow of traffic b. they pose difficulties for vehicles exiting the rear bays b) Council may consider an exception to the above rule if the car park: a. has a capacity not exceeding 7 vehicles b. has a capacity of 14 vehicles in an opposing layout c. is reserved for a low turnover use (such as for employees).	**YES**	The car park does not include dead end aisles.
12.2.3 Headroom a) In order to ensure satisfactory access for a reasonable range of cars, vans and four wheel drive vehicles, the minimum clear headroom required in an undercover parking area is 2.5 metres.	**NA**	The proposed car parking is 'open form' with no overhead structures.

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b) The above requirement may be reduced to 2.2 metres provided that all relevant aspects of Australian Standard 2890.1:2004 – Parking facilities - Off-street car parking are addressed. c) The headroom height should be clearly signposted at entrances to car parks. d) If access to the loading bays is via the car park, 3.6 metre headroom will be required.		
12.2.4 Streetscape and Car Parking a) In commercial centres priority should be given to the needs of pedestrians. In this regard vehicles should gain access from rear lanes or side streets rather than from main streets which have greater pedestrian traffic;	**YES**	The proposal does not relate to a commercial centre. In any case, the needs of pedestrians have been addressed through the provision of separate pedestrian and vehicle entrances, pedestrian crossings within the kiss-and-drop zone and carpark, a new footpath adjacent to the street frontage between the proposed bus zone and school, and proposed traffic control measures to be implemented by staff to manage the kiss-and-drop zone.
b) Parking/loading bays will not be permitted in the front setback areas of commercial centres because this creates an undesirable streetscape character and disrupts pedestrian movement;	**YES**	No parking or loading is proposed within the front setback.
c) In those areas where a number of sites have redevelopment potential, joint or shared access should be considered in order to minimize conflict points between pedestrians and vehicles;	**NA**	The provision of joint or shared access would not be possible for the school given the importance of ensuring safety and security for students.

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d) The design and location of vehicular access points should not interrupt the continuity of a streetscape. Footpath re-direction to allow vehicular access will not be permitted;	**YES**	The siting of the access points and driveways has been coordinated with the overall layout of the school, proposed bus zone, cul-de-sac head and adjoining properties, and will ensure the continued functioning of Kosovich Place. Footpaths do not currently exist along Kosovich Place, but will be provided adjacent to the street frontage as part of the development to facilitate appropriate access for pedestrians between the bus zone and school.
e) Entry/exit points should be clearly identified. Larger sites or those with a high vehicle turnover (such as shopping centres) should provide separate entry/exit points to minimize potential vehicle conflict.	**YES**	Access points for pedestrians and vehicles will be clearly signposted. Potential vehicle-pedestrian conflict will be minimised through separate pedestrian and vehicle entrances from the street and pedestrian crossings within the kiss-and-drop zone and carpark.
f) On-street queuing of vehicles should be minimized through the creation of adequate on-site "waiting areas". The depth of the queuing bays required will depend on the traffic expected to be generated by the development.	**YES**	The proposal incorporates internal queueing areas for up to 44 additional vehicles. Based on the assumptions developed through surveys of the associated St Hurmizd Primary School, all queuing can be accommodated within the site.
12.2.5 Driveways near Intersections a) Sites located near intersections pose problems of safe entry to and exit from parking areas. To ensure safe vehicle movement near intersections, driveways on local and collector roads are not permitted within 6 metres of a splay corner. (Council's Traffic Services Division should be contacted in relation to driveways near intersections of Classified State and Regional Roads and Unclassified	**YES**	The site is not located in close proximity to the intersection of Wallgrove Road/Kosovich Place. The proposed access driveways have also been suitably located with respect to the cul-de-sac head.

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Regional Roads). Dwelling house sites are exempted from these requirements. b) Vehicle access and driveways to properties should be at least 30 metres or as far as possible from an intersection with an Classified State and Regional Roads and Unclassified Regional Roads (refer to Schedule 1 and Schedule 2 at the end of this DCP.		
12.2.6 Driveway and Ramp Width a) The appropriate driveway width is dependent upon: a. whether entry and exit points are combined or separate; b. the types of vehicles using the site; c. the number of vehicles using the site; and d. the amount of traffic on the access road. Note: Council's Design & Traffic Services Division will advise you of the appropriate driveway and ramp width for your proposal.	**YES**	All car parking, driveways and vehicular circulation areas have been designed in accordance with relevant Australian Standards.
b) Vehicle Access and driveways to properties should be in the location that allows the shortest, most direct access over the nature strip from the road.	**YES**	The driveway design and emergency/service vehicle access both provide for direct access from the street to the site.
c) Vehicle access and driveways from: a. A physically closed road will only be permitted: where there is no alternative access opportunity and with the approval of Council's Traffic Branch. b. Classified State and Regional Roads (refer to Schedule 1 at the end of this chapter),) will only be permitted: via a slip	**YES**	FDCP does not restrict the provision of access from Kosovich Place, which is an unclassified local road.

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lane where it is beneficial to the business and has the approval of the RTA or where there is no alternative access opportunity. c. Unclassified Regional Roads (Refer to Schedule 2 at the end of this chapter), will only be permitted: via a slip lane where it is beneficial to the business and has the approval of Council's Traffic Branch or where there is no alternative access opportunity. d. Parramatta to Liverpool Transitway corridor will not be permitted, except on the following streets where there is no alternative access opportunity: Canley Vale Rd (North of The Horsley Drive), Victoria Street and Eastern side of Walter Street. e. The M7 Motorway will not be permitted.		
12.2.7 Vehicle Movement Direction a) Whenever possible, vehicle movement within the car park should be in a forward direction to lessen the chance of collision.	**YES**	All vehicle movements will be in a forward direction.
12.2.8 Location and Layout a) In recognition of their function, car parks for commercial and industrial development should be designed to incorporate all the spaces in one location so that the amount of access roadway is	**YES**	Whilst the proposal is not for commercial or industrial development, the school provides all car parking in a single car park and provides all kiss-and-drop spaces together along the length of the driveway. This minimises

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minimized and occupied for a preferable use such as landscaping or floor space. b) When site conditions permit, parking should be accessed from a rear lane. Parking for largescale developments generating significant vehicle turnover and associated noise/fumes, should be located away from residential areas that would be most adversely affected. c) To maximize site utilization, developers should consider construction of basement parking so that ground level pedestrian access to customers/occupiers can be maintained. Such treatment would also allow use of the space for landscaping or provision of open space/recreation facilities.	**NA** **NA**	the extent of vehicle-related infrastructure that is required to be provided across the site. No rear lanes are located adjacent to the site. No basement parking is proposed.
12.2.9 Manoeuvring Council uses the Roads and Traffic Authority turning path guidelines/templates (ie Austroads Design Vehicles and Turning Path Templates, AUTOTURN vehicle swept path computer program) to determine whether a development will provide adequate manoeuvring area for cars. Australian Standard 2890.1:2004 – Parking facilities - Off-street car parking and Australian Standard 2890.2- 2002 – Parking facilities - Off-street commercial vehicle facilities can be similarly used to check truck-manoeuvring space is adequate.	**YES**	All car parking and vehicular circulation areas have been designed in accordance with relevant Australian Standards. Access and loading facilities have been designed to accommodate vehicles up to a 12.5m length Heavy Rigid Vehicle. Swept path testing has been undertaken to demonstrate that the design can accommodate the forward entry and exit of a Heavy Rigid Vehicle.

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12.2.10 Pedestrian and Car Park Layout a) Parking areas should be designed so that through traffic is either excluded or minimized, b) Pedestrian entrances/exits should be separated from the vehicular entrances/exits (parking spaces must not obstruct required exit doors). Those developments generating a significant amount of pedestrian movement throughout the car park (such as shopping centres or office parks) should establish a clear and convenient pedestrian route. This route should minimize the number of points which cross vehicle paths and be appropriately marked to heighten driver awareness (eg. through zebra crossings, a change in pavement material, lighting or signage).	**YES**	Potential vehicle-pedestrian conflict will be minimised through separate pedestrian and vehicle entrances from the street and pedestrian crossings within the kiss-and-drop zone and carpark.
12.2.11 Landscaping a) Perimeter Planting - On those sites where the building is set back from the front or side boundaries landscaping should be carried out along the perimeters. Front planting beds should have a minimum depth of 3 metres and side beds a minimum depth of 1 metre.	**YES**	Perimeter planting is provided adjacent to all site boundaries and the street frontage. The street frontage is to be embellished with gardens, and the ceremonial pedestrian and visitor entry to the school is to be flanked by feature tree and hedge planting. Adjacent to the driveway and car park (eastern and southern site boundaries), shrub and tree planting has been incorporated at the base of the retaining wall. Larger retaining walls adjacent to the driveway are proposed to eventually be covered with Ivy or Boston Ivy to create a green wall. The riparian corridor adjacent to the

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		western site boundary is to be rehabilitated in accordance with the Vegetation Management Plan.
b) Plant Layout - Planting height should be graded across the width of a bed from larger species in the centre to smaller at the edge. This approach will permit maximum display of species and ensure larger, overhanging plants do not obstruct vehicle or pedestrian movement. Shade trees should be placed throughout the car park, particularly between rows of vehicles in order to provide a canopy of cover and to reduce the visual monotony of expansive hard surfaces which serve to trap and reflect heat.	**YES**	The siting of planting and selection of plant species, particularly in proximity to driveways and car parking, will consider the need to preserve adequate sight lines, avoid the obstruction of movement corridors, and protect opportunities for passive surveillance. Planting has been incorporated in the central aisle and around the perimeter of the car park to provide shade and break up large expanses of pavement.
c) Landscape "islands" should be incorporated every 10-15 vehicles.	**YES**	Planting has been incorporated in the central aisle and around the perimeter of the car park to provide shade and break up large expanses of pavement.
d) Low growing shrubs should be placed around signs and bollard lighting in order to ensure visibility is maintained. Similarly, entry and exit points to the site should have clear sight distances and thus planting at these points should be a combination of taller trees and low growing shrubs. Midsized shrubs should be avoided.	**YES**	The siting of planting and selection of plant species, particularly in proximity to driveways, car parking, access points, signs and lighting, will consider the need to preserve adequate sight lines, avoid the obstruction of movement corridors, signage or lighting, and protect opportunities for passive surveillance.
e) Plant Choice - In choosing appropriate plants it is important to avoid those species, which may prove problematic. Plants which have a short life, which tend to drop branches, gum or fruit, or plants which interfere with underground pipes are not suitable for car parks.	**YES**	Plant selection has considered growing conditions, plant life span, irrigation and maintenance requirements and other factors contributing to the suitability of plants for their proposed location and function within the school.

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f) Plant Protection/Maintenance - In order to ensure your investment in landscaping is safeguarded, it will be necessary to provide adequate protection and maintenance of planting. Protection may be achieved through the use of measures such as wheel stops, bollards, raised planter beds, gutters or timber barriers. Plant survival rates can be enhanced and maintenance minimized through appropriate plant choice and labour saving devices such as automatic water reticulation systems. This also ensures plant survival.	**YES**	Protection and maintenance measures will be provided as required to promote plant survival. Roof rainwater is to be collected and stored for irrigating plants in close proximity to the school buildings in particular, including the proposed school produce garden.
12.2.12 Line Marking a) It is preferable to line mark plain surfaces such as concrete or asphalt with highly visible white or yellow paint. b) Parking areas constructed of brick or concrete pavers can also identify spaces with paint or by the use of a paver which contrasts in colour with that used for the bulk of the surface. c) To be effective, all line marking should have a minimum width of 75 mm and a maximum width of 100 mm.	**YES**	All parking spaces and aisles will be appropriately line-marked.
12.2.13 Pavement Materials a) Pavement materials which are appropriate for car park surfaces include: a. pattern stamped concrete b. pavers (clay or concrete) c. pebble crete	**YES**	Pavement materials for the carpark and driveway will be appropriate to the use of the site for a school as well as the structural issues relating to ground conditions, vehicle sizes and frequency of use. Further details are provided in the Preliminary Geotechnical and Salinity Assessment and Pavement Thickness Design at **Appendix 33**.

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d. concrete e. asphalt. b) The type of materials used will depend on the type of development. Additional details for pavement treatments are provided in the appropriate chapters contained within this DCP for those specific types of developments. c) Appropriate pavement depth/load bearing capacity can be determined using the relevant Australian Standard or following discussion with Council's City Services Department. d) Surfaces which may prove slippery to pedestrians (particularly the aged and disabled) should be avoided.		
12.2.14 Boom Gates a) The location of boom gates should be such that they allow sufficient queuing space for vehicles entering the site (this space will vary according to car park capacity); and b) where appropriate, enable visitors to the site to gain access to space without having to pass through the boom gates.	**YES**	No boom gates are proposed. Security gates are however provided to regulate access outside of hours. Adequate queuing space has been provided on the site.
12.2.15 Signage a) Vehicle entry and exit points to the site should be clearly marked with either pavement arrows or signage.	**YES**	Site access points, the kiss-and-drop zone, the car park and loading areas will be clearly identified by directional signage and ground markings.

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b) The location of any parking/loading areas which are out of sight of the driver should be clearly indicated with signage. c) Desired traffic movement should be indicated through the use of arrows painted on the pavement, preferably in a highly visible colour such as white or yellow.		
12.2.16 Lighting a) Interior lighting should be provided in accordance with Australian Standards 1680 b) Exterior lighting should be provided in accordance with Australian Standards 1158 – Lighting for Roads and Public Spaces	**YES**	All lighting will be provided in accordance with relevant Australian Standards.
12.3.1 Drivers with a disability a) Spaces Required - The minimum spaces required shall be in accordance with Building Code of Australia AS1428. b) Location - Spaces should be located close to the entry of the building to minimize travel distances and maximize accessibility. Spaces should be located on level ground. c) Access - Parking areas should recognize the needs of the disabled by ensuring gutters/stairs or other obstacles do not impede access into the building.	**YES**	Pursuant to the BCA, for schools one (1) disabled parking space is required for every 100 carparking spaces or part thereof. The proposal provides two (2) disabled parking spaces, thereby exceeding the one (1) spaces required for the development. In accordance with the objectives of AS2890.6, the disabled parking spaces have been designed as 90º spaces of minimum 5.4m length and 2.4m width, with appropriately dimensioned shared area. The disabled parking spaces have been sited close to the entry gates and directly adjacent to the pedestrian crossing leading through the carpark. Car parking spaces and the route to the building entry will be free from

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d) Identification - Spaces for the disabled should be clearly identified by both signage and stenciled disabled symbol on the surface. The space should be painted blue. e) Width of Space - Car spaces for the disabled should be in accordance with AS2890 Building Code of Australia AS1428.		obstacles and appropriately identified through signage and ground markings.
12.3.3 – Bicycles Bicycle parking/storage facilities should be provided in accordance with the provisions of Australian Standard 2890:3:1993 – Parking facilities - Bicycle parking facilities.	**NO**	Considering the lack of bicycle facilities surrounding the school and the considerable distance from the school to residential centres, there is likely to be a very low or no use of bicycles to travel to and from the site as it is unsafe to do so. Therefore the omission of bicycle storage from the site would be acceptable. Further, FDCP does not nominate rates for bicycle storage facilities. Alternative measures for promoting sustainable travel are detailed in the Sustainable Travel Plan at **Appendix 14**.
12.3.8 Trucks and Vans – Loading Information for Commercial and Industrial Developments In addition to the need for car parking spaces many developments regularly take delivery of goods and thus there is a need to determine an appropriate loading arrangement. To ensure new development does not adversely intrude on pedestrian and vehicle amenity, applicants will need to demonstrate that loading for their activity can either:	**YES**	FDCP does not provide requirements for loading facilities for Schools. Therefore, the provision of on-site loading and servicing facilities has been based on the typical requirements of a Primary School. Access and loading facilities have been designed to accommodate vehicles up to a 12.5m length Heavy Rigid Vehicle. Swept path testing has been undertaken to demonstrate that the design can accommodate the forward entry and exit of a Heavy Rigid Vehicle.

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a. be carried out on-site without interfering with the efficient operation of the premises (including its car park); or b. gain access to an on-street loading zone at the front or side of their premises; or c. arrange deliveries outside of business hours.		Servicing will be scheduled to occur outside of peak school hours to avoid the potential for vehicle-pedestrian and heavy-light vehicle conflict. To minimise any potential for servicing to impact on neighbouring amenity, servicing would be scheduled to occur during standard daytime hours (8am-6pm).