Environmental Impact Statement

PROPOSED NEW PRIMARY & SECONDARY SCHOOL CAMPUS
AMITY COLLEGE
State Significant Development Application SSD 9227

PT. LOTS 1 & 2 DP 525996
No. 85 BYRON ROAD & No. 63 INGLEBURN ROAD, LEPPINGTON, NSW

Prepared by:

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August 2019

EIS DECLARATION

EIS prepared by:

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in respect of:	*Proposed new primary and secondary school campus at Leppington, NSW*

Development Application

Applicant name:	*Amity College*
Applicant address:	*c/- Outline Planning Consultants Pty Ltd* *Suite 2301, Level 3, Quattro Building, No. 4 Daydream Street, WARRIEWOOD NSW 2102*
Land to be developed:	*Pt. Lots 1 & 2 DP 525996, No. 85 Byron Road & No. 63 Ingleburn Road, LEPPINGTON NSW*

Environmental Impact Statement

An Environmental Impact Statement (EIS) is attached.

I certify that I have prepared the contents of this Statement and to the best of my knowledge:

- *it is in accordance with Schedule 2 of the Environmental Planning and Assessment Regulation 2000*
- *it contains all available information that is relevant to the environmental assessment of the development to which the statement relates, and*
- *it is true in all material particulars and does not, by its presentation or omission of information, materially mislead*

Signature:

Name:	*Gary William Peacock (BTP UNSW), Director* *Outline Planning Consultants Pty Limited* *Email: gpeacock@outline.com.au*
Date:	August 2019

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Executive Summary

▪ Introduction

This Environmental Impact Statement (EIS) has been prepared for the Applicant, Amity College. It is proposed to establishment a new primary and secondary school campus on land covering part Lots 1 and 2 in Deposited Plan 525996 No. 85 Byron Road and No. 63 Ingleburn Road, at Leppington (Project Site or Site). The Project Site is roughly rectangular in shape and has an area of approximately 3.2ha, bounded to the south-east by Byron Road and to the north-east by Ingleburn Road. Of this area, the land to be developed for a school, excluding new roads, is approximately 2.20 ha. The Project Site is located approximately 39km south-west of the Sydney CBD and forms a part of the NSW Government's South West Priority Growth Area within the Camden Local Government Area. The Project Site lies approximately 1.2km away from the Leppington railway station. Refer ***Figures 0.1*** *and* ***0.2****.*

The proposal seeks to establish a new school (the Project) on that part of the Project Site zoned SP2 Infrastructure (Educational Establishment), as well as carry out roadworks on proposed roads as identified in the Indicative Layout Plan referred to in Camden Growth Centre Precincts Development Control Plan. The proposed new school will have a kindergarten, a primary school and a secondary school with a maximum capacity of 1,000 students.

Pursuant to clause 15(1) of Schedule 1 of State Environmental Planning Policy (State and Regional Development) 2011 all new schools, regardless of capital investment value, are classified as State Significant Development (SSD) for the purposes of the Environmental Planning and Assessment Act 1979 (EP&A Act). The Minister is the consent authority under Section 4.5 of the EP& A Act. Any development application for SSD must be accompanied by an Environmental Impact Statement (EIS), prepared in accordance with the provisions of Division 4.7 of the EP&A Act.

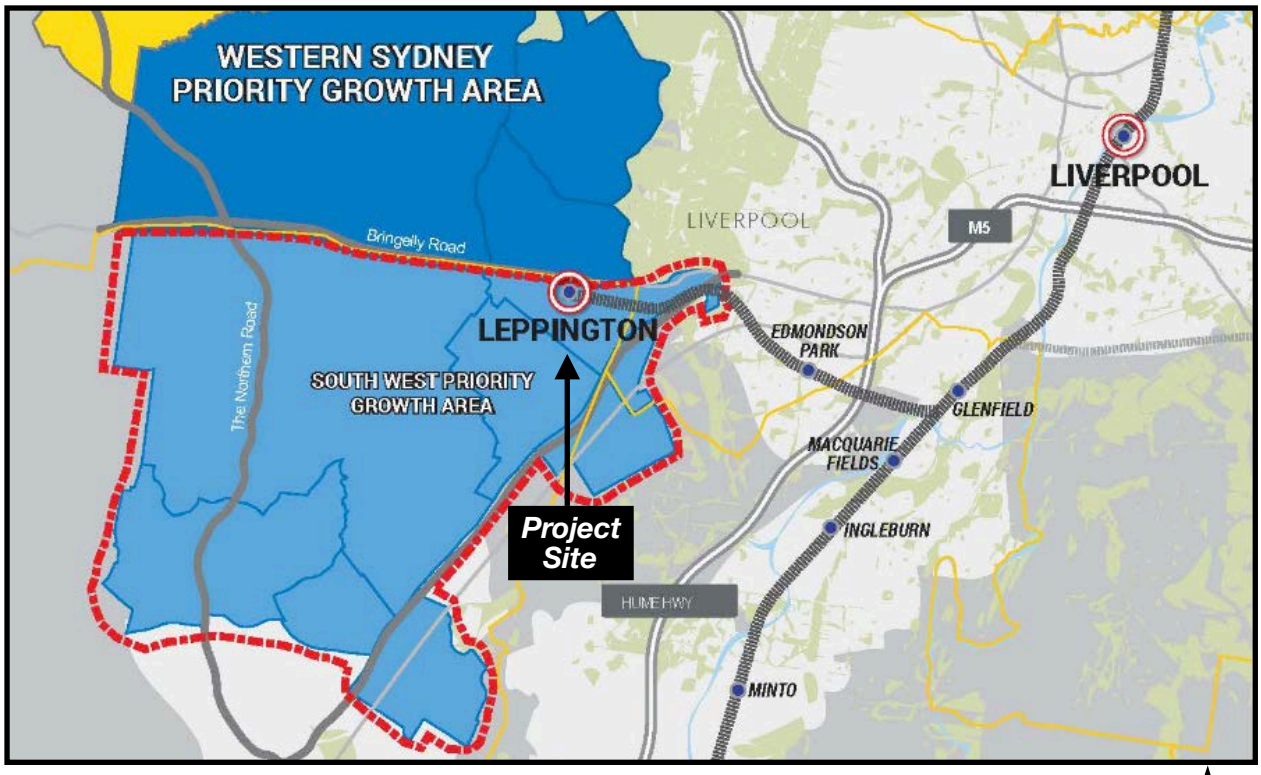


FIGURE 0.1: The Project Site is located within Leppington, in Sydney's South West Priority Growth Area

This EIS meets the minimum requirements of Schedule 2 the Environmental Planning and Assessment Regulation 2000 (EP&A Regulation). It also responds to and addresses the Department of Planning and Environment Secretary's Environmental Assessment Requirements (SEARS), issued on 26 April 2018, included in ***Appendix A*** *of this EIS. In accordance with the SEARS, this EIS provides an assessment of the environmental impacts of the proposed school development and sets out the measures to mitigate and manage any potential impacts arising from the development. It also addresses relevant matters for consideration including the following:*

- *Details of the proposed school development.*
- *Assessment of potential environmental impacts of the proposed development in accordance with the Secretary's Environmental Assessment Requirements (SEARS), having regard to biophysical, economic and social considerations, including the principles of ecologically sustainable development, including advice from the NSW Government Architect (NSWGA)- refer* ***Appendix B****.*
- *Justification for the development, as well as details pertaining to proposed buildings and associated infrastructure, staging and intended uses of the school buildings.*
- *Measures proposed to mitigate any adverse impacts on the environment.*

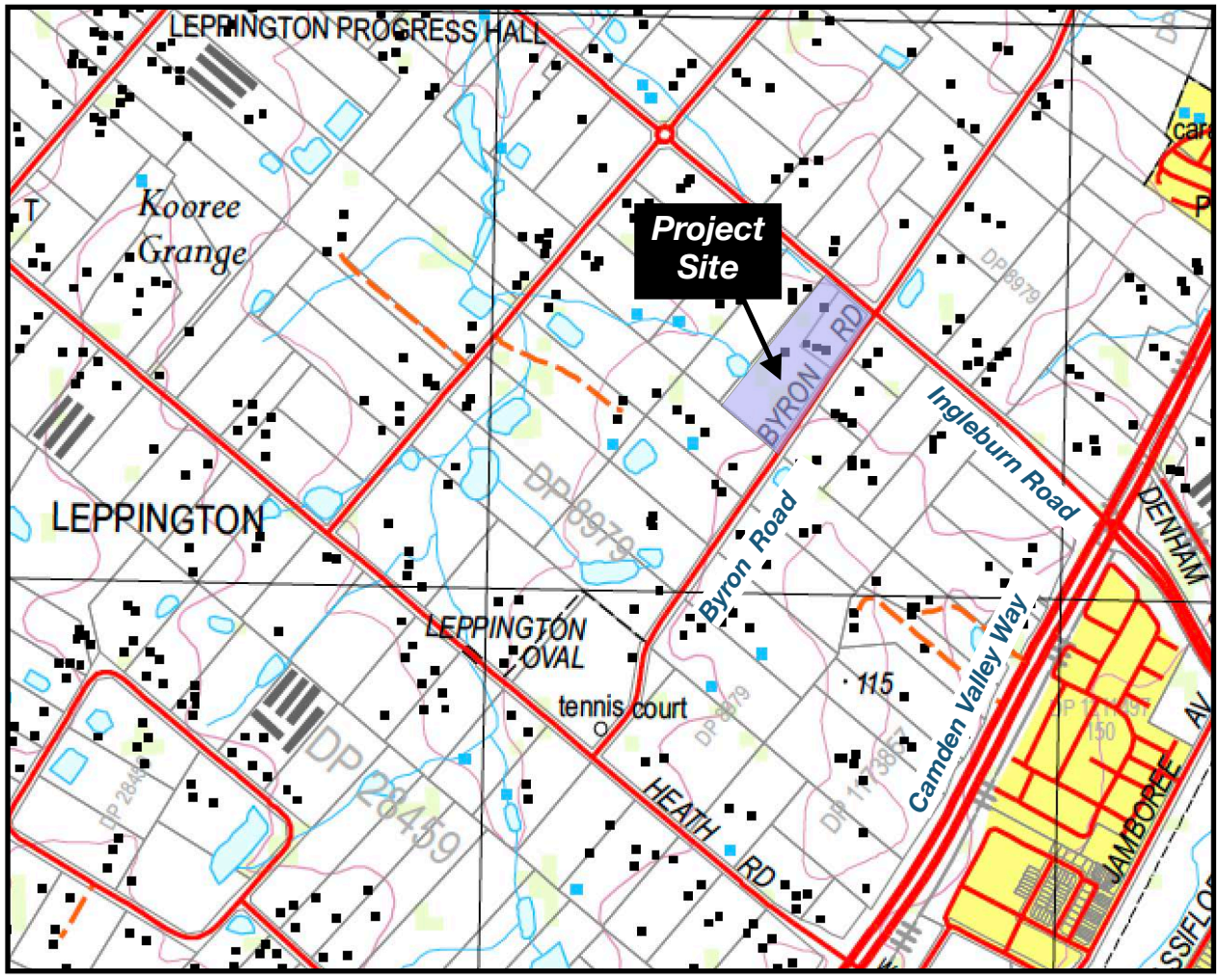


FIGURE 0.2: Location of Project Site- shaded

(Map Base Source: excerpt Land and Property Information Liverpool 9030-2S 1:25,000 online map 1km grid)

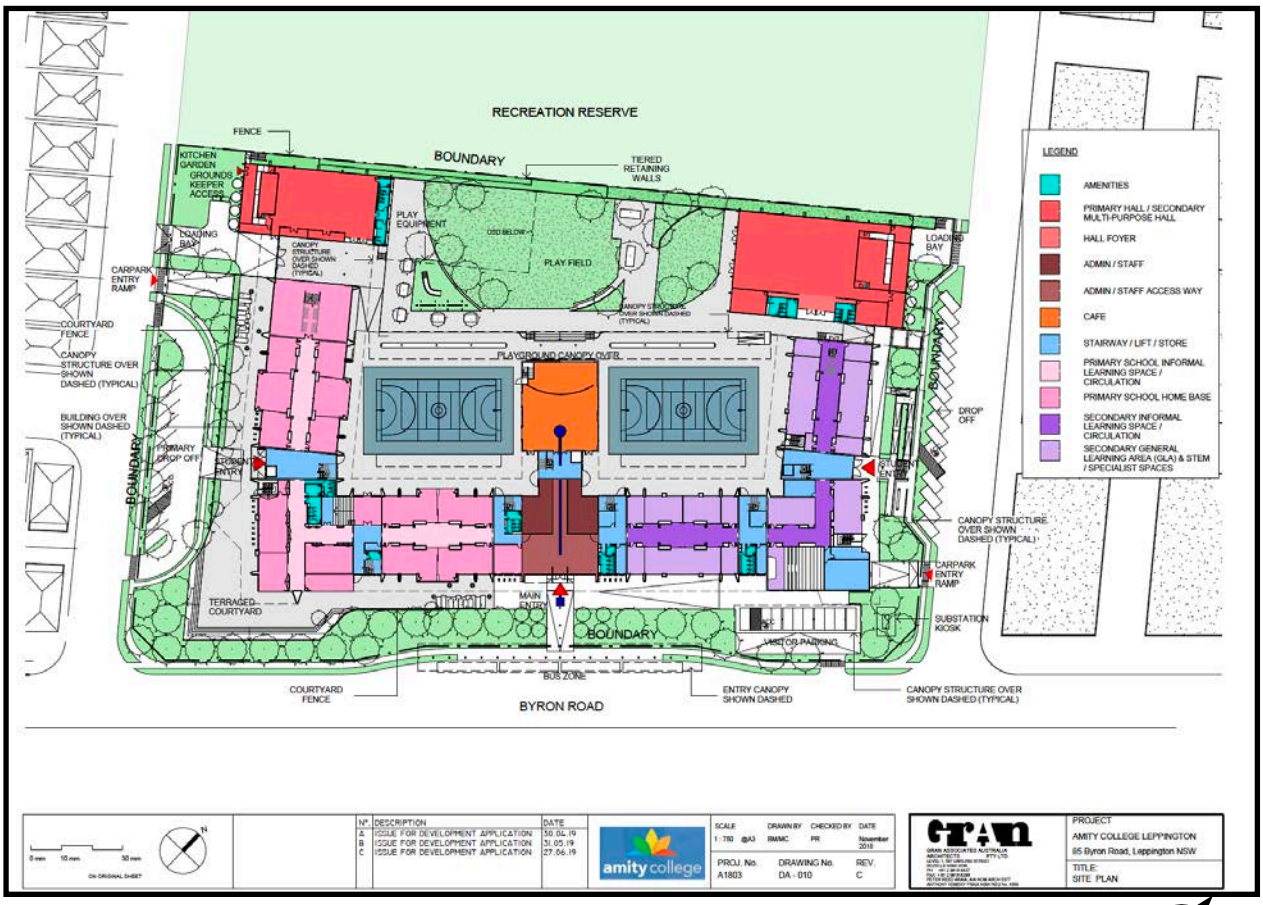


FIGURE 0.3: Proposed New School Development (fully developed)

(Source: Gran Associates Australia)

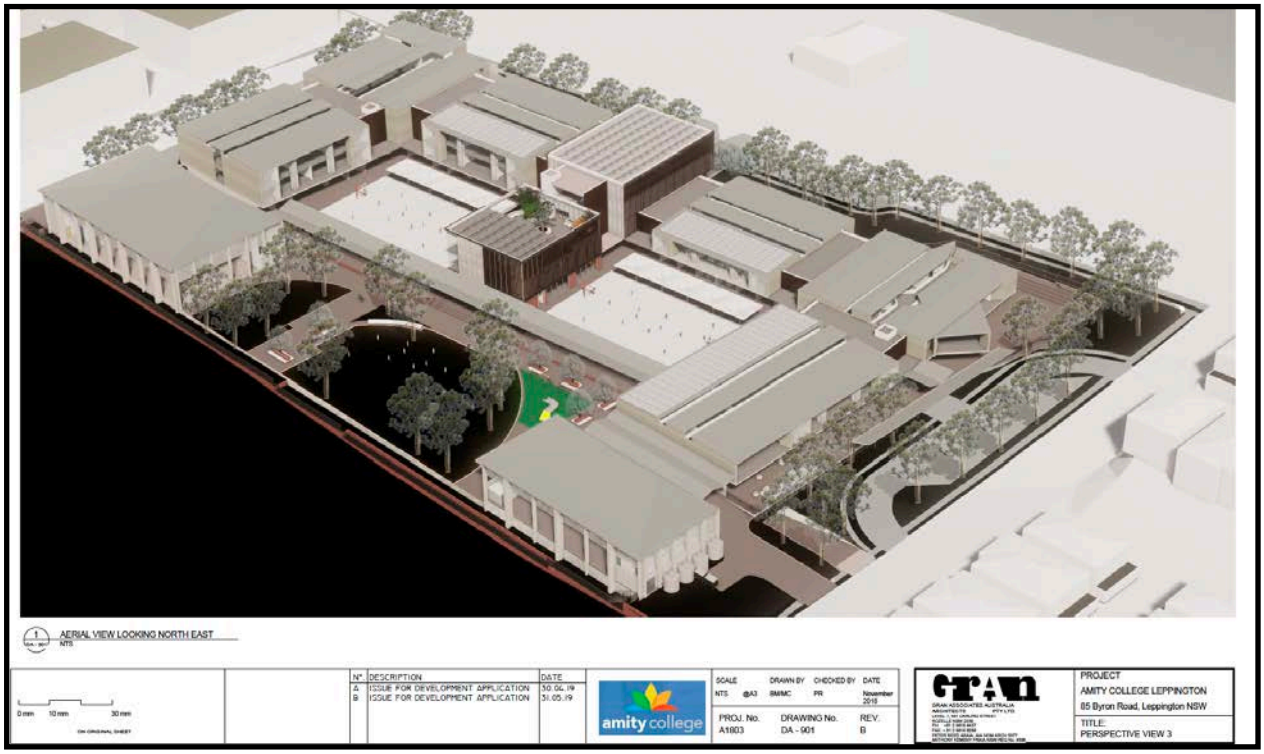


FIGURE 0.4: Perspective of proposed new school development (fully developed)

(Source: Gran Associates Australia) View from south-west)

▪ Overview of the Project

Development consent is sought for the staged development of the school. Refer ***Figures 0.3*** *and* ***0.4****. Refer to* ***Appendix C*** *for architects details of the proposed new school development, summarised in the accompanying table.*

Project Element	Summary
Site preparation works	*The clearing of trees and vegetation and earthworks, including cut and fill, to provide for new school buildings, internal access, playgrounds and car parking areas. Includes excavation for below ground car parks and construction of roads.*
Number of Students and Staff	*Once completed, the development will accommodate up to 1,000 students between Kindergarten to Year 12 ie. serving K-12 students. The proposed new school will have a kindergarten, a 3-stream primary school and a 3-stream secondary school. The primary school will be established as Stage 1 of the project.* *A total of 85 full-time equivalent staff for the school is proposed, when fully developed.*
Built Form	*The permanent school will comprise buildings of variable height, ranging from two storeys on the southern side (primary school), up to three storeys for the secondary school, and a maximum of 4 storeys for the main administration building.The school buildings are to be set back from the streets (approx. 9m to 22m). Refer* ***Appendix C****.*
Outdoor Recreation Areas	*The proposed buildings will be arranged around two north facing play courtyards, opening to the north west towards a larger play area and the future recreation reserve, the latter intended to be co-shared with Council for passive and active play, linked to the school's central open space area (per Department of Planning & Environment report entitled Leppington Stage 1 Finalisation Report dated October 2015).*
Car Parking and Access	*Bus bay fronting Byron Road, to be constructed in an early stage of the project, capable of accommodating up to five (5) buses or four (4) coaches.* *Vehicular access also to be available from two local roads, to be constructed.* *Once the school development is fully completed, the proposed parking layout will have capacity to accommodate a total of 114 on-site car parking spaces (94 basement parking spaces+10 visitor spaces+10 drop-off spaces), plus parallel bays capable of accommodating a further 7 cars,. A further 15 angled on street car parking spaces are proposed on the northern local road.*
Landscaping	*It generally incorporates formal and informal outdoor learning areas, general congregation and circulation areas, an 'inner green' and 'outer green' lawn areas, canopy shade trees, perimeter mass planting and canopy tree plantings, and seating. A full set of Landscape Plans have been prepared by Michael Sui Landscape Architect and are provided in this EIS in* ***Appendix D****.*
Road works	*Half-width construction of southern local road (the other half of this road has already been constructed) and full width construction of northern local road with additional on-street car parking also provided [NOTE: Local roads are identified in Final Indicative Layout Plan for the Leppington Precinct]* *The school will have access from Byron Road which is proposed to be a collector road and will accommodate buses. Upgrading (in part) of Byron Road is proposed, including construction of bus bays fronting this road.*
Hours of Operation	*The new school will typically operate from 7am to 6pm Monday to Friday for staff, and 8:30am to 3:30pm Monday to Friday for students. Out-of-hours school and community usage of school halls is also proposed- as is presently the case for Amity College's Prestons school campus in the neighbouring Liverpool LGA.*
Community Use	*The school will seek to encourage community involvement in the use of the proposed new facilities which will include the two school halls, as well as classrooms and other areas of the school.*
Subdivision	*Consent sought for boundary adjustments and creation of one allotment to accommodate the proposed new school, as well as progressive dedication of new (local) roads, as well as an easement for sewer back to Ingleburn Road.*

The Capital Investment Value (CIV) for the proposal is calculated at $64,353,300. This is detailed in the report prepared by Wilde and Woolard at ***Appendix E****.*

▪ Justification for Project

The need for and justification of a project is to be found in sub-clause 7(1)(f) of the EP&A Regulation. The principles of ecologically sustainable development (ESD) are addressed in detail in a later section of this EIS document, as are social, economic and biophysical issues. The reasons justifying the carrying out of the proposed school development may be summarised in the following:

Strategic Context

- *The site of the proposed school site is specifically zoned for the purposes of a school, namely SP2 Infrastructure (Educational Establishment) under the provisions of State Environmental Planning Policy (Sydney Region Growth Centres) 2006 (Appendix 9 Camden Growth Centres Precinct Plan).*
- *The project is consistent with the objects of the Environmental Planning and Assessment Act 1979 (EP&A Act), including ecologically sustainable development, and State Priorities and Policies.*
- *The master plan for the desired future form of Leppington is expressed in the form of the Indicative Layout Plan for the Leppington Precinct. It clearly identifies the site as a designated school site. The proposal to establish a school on the site is entirely consistent with this master plan outcome for the Leppington Precinct.*

Education, Population Growth Pressures

- *The Department of Planning & Environment estimates indicate that the number of children of school age (under 15 years) in NSW is expected to grow by 23% to more than 1.8 million by 2036. This surge in school-aged children will require provision for an estimated 172,000 new students entering the public school system by 2031. As the public system struggles to keep up, there will be increasing pressure on the private sector to assist in meeting this demand. Amity College is one private school offering to assist in accommodating this forecast surge in demand for school places.*
- *The project is located in one of the fastest growing areas of Sydney, where the demand for school places will be the greatest. The Greater Sydney Commission's Our Greater Sydney 2056 Western City District Plan– connecting communities (March 2018) estimates that an extra 77,978 students will need to be accommodated in both government and non-government schools in the Western Sydney District by 2036, with the growth projected to be greatest in Camden local government area, with an extra 26,403 students, or one third of all students, predicted over this time. The Project Site lies within the Camden LGA.*
- *As the population grows the need for extra schools also grows. South-West Sydney also has high settlement levels for new migrants due to relatively lower housing and living costs, like-minded faith and cultural-based communities and a relatively strong commercial and small business and employment base. It also has an existing high proportion of migrants within its population. The proposed new Amity College campus will cater to these ongoing population demands.*

Based on the above, it can be concluded that there is a need for more educational facilities in the Leppington area, and, as such, the proposed development of the proposed Amity College is justified in order to service increasing demand for educational services in this fast-growing urban release area.

Statutory Planning

- *The proposed new school complies with relevant planning objectives, controls and guidelines. It is in accordance with the zoning of the site and the Indicative Layout Plan for the Leppington Precinct.*
- *No density, floor space ratio (FSR) or height limits apply to the Project Site under the provisions of State Environmental Planning Policy (Sydney Region Growth Centres) 2006. Moreover, no setback restrictions apply to school buildings fronting Byron Road or planned local roads.*

- *The Project Site contains no significant environmental constraints to development. Moreover, the proposal achieves acceptable environmental amenity outcomes, including desirable outcomes for access and parking, acoustics, landscaping, design, and stormwater drainage, incorporating appropriate environmentally sustainable development measures both during the construction and operational phases.*

- *The development proposed on site accords with good urban design principles and school planning principles as outlined in clauses 35(6)-(9) and Schedule 4 of State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017. Refer* ***Appendix C****.*

- This DA provides certainty in regard to future use of this site and relationship to neighbouring lands.

Social, Economic

- *The new school meets the relevant educational needs of the local and regional community and provides for educational facilities, commensurate with anticipated demand, educational standards and relevant school building requirements. Schools are an essential part of the urban fabric of any urban area.*

- *The design of the new school will create quality educational, operational and design outcomes for the surrounding community, delivering school accommodation in a high quality built form which will be capable of providing a safe and operationally efficient environment for children, teachers, visitors and contractors alike.*

- *The new school has been designed and buildings sited so as to minimise significant adverse impacts on surrounding amenity in the locality. Schools have the capacity to integrate with residential zones.*

- *The Project will support the planned future growth of surrounding region, including future demand for educational facilities, without significant adverse environmental impacts.*

- *The proposed new school campus will be privately funded and will generate a significant number of construction and operational jobs over the life of the project, as detailed elsewhere in this EIS. The economic impacts of the proposal will be positive.*

- *The State Government has given formal recognition to the role that non-government schools will have in meeting the anticipated demand in new schools and school facilities generally.*

Design Considerations

The design of the project is satisfactory and capable of achieving the following:

- *A design that is capable of meeting current and future educational needs of students and 21st Century adaptive learning.More than 40% of the site is devoted to school play areas.*

- *Recognises the desirable elements of the location's intended desired future character (as it is a precinct undergoing a transition) with the new buildings capable of contributing to the quality and identity of the area.*

- *Maintains a reasonable neighbourhood amenity and appropriate residential character by:*

  - *Providing building setbacks to reduce perceived building bulk and overshadowing.*
  - *Using building form and siting that relates to the site's landform.*
  - *Limiting site coverage (ie. by buildings) to 32% of the total site.*
  - *Adopting building heights at the street frontage that provide an appropriate transition between higher density, taller development planned for the lands adjoining to the north, and lower scale residential development planned to the to the south and to the east.*

- *The proposed development has appropriate regard for and is compatible with the the future character of the locality as well as the visual and acoustic privacy of existing and future neighbours in the vicinity.*

▪ Consultation

*In accordance with the Secretary's Environmental Assessment Requirements (SEARS) consultation was undertaken with key public authorities including the NSW Department of Planning & Environment, Transport for NSW (TNSW), NSW Roads and Maritime Service (RMS),Government Architect NSW (through the NSW State Design Review Panel Process- refer **Appendix B**) and Camden Council, as well as with the local community (Fact Sheet distributed to residents- refer **Appendix G**) and others as a part of this project.*

Consultation was also undertaken with representatives of the local Aboriginal community as part of the Aboriginal archaeological and cultural heritage assessment process. This is discussed in further detail in Section 5 of the EIS. Further opportunity for involvement of both government authorities and the local community will continue during the public exhibition phase of the assessment of the project.

▪ Environmental Impacts and Mitigation Measures

*This EIS provides an assessment of the environmental impacts of the proposed school campus on the Project Site in accordance with the Secretary's Environmental Assessment Requirements (SEARS) and after having prioritised all key SEARS issues of most relevance to this particular development proposal. The EIS also provides details of the proposed measures to appropriately manage and mitigate potential impacts identified, arising from the proposed school development. A preliminary Construction Management Plan has also been formulated, outlining the management measures to be employed during construction of the project- refer **Appendix I**. The mitigation measures proposed for the project are practical, feasible and reasonable.*

Topography

*The site has been surveyed- refer **Appendix J** and accompanying **Figure 0.5**.*

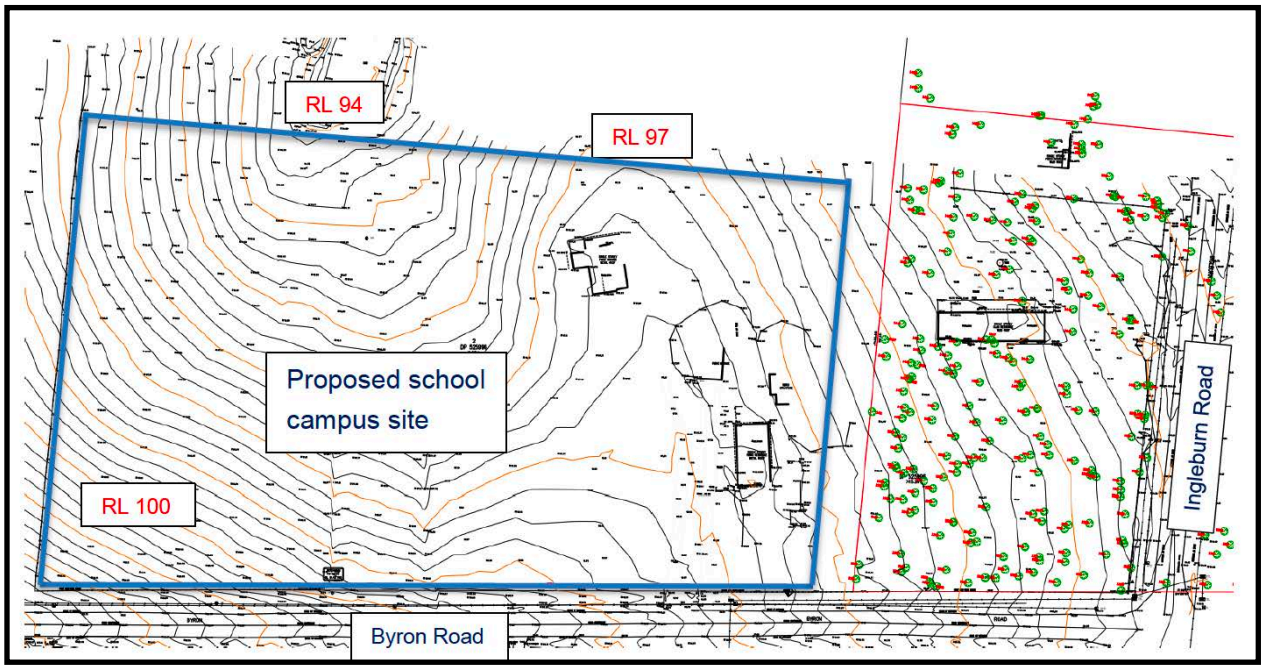


FIGURE 0.5: Site survey with contours
(Source: Woolacotts Consulting Engineers)

The central portion of the Project Site is relatively flat, with slopes of 1:50 or flatter. In the southern portion of the Project Site undulating topography with slopes of between 1:20 and 1:50 are encountered. The existing topography of the Project Site will be modified in a staged manner in order to accommodate the school development, including earthworks to provide for all new school building platforms, site access, car parking area, open space areas (open and covered), landscaped areas and stormwater drainage features. All disturbed areas will be managed, with appropriate soil and erosion sediment control measures to be implemented in order to control environmental impacts, both on and off-site.

Noise

The site of the proposed school site is specifically zoned for the purposes of a school, namely SP2 Infrastructure (Educational Establishment) under the provisions of State Environmental Planning Policy (Sydney Region Growth Centres) 2006.There is a community expectation that a school-with its attendant impacts- will be established on the site. The Leppington precinct is one undergoing transition from a sparsely populated rural smallholdings area to that of a fully developed urban area accommodating business, commercial and low/medium density housing uses.

The future anticipated character of the locality is an important consideration in noise impact assessment given that the school is to be developed in stages over the next 10-15 years. During that time the nature of the locality is expected to become fully urbanised. Traffic levels resulting from the school can be readily absorbed into the planned road system without exceeding any of the assumed capacities (or assumed impacts).

Schools are seen as acceptable and a compatible use within residential zones. Moreover, it is relevant to note that that NSW Land & Environment Court has held that:

- *Noise from school children playing as not offensive noise per Meriden School v Pedavoli [2009] NSWLEC 183 at [46].*
- *Schools and residential uses can co-exist as part of the community per Trustees of the Christian Brothers v Waverley Council [2004] NSWLEC 210 at [8].*

There are no noise criteria specifically related to noise emission from educational establishments. The proposed hours of operation are consistent with those normally expected of a school. The school buildings are clustered around an internal facing courtyard. This measure in itself should reduces noise impacts on surrounding properties to a satisfactory degree. A comprehensive noise impact assessment has been undertaken for the Project by Koikas Acoustics- refer to ***Appendix K****. The noise impact assessment finds that the school will be suitably buffered from all neighbouring residences, subject to some acoustic treatment.*

The proposal does not constitute a Scheduled Activity under Schedule 1 of the Protection of the Environment Operations Act 1997. As such, the proposed school will not require an Environment Protection Licence (EPL).

Heritage

The Project Site does not contain any items of built heritage significance. A comprehensive Aboriginal archaeological and cultural heritage assessment was undertaken by consultants AMBS for the project in accordance with relevant guidelines and in consultation with representatives of the local Aboriginal community. The assessment finds that acceptable impacts should ensue. Refer also to ***Appendix L****.*

Traffic and Transport

The proposed school development will not create any reductions in traffic performance on local roads and will have acceptable access arrangements. The project will provide sufficient on-site parking for the school itself for all stages. The land is not affected by any road widening or road realignment proposals. Refer also to Traffix traffic report in ***Appendix M****.*

Waste

*The Project will involve the minimisation of waste, and the maximisation of reuse and recycling of materials on site. The Applicant intends to ensure that wastes are managed appropriately, to minimise impacts on the environment- refer **Appendices I** and **N**. Measures proposed to reduced waste include the collection and storage of waste and removal by a licensed contractor. All waste would be managed in accordance with the requirements of the Waste Avoidance and Resource Recovery Act 2001, the Protection of the Environment Operations Act 1997, and the OEH Waste Classification Guidelines 2009.*

Hazards, Bushfire

*The potential for contamination on the site has been assessed by consultants GeoEnviro, who found limited contamination of the site. With remediation the site can be developed for the purposes of school in accordance with SEPP 55 per Preston CJ Moorebank Recyclers Pty Ltd v Benedict Industries Pty Ltd [2015] NSWLEC 40. Refer also to **Appendix O**. The Project Site is not mapped as comprising bush fire prone land.*

Biodiversity

*The Leppington Precinct was the subject of detailed ecological studies, undertaken on behalf of the (then) Department of Planning & Infrastructure in 2014. It found the Project Site to contain trees forming a part of the Cumberland Plain Woodland (CPW) in poor condition. Importantly, prior to final release of the Leppington Precinct, a decision was made by the Department of Planning & Environment to zone the larger stand of this vegetation for the purposes of a school and, once rezoned, to not require this vegetation stand to be retained (source: NSW Department of Planning and Environment Leppington (Stage 1) Finalisation Report October 2015). The site is 'biodiversity certified'.Refer also to to Sections 4.2.6 and 5.1 of the EIS, and **Appendix P** for arborists report.*

Services

*The Project Site can be serviced on the staged basis proposed. The proposed development will require: amplification of the electrical infrastructure via a substation; extension of the sewer to achieve a gravity connection; and water tanks and pumps to achieve the required water performance flows for the essential services operation. An easement will be required connecting the proposed school to an existing sewer main on Ingleburn Road. Refer also to **Appendix Q** for services report.*

Hydrology

*The Project Site lies on generally undulating to moderately sloping ground. There are no groundwater dependent ecosystems within the predicted area of influence and therefore the project will not impact on any such ecosystems. The proposed school does not lie within a floodplain and no permanent water bodies or watercourses traverse the Project Site. It lies more than 40 metres from the top of a river bank. Refer also to **Appendix R**.*

Geotechnical and Salinity

*The geotechnical investigation revealed the site to be generally underlain by natural ground comprising of topsoil overlying clayey soil overlying shale/siltstone bedrock at shallow depths. Various recommendations have been made by consultants GeoEnviro Consultancy to deal with site preparation and earthworks, bulk excavation works, shoring and retaining structures, footing pavements and salinity. Refer also to **Appendix S** and **Appendix T** for further details.*

Engineering, Site Works

*The Project Site can be provided with the required level of engineering works on the staged basis proposed. Refer also to **Appendix R** and **Appendix U** for further details.*

BCA and access

The assessment undertaken revealed that the proposed design is capable of complying with the relevant performance requirements of the BCA. Refer also to ***Appendix V*** *for further details.*

Structural engineering

The proposed buildings for the new school campus range from one to four storeys with one basement car parking level under the primary and secondary school buildings. The super-structure will consist of concrete floors and one concrete roof, a mixture of masonry, concrete and lightweight walls and steel framed and metal clad roofs. All building structures and ancillary structures such as covered ways will be designed for loads determined from Australian Standards for a life of 50 years. Refer also to ***Appendix W*** *for further details.*

Visual

The site is in an area undergoing transition as a consequence of the State Government's rezoning of the Leppington locality- which includes the Project Site- for comprehensive, large-scale urban development. The built form and urban design of the proposed new school campus are appropriate to the site and its context in the overall plan for Leppington. The project incorporates appropriate design and urban design features to ensure that the best design outcome is achieved for the new school, teachers, students, parents and surrounding neighbours.

Contributions: Exemption Sought

An exemption is sought to the payment of any developer contributions under the *Camden Growth Areas Contributions Plan.*

Preliminary Construction Management Plan

In accordance with the issued SEARS a preliminary Construction Management Plan has been prepared by Outline Planning Consultants Pty Ltd, which broadly outlines how Amity College intends to manage the construction of the primary and secondary school campus on a staged basis- refer ***Appendix I****. It will assist in ensuring that the environmental risks associated with the project are properly identified and managed, and to ensure that best practice environmental management procedures are applied.*

1. Introduction

1.1 EIS Requirements

1.1.1 State Significant Development: EIS Required

This Environmental Impact Statement (EIS) has been prepared by Outline Planning Consultants Pty Ltd to accompany a Development Application (DA) for a new Amity College school campus at Leppington, in south-west Sydney. The new school campus is proposed on the Project Site by Amity College, the proponent. This EIS provides the information and environmental assessment necessary to help understand the project and its likely environmental consequences, and to assist the Minister in determining the project application.

This EIS is submitted as a State Significant Development (SSD) application pursuant to Section 4 of the *Environmental Planning & Assessment Act 1979* (EP&A Act) and *State Environmental Planning Policy (State and Regional Development) 2011*. Clause 15(1) of Schedule 1 of the *State Environmental Planning Policy (State and Regional Development) 2011* defines SSD to include the following:

"*15 Educational establishments*
(1) Development for the purpose of a new school (regardless of the capital investment value)."

A development application for SSD must be accompanied by an Environmental Impact Statement (EIS), prepared in accordance with the provisions of Division 4.7 of the EP&A Act. Section 4.39 of the EP&A Act refers to the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation) and EISs accompanying development applications in respect of State Significant Development (SSD).

Schedule 2 of the EP&A Regulation sets down the steps to be taken in preparing an EIS including a requirement to "*make a written application to the Planning Secretary for the environmental assessment requirements with respect to the proposed statement*."(Schedule 2, clause 3(1) of Part 2 the EP&A Regulation).

This EIS has been prepared in accordance with Schedule 2 of the EP&A Regulation as set out in the accompanying Table 1.1.

Table 1.1: Schedule 2 EIS Requirements and where they are addressed in this EIS

Schedule 2	*Compliance*
1. Definitions	*The minister is the determining authority.*
2. Environmental assessment requirements	*This EIS has been prepared in accordance with the requirements of the Planning Secretary.*
4. Integrated development	*Not applicable to this project application.*
6. Form of the environmental impact statement	*All of these matters have been addressed in the body of this EIS.* *Refer to EIS Statement and accompanying sections for details of the name, address and professional qualifications of the person by whom the statement is prepared, the name and address of the responsible person, the address of the land, description of the development, and declaration by the person by whom the statement is prepared.*

7. Content of the environmental impact statement	
1) An environmental impact statement must also include each of the following:	
(a) a summary of the environmental impact statement,	*A summary of the EIS is provided in the Executive Summary at the commencement of this EIS document.*
(b) a statement of the objectives of the development, activity or infrastructure,	*A statement of the objectives of the development is provided in Section 2.1 of this EIS document.*
(c) an analysis of any feasible alternatives to the carrying out of the development, activity or infrastructure, having regard to its objectives, including the consequences of not carrying out the development, activity or infrastructure,	*An analysis of feasible alternatives are considered in Section 2.12.4 of this EIS document.*
(d) an analysis of the development, activity or infrastructure, including:	
(i) a full description of the development, activity or infrastructure, and	*A full description of the proposed new school development is provided in Section 2 of the EIS.*
(ii) a general description of the environment likely to be affected by the development, activity or infrastructure, together with a detailed description of those aspects of the environment that are likely to be significantly affected, and	*A general description of the environment likely to be affected by the development is provided in Section 4 of the EIS document.*
(iii) the likely impact on the environment of the development, activity or infrastructure, and	*The likely impact on the environment of the proposed school development, activity or infrastructure is considered in detail in Section 7 of the EIS document.*
(iv) a full description of the measures proposed to mitigate any adverse effects of the development, activity or infrastructure on the environment, and	*Mitigation measures are contained in Sections 2 and 6 of the EIS, supplemented by details contained in the preliminary Construction Management Plan and specialist reports accompanying this EIS.*
(v) a list of any approvals that must be obtained under any other Act or law before the development, activity or infrastructure may lawfully be carried out,	*A list of approvals that must be obtained are considered in Section 1.2 of the EIS.*
(e) a compilation (in a single section of the environmental impact statement) of the measures referred to in item (d) (iv),	*A compilation of mitigation measures is contained in Section 6 of the EIS.*
(f) the reasons justifying the carrying out of the development, activity or infrastructure in the manner proposed, having regard to biophysical, economic and social considerations, including the principles of ecologically sustainable development set out in subclause (4).	*The justification for the project is contained in the Executive Summary and Section 2 of the EIS report. The compliance of the project with the principles of ecologically sustainable development are set out in Section 3.1.3 of the EIS.*

The EIS responds to the Secretary's Environmental Assessment Requirements (SEARS) issued on 26 April 2018 by the Department of Planning and Environment for the proposal, included in **Appendix A** of this EIS. In accordance with the SEARs, this EIS provides an assessment of the environmental impacts of the proposed new school campus and sets out the undertakings made by Amity College to mitigate and manage any potential impacts arising from the proposed development. The form and content of this EIS has been prepared in accordance with clauses 6 and 7 of Schedule 2 of the EP&A Regulation.The EIS contains all relevant plans, architectural drawings, diagrams and relevant documentation required under Schedule 1 of the EP&A Regulation.

The land which is the subject of the development application, proposed for a a new school campus (the Project Site, or Site) lies within an area administered by Camden Council. The Project Site is not subject to any prohibitive constraints such as flooding, bushfire hazards or ecologically sensitive land. As such, it is well suited to the proposed development. The capital investment value (CIV) for the proposed new school development is $64,353,300 excluding GST.

1.1.2 Response to SEARS

The general framework for an EIS is prescribed in Schedule 2 of the EP&A Regulation. The Secretary's Environmental Assessment Requirements (SEARS) provide specific matters to be addressed in an EIS, summarised in Table 1.2 below.

Table 1.2: Secretary's Requirements and where they are addressed in this EIS

Secretary's Environmental Assessment Requirements (SEARS) Addressed in this EIS		
Date of Issue EIS Specifications	*26 April 2018*	
Application No.	*SSD 9227*	
General Requirements	*The Environmental Impact Statement (EIS) must be prepared in accordance with, and meet the minimum requirements of clauses 6 and 7 of Schedule 2 the Environmental Planning and Assessment Regulation 2000 (the Regulation).* *Notwithstanding the key issues specified below, the EIS must include an environmental risk assessment to identify the potential environmental impacts associated with the development.* *Where relevant, the assessment of the key issues below, and any other significant issues identified in the risk assessment, must include:* *• adequate baseline data;* *• consideration of potential cumulative impacts due to other development in the vicinity (completed, underway or proposed); and* *• measures to avoid, minimise and if necessary, offset the predicted impacts, including detailed contingency plans for managing any significant risks to the environment.* *The EIS must be accompanied by a report from a qualified quantity surveyor providing:* *• a detailed calculation of the capital investment value (CIV) (as defined in clause 3 of the Environmental Planning and Assessment Regulation 2000) of the proposal, including details of all assumptions and components from which the CIV calculation is derived;* *• an estimate of the jobs that will be created by the future development during the construction and operational phases of the development; and* *• certification that the information provided is accurate at the date of preparation.*	*Refer to EIS* *Refer Section 6 of EIS* *Refer* ***Appendix E***

	The EIS must address the following specific matters: ***1. Statutory and Strategic Context*** *Address the statutory provisions contained in all relevant environmental planning instruments, including:* *• State Environmental Planning Policy (State & Regional Development) 2011;* *• State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017;* *• State Environmental Planning Policy (Infrastructure) 2007;* *• State Environmental Planning Policy No.55 – Remediation of Land;* *• State Environmental Planning Policy No. 64 – Advertising Signage;* *• State Environmental Policy (Sydney Region Growth Centres) 2006;* *• State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017;* *• State Environmental Planning Policy NO. 20 – Hawkesbury-Nepean River;* *• Draft Environmental State Environmental Planning Policy;* *• Draft Remediation of Land State Environmental Planning Policy; and* *• Camden Local Environmental Plan 2010.* *Permissibility* *Detail the nature and extent of any prohibitions that apply to the development.* *Development Standards* *Identify compliance with the development standards applying to the site and provide justification for any contravention of the development standards.*	*Refer Section 3 of EIS*
	2. Policies *Address the relevant planning provisions, goals and strategic planning objectives in the following:* *• NSW State Priorities;* *• Greater Sydney Region Plan, A Metropolis of Three Cities;* *• NSW Future Transport 2056;* *• State Infrastructure Strategy 2018 – 2038;* *• Sydney's Cycling Future 2013;* *• Sydney's Walking Future 2013;* *• Sydney's Bus Future 2013;* *• Crime Prevention Through Environmental Design (CPTED) Principles;* *• Healthy Urban Development Checklist, NSW Health;* *• Better Placed – an integrated design policy for the built environment of NSW;* *• Greater Sydney Commission's Western City District Plan; and* *• Camden Development Control Plan 2011; and* *• Camden Growth Centre Precincts Development Control Plan.*	*Refer Section 3 of EIS*
	3. Operation *• Provide details of the existing and proposed school operations, including staff and student numbers, school hours of operation, and operational details of any proposed before/after school care services and/or community use of school facilities.* *• Provide a detailed justification of suitability of the site to accommodate the proposal.* *• Provide details of how the school will continue to operate during construction activities of the new primary and secondary school, including proposed mitigation measures.*	*Refer Section 2 of EIS* *Refer to preliminary Construction Management Plan in* ***Appendix I***

	4. Built Form and Urban Design *• Address the height, density, bulk and scale, setbacks of the proposal in relation to the surrounding development, topography, streetscape and any public open spaces.* *• Address design quality, with specific consideration of the overall site layout, streetscape, open spaces, façade, rooftop, massing, setbacks, building articulation, materials, colours and Crime Prevention Through Environmental Design Principles.* *• Develop a design report that includes diagrams, illustrations and drawings to clarify the design intent of the proposal that clearly demonstrates how design quality will be achieved in accordance with Schedule 4 Schools – Design Quality Principles of State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017.* *• Detail how services, including but not limited to waste management, loading zones, and mechanical plant are integrated into the design of the development.* *• Provide detailed site and context analysis to justify the proposed site planning and design approach.* *• Provide a detailed site-wide landscape strategy.*	*Refer Section 2 of the EIS and* ***Appendix C***
	5. Environmental Amenity *• Assess amenity impacts on the surrounding locality, including solar access, acoustic impacts, visual privacy, view loss, overshadowing and wind impacts.* *• Identify any proposed use of the school outside of school hours (including weekends) and assess any resultant amenity impacts on the immediate locality and proposed mitigation measures.* *• Detailed outline of the nature and extent of the intensification of use associated with the increased floor space.* *• Detail amenity impacts including acoustic impacts. High level of environmental amenity for any surrounding residential land uses must be demonstrated.* *• Detail any proposed use of the school grounds out of school hours (including weekends) and any resultant amenity impacts on the immediate locality and proposed mitigation measures.*	*Refer Sections 2, 4 & 7 of the EIS* *Refer also to* ***Appendix C, Appendix X, and Appendix K***
	6. Staging *Provide details and expected timing regarding the staging of all components of the proposed development.*	*Refer Section 2 of the EIS*
	7. Transport and Accessibility *The EIS shall include a Traffic Transport and Accessibility Impact Assessment, which details, but is not limited to the following:* *• accurate details of the current daily and peak hour vehicle, public transport, pedestrian and cycle movement and existing traffic and transport facilities provided on the road network located adjacent to the proposed development;* *• an assessment of the operation of existing and future transport networks including the bus network and their ability to accommodate the forecast number of trips to and from the development;* *• details of estimated total daily and peak hour trips generated by the proposal, including vehicle, public transport, pedestrian and bicycle trips based on surveys of the existing and similar schools within the local area;* *• details of any proposed school bus routes along bus capable roads (i.e. travel lanes of 3.5 metres minimum) and supporting infrastructure (bus stops, bus bays etc);*	*Refer Sections 2, 4 & 7 of the EIS* *Refer also to* ***Appendix M***

	• *the adequacy of public transport, pedestrian and bicycle networks and infrastructure to meet the likely future demand of the proposed development;* • *comparison of the traffic generated by the proposed development against the alternative of planned housing development for part of the site;* • *an assessment of road safety at key intersection and locations (including but not limited to the Ingleburn-Byron Road and Ingleburn Road-Camden Valley Way intersections) subject to heavy vehicle construction traffic movements and high pedestrian activity;* • *identification of suitable infrastructure required to ameliorate any impacts on traffic efficiency and to maximise road safety at affected intersections;* • *the proposed access arrangements (normal and emergency as well as interim access arrangements during any required upgrade works), including car and bus pick-up/drop-off movements, estimated service vehicle movements, and parking areas for all car user groups (e.g. visitor parking, disabled parking and car share);* • *sustainable travel initiatives for staff, students and visitors, particularly for the provision of a Green Travel Plan and wayfinding strategies;* • *safe pedestrian and bicycle connections, including pedestrian crossings and refuges and speed control devices and zones;* • *details of any upgrading or road improvement works required to accommodate the proposed development (including any local road construction that may be required in accordance with Council's DCP);* • *details of travel demand management measures to minimise the impact on general traffic and bus operations and to encourage sustainable travel choices and details programs for implementation, including the preparation of a Green Travel Plan;* • *the impact of trips generated by the development on nearby intersections, with consideration of the cumulative impacts from other approved developments in the vicinity, and the need/associated funding for upgrading or road improvement works, if required. Traffic modelling is to be undertaken using, but not limited to, SIDRA network modelling for current and future years;* • *assess the impact of the proposed variation in planned subdivision pattern and indicative layout plan on the delivery of surrounding network (where applicable);* • *prioritisation of active transport initiatives through provision of walking and cycling infrastructure) e.g. segregated paths, bicycle parkin, etc) to and within the site, considering connections and availability of public transport;* • *proposed number of on-site car parking spaces and corresponding compliance with the Camden Growth Centre Precincts Development Control Plan and justification for the level of car parking provided on-site;* • *proposed bicycle parking provision, including end of trip facilities, in secure, convenient, accessible areas close to main entries incorporating lighting and passive surveillance;* • *details of emergency vehicle access arrangements;* • *an assessment of road and pedestrian safety adjacent to the proposed development and the details of required road safety measures;* • *an assessment of cumulative on-street parking impacts of car and bus pick-up/drop-off, staff parking and any other parking demands associated with the development during weekdays and special events;* • *measures to maintain road and personal safety in line with CPTED principles;* • *in relation to construction traffic:* *o an assessment of road safety at key intersection and locations subject to heavy vehicle construction traffic movements and high pedestrian activity;*	*Refer Sections 2, 4 & 7 of the EIS* *Refer also to* ***Appendix M***

	o details of construction program detailing the anticipated construction duration and highlighting significant and milestone stages and events during the construction process; *o details of the anticipated daily and peak hour construction vehicle movements to and from the site, so as to not impact current traffic operations on the road network;* *o details of access arrangements of construction vehicles, construction workers to and from the site, emergency vehicles and service vehicle;* *o details of temporary cycling and pedestrian access during construction;* *o details of proposed construction vehicle access arrangements at all stages of construction; and* *o traffic and transport impacts during construction, including cumulative impacts associated with other construction activities, and how these impacts will be mitigated for any associated traffic, pedestrian, cyclists, parking and public transport, including the preparation of a draft Construction Traffic Management Plan to demonstrate the proposed management of the impact.* *Relevant Policies and Guidelines:* *• Guide to Traffic Generating Developments (Roads and Maritime Services);* *• EIS Guidelines – Road and Related Facilities (DoPI);* *• Cycling Aspects of Austroads Guides;* *• NSW Planning Guidelines for Walking and Cycling;* *• Austroads Guide to Traffic Management Part 12: Traffic Impacts of Development;* *• Standards Australia AS2890.3 (Bicycle Parking Facilities).*	*Refer Sections 2, 4 & 7 of the EIS, as well as to Refer also to **Appendix M** and **Appendix I***
	8. Noise and Vibration *Identify and provide a quantitative assessment of the main noise and vibration generating sources during construction and operation, including consideration of any public-address system, school bell and use of any school hall for concerts etc. (both during and outside school hours). Outline measures to minimise and mitigate the potential noise impacts on surrounding occupiers of land.* *Relevant Policies and Guidelines:* *• Noise Policy for Industry 2017 (EPA);* *• Interim Construction Noise Guideline (DECC);* *• Assessing Vibration: A Technical Guideline 2006;* *• Development Near Rail Corridors and Busy Roads – Interim Guideline (Department of Planning 2008).*	*Refer Sections 2, 4 & 7 of the EIS as well as to **Appendix K***
	9. Ecologically Sustainable Development (ESD) *• Detail how ESD principles (as defined in clause 7(4) of Schedule 2 of the Environmental Planning and Assessment Regulation 2000) will be incorporated in the design and ongoing operation phases of the development.* *• Include a description of the measures that would be implemented to minimise consumption of resources, water (including water sensitive urban design) and energy.* *• Demonstrate that the development has been assessed against a suitably accredited rating scheme to meet industry best practice.*	*Refer Sections 2, 3 & 7 of the EIS*
	10. Social Impacts *Include an assessment of the social consequences of the school's relative location.*	*Refer to Executive Summary and Sections 2, 4, 5 & 7 of the EIS*

	11. Aboriginal Cultural Heritage *• Identify and describe the Aboriginal cultural heritage values that exist across the whole area that would be affected by the development, which may include the need for surface survey and test excavation. The identification of cultural heritage values should be guided by the Guide to investigating, assessing and reporting on Aboriginal Cultural Heritage in NSW (DECCW, 2011).* *• Where Aboriginal cultural heritage values are identified, consultation with Aboriginal people must be undertaken and documented in accordance with the Aboriginal cultural heritage consultation requirements for proponents 2010 (DECCW). Detail the significance of cultural heritage values for Aboriginal people who have a cultural association with the land.* *• Assess impacts on Aboriginal cultural heritage values and demonstrate attempts to avoid impact upon cultural heritage values and identify any conservation outcomes. Where impacts are unavoidable, outline measures proposed to mitigate impacts. Any objects recorded as part of the assessment must be documented and notified to OEH. Please note the Due Diligence assessment process is not appropriate to address the requirements for Aboriginal Cultural Heritage assessment.*	*Refer Sections 4 & 7 of the EIS as well as to* ***Appendix L***
	12. Utilities *• Prepare an Infrastructure Management Plan in consultation with relevant agencies, detailing information on the existing capacity and any augmentation requirements of the development for the provision of utilities including staging of infrastructure.* *• Prepare an Integrated Water Management Plan detailing any proposed alternative water supplies, proposed end uses of potable and non-potable water, and water sensitive urban design.*	*Refer Sections 2,4 & 7 of the EIS as well as to* ***Appendix Q*** *and* ***Appendix R***
	13. Contributions *Address Council's Section 94 Contribution Plan and/or details of any Voluntary Planning Agreement, which may be required to be amended because of the proposed development.*	*Sections 2 & 7 of EIS*
	14. Contamination *Assess and quantify any soil and groundwater contamination and demonstrate that the site is suitable for the proposed use in accordance with SEPP 55.* *Relevant Policies and Guidelines:* *• Managing Land Contamination: Planning Guidelines - SEPP 55 Remediation of Land (DUAP).*	*Refer Sections 4 & 7 of the EIS as well as to* ***Appendix O***
	15. Salinity *Include a salinity report in accordance with the Site Investigation for Urban Salinity Booklet (EPA).*	*Refer Sections 4 & 5 of the EIS as well as to* ***Appendix T***
	16. Construction Hours *Identify proposed construction hours and provide details of the instances where it is expected that works will be required to be carried out outside the standard construction hours.*	*Refer Section 2 of the EIS as well as to* ***Appendix I***
	17. Drainage *Detail drainage associated with the proposal, including springs, stormwater and drainage infrastructure.* *Relevant Policies and Guidelines:* *• Guidelines for development adjoining land and water managed by DECCW (OEH, 2013).*	*Refer Sections 2,4 & 6 of the EIS as well as to* ***Appendix R***

	18. Flooding *• Assess any flood risk on site (detailing the most recent flood studies for the project area) and consideration of any relevant provisions of the NSW Floodplain Development Manual (2005), including the potential effects of climate change, sea level rise and an increase in rainfall intensity.* *• The 1% annual exceedance probability extent and the location of all proposed on-site stormwater detention/quality control facilities must be provided.*	*Refer Sections 2,4 & 7 of the EIS as well as to* ***Appendix R***
	19. Waste *• Identify, quantify and classify the likely waste streams to be generated during construction and operation and describe the measures to be implemented to manage, reuse, recycle and safely dispose of this waste.* *• Identify appropriate servicing arrangements (including but not limited to, waste management, loading zones, mechanical plant) for the site.*	*Refer Sections 2,4 & 7 of the EIS as well as to* ***Appendix N***
	20. Biodiversity *Advise and provide comment on the current status of the existing biodiversity certification on the subject site as identified in the South West Growth Centre - Biodiversity Certification map under section 43 of the Biodiversity Conservation (Savings and Transition) Regulation 2017.*	*Refer Section 3, 4 & 7 of the EIS as well as to* ***Appendix P***
	21. Sediment, Erosion and Dust Controls *Detail measures and procedures to minimise and manage the generation and off-site transmission of sediment, dust and fine particles.* *Relevant Policies and Guidelines:* *• Managing Urban Stormwater – Soils and Construction Volume 1 2004 (Landcom);* *• Approved Methods for the Modelling and Assessment of Air Pollutants in NSW (EPA);* *• Guidelines for development adjoining land and water managed by DECCW (OEH, 2013).*	*Refer Sections 2,4 & 7 of the EIS as well as to* ***Appendix I*** *and* ***Appendix R***
Plans & documents	*The EIS must include all relevant plans, architectural drawings, diagrams and relevant documentation required under Schedule 1 of the Environmental Planning and Assessment Regulation 2000. Provide these as part of the EIS rather than as separate documents.*	*Refer EIS and appendices accompanying this EIS*
Consultation	*During the preparation of the EIS, consultation required with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners. In particular:* *• Camden Council;* *• Government Architect NSW (through the NSW State Design Review Panel Process)* *• Transport for NSW (TNSW); and* *• Roads and Maritime Services (RMS).* *Consultation with Council, TfNSW, RMS and Government Architect NSW should commence as soon as practicable to agree the scope of investigation.* *The EIS must describe the consultation process and the issues raised, and identify where the design of the development has been amended in response to these issues. Where amendments have not been made to address an issue, a short explanation should be provided.*	*Refer Section 5 of the EIS of the EIS as well as to* ***Appendix B*** *and* ***Appendix G***
References	*The assessment of the key issues listed above must consider relevant guidelines, policies, and plans as identified*	*EIS complies in this regard*

The above key issues have been addressed in the EIS, supported by drawings and technical reports.

▪ 1.2 Integrated Development Checklist

Under the provisions of the EP&A Act, approvals may need to be obtained from other Government agencies, in addition to obtaining a Development Consent. If a proposal does require approval from another government agency, it will be dealt with it as an "integrated development" application pursuant to s.4.46 of the EP&A Act. Relevant approvals required under the provisions of the integrated development provisions of the EP&A Act are summarised in Table 1.3 below.

Table 1.3: Integrated Development Checklist

Approval Authority	Law Requiring Approval	Applicability
Dept Planning & Industry (EPA)	*ss.43(a), 47 & 55 Protection of the Environment Operations Act 1997*	*Not Applicable. No environment protection licence will be required once development consent is granted.*
Dept Premier & Cabinet (formerly Office of Environment & Heritage)	*Approval required under s.58 Heritage Act 1977*	*Not Applicable. No Heritage Order applies.*
Dept Transport, Council	*s.138 Roads Act 1993- works over or on public roads, including connection to a classified road*	*Not Applicable. No Department of Transport approval is required for proposed new access points or new roads. Refer to Note below.*
Dept Premier & Cabinet (formerly Office of Environment & Heritage)	*s.90 of National Parks & Wildlife Act 1974*	*Not Applicable. No potential for Aboriginal sites being affected. Refer to archaeological report accompanying this EIS.*
Dept Planning & Industry (NSW Fisheries)	*Permits required under s. 144, 201, 205 and 219 of Fisheries Management Act 1994*	*Not Applicable. No marine impacts proposed as per the relevant sections of this Act.*
Dept Planning & Industry	*Approval to alter or to erect improvements under s.15 of Mine Subsidence Compensation Act 1961*	*Not Applicable*
Dept Planning & Industry	*Grant of mining lease under ss. 63 & 64 Mining Act 1992*	*Not Applicable.*
Dept Planning & Industry	*s. 9 Petroleum (Onshore) Act 1991*	*Not Applicable.*
Dept Planning & Industry (Rural Fire Service)	*s.100B of the Rural Fires Act 1997*	*Not Applicable. The land is not designated as being either bushfire prone or within a bushfire buffer area. No s.100B authorisation required.*
Dept Planning & Industry (Natural Resources Access Regulator (NRAR))	*Ss89,90 & 91 of Water Management Act 2000*	*Not Applicable. License not required, given that development proposed lies outside of 40m of any 1st order stream. No groundwater impacts likely.*

NOTE TO TABLE 1.2: Section 4.46(3) of the EP&A Act provides that developments which also require consent under Section 138 of the *Roads Act 1993* are not integrated development if the council is both the development consent authority under the EP&A Act and the relevant Roads Authority providing consent under the Roads Act. In general, the Roads Act provides that a Local Council is the Roads Authority for all the roads within its local government area except freeways. In this instance, as a Council is the relevant Roads Authority, the Development Application is not integrated development by virtue of this part of the *Roads Act 1993*. Where a development is integrated development, s.4.47(3) of the EP&A Act gives the consent authority power under that Act to impose any conditions that an approval body could impose as a condition of its approval.
Even though there is a very wide power to impose conditions, the power of a determining authority to impose any condition nominated by the other government agencies is limited to only those conditions that fairly and reasonably relate to the proposed development and are for a purpose related to the relevant powers of that particular agency under the integrated development provisions of the EP&A Act.

▪ 1.3 EIS Project Team

The preparation of this EIS on behalf of Amity College was undertaken and managed by Mr Gary Peacock BTP (UNSW), principal of Outline Planning Consultants Pty Ltd, working under the direction of Gran Associates Australia architects and Amity College.

Outline Planning Consultants Pty Ltd has relied upon the adequacy and accuracy of the other assessments and advice contained in the following reports, plans, and other information prepared by the following specialist consultant teams provided below, and should be read in conjunction with the following table.

Table 1.4: EIS Project Team

Specialist area of expertise	*Name of consulting firm*	*Names of specialist personnel*
Details of the proposed school project, including built form and urban design design, photomontages, operational aspects and construction hours	*Gran Associates, architects- refer* ***Appendix C***	*Peter Reed, Principal and Director* *Anthony Kemeny, Director* *Michael Clark, Architect*
Stormwater, flooding, drainage and civil engineering + peer review of contamination and geotechnical reports	*Martens & Associates- refer* ***Appendix R*** *and* ***Appendix U***	*Andrew Norris, Director* *Terry Harvey, Senior Engineer & Project Manager* *Christopher Gentile, Civil Engineer,*
Geotechnical and salinity	*GeoEnviro- refer* ***Appendix O, Appendix S*** *and* ***Appendix T***	*Solern Liew, Director*
Aboriginal heritage	*AMBS Ecology & Heritage- refer* ***Appendix L***	*Christopher Langeluddecke, Director Aboriginal Heritage*
Aborist	*Laurence and Co- refer* ***Appendix P***	*Matthew Laurence, Director*
Roads and traffic assessment	*Traffix- refer* ***Appendix M***	*Hayden Dimitrovski, Traffic Engineer* *Kedar Ballurkar, Senior Engineer*
Contamination assessment	*GeoEnviro- refer* ***Appendix O***	*Solern Liew, Director*
BCA &Accessibility assessment	*Design Confidence- refer* ***Appendix V***	*Lindsay Beard,Building Regulations Consultant*
Utilities	*Erbas- refer* ***Appendix Q***	*Michael Slatter, Director* *Michael Rickert Hydraulic Engineer*
Acoustic consultant	*Koikas Acoustics- refer* ***Appendix K***	*Michael Fan Chiang, Consultant* *Nick Koikas, Principal Consultant*
Surveyor	*TSS Total Surveying Solutions-- refer* ***Appendix J***	*Matthew Rhodes, Director* *William Hamer, Cadastral Manager*
Quantity surveyor	*Wilde and Woollard- refer* ***Appendix E***	*William Tang, Director* *Hillary Brewer Smith, Senior QS*
Structural engineering	*Woolacotts- refer* ***Appendix S***	*Stephen Branch,Operations Director*
Landscape architect	*Michael Siu Landscape Architects (MSLA)- refer* ***Appendix D***	*Michael Siu*

Except where otherwise indicated, the remaining parts of the EIS were prepared by Outline Planning Consultants.

▪ 1.4 Amity College

Amity College Australia Limited (Amity College) is a independent non-government co-educational school registered in the state of NSW. The governing authority of Amity College is Amity College Australia Limited, ACN 166 175 202, which is a company limited by Guarantee and a Registered Charity.

PHOTOGRAPH: Amity College, Prestons NSW campus in the neighbouring Liverpool LGA (main entry to school)

The Amity College story starts with the formation of its previous founding body, Galaxy Foundation (formerly Feza Foundation) in 1994- the owners of the land the subject of this project. The foundation was established by a group of active individuals from Turkish backgrounds who wanted to make a contribution to the community, particularly in the field of education. Galaxy Foundation bought land for its first school in 1995 and established its first school, known as Sule (means light in Turkish) College at Prestons in February 1996.

Sule College opened its doors to its first students, initially catering to 33 children from Kindergarten to Year 3. The following year, The College had enrolled 282 students from Kindergarten to Year 7. The College continued to grow rapidly and in 1999 it extended its educational services to the Illawarra region by opening a one stream Primary School. Due to the demand from the community, another primary school was opened at Shellharbour, in 1999, and at Auburn in 2001. In 2013 the School changed its name to Amity College and in 2015 was set up as a separate legal entity, Amity College Australia.

Over the years, the high quality of education attracted the attention of the broader community, resulting in a large influx of students and teachers from various backgrounds.

Today Amity College is a multi-campus, non-denominational school with 2,000 students from more than 40 nationalities at the following educational campuses:

- Amity College Prestons, a comprehensive primary and secondary (K-12) co-educational school.
- Amity College Auburn, co-educational Primary School. Auburn campus commenced operation in 2001 with K-2 classes. Currently, the school caters for students from years K-6.
- Amity College Shellharbour, co-educational Primary School and High School catering for students from years K-10.
- Tomurcuk Long-day Childcare, at Prestons.

PHOTOGRAPH: Amity College, Auburn campus (Cumberland LGA)

PHOTOGRAPH: Amity College, Illawarra campus- high school building (Shellharbour LGA)

Since establishment, Amity College has achieved consistent growth through its focussed approach to the growth and development of its school campuses. Amity College has spent million of dollars in schools sites and associated infrastructure. Amity College's reputation as a financially strong, commercially prudent, stable school organisation is indisputable and the strength and diversity of the School's board of directors is a testament to its standing within the educational sector. Amity College exhibits strong corporate governance with a majority of highly experienced independent and non-executive directors.

1.5 EIS Report Structure

The purpose of this EIS is to enable consideration of the implications of the Project and to seek approval for the new school.
The EIS has been prepared in accordance with the EP&A Act and the EP&A Regulation.

An overview of the layout of this EIS is provided below:

- The **Executive Summary** provides a brief overview of the proposed Project and the EIS.
- **Section 1** introduces the Project, provides a summary of the EIS requirements for the Project, integrated development checklist, EIS project team, an introduction to Amity College, and the EIS report structure.
- **Section 2** contains a detailed description of the Project, including management and mitigation measures proposed, along with alternatives to the Project.
- **Section 3** outlines the planning and environmental context for the Project, including the applicability of Commonwealth and state legislation.
- **Section 4** contains a description of the existing environment
- **Section 5** contains details of the consultation undertaken.
- **Section 6** contains a risk assessment of Project and a summary of mitigation measures proposed.
- **Section 7** contains an assessment of the key environmental issues and impacts relevant to the Project.
- **Section 8** contains a conclusion for the Project.
- **Section 9** contains a a list of references referred to in the EIS.
- **Section 10** provides a list of abbreviations and a glossary of technical terms.

The appendices to the EIS present the following additional information including:

- The Secretary's Environmental Assessment Requirements (**Appendix A**).
- Advice received from the NSW Government Architect (**Appendix B**).
- Architectural Drawings and Design Report (**Appendix C**).
- Reports compiled by a team of specialist consultants who have undertaken specific assessments of the Proposal, as well as other reports- refer **Appendices D-X**.

2. Project Description

2.1 Overview

2.1.1 Project Objectives and Summary

The proposed development is for the delivery of a staged school development and ancillary works (the Project)in the Leppington locality with the following overarching objectives:

- Provide for an additional school campus in response to overwhelming demand and inability to provide additional student accommodation at Amity College's nearby Prestons campus, in the Liverpool LGA.
- Allow for the progressive, staged development of a proposed new primary school and new secondary school at the Leppington project site.
- Adopt a design and staging plan that facilitates the logical, staged development of the site for the purposes of a quality built form and open spaces that are adaptable and flexible to cater for future educational needs.
- To provide safe and efficient access for children, teachers, visitors and service personnel.

Development consent is sought for the following:

- Construction of a new purpose built non-government school to be developed over stages to cater to up to 1,000 students.
- The proposed new school will have a kindergarten, a primary school and a secondary school, including multi-purpose halls. Ground level and basement car parking will be provided to both campuses. The design of the new school is to take advantage of the three proposed street frontages to provide ease of access for staff, students and visitors alike.
- The first stage will include the establishment of a primary school on the south-western side of the Project Site (for ease of reference hereafter referred to as the "southern side"), including construction of new vehicular entries and car parking areas, as well as new landscaping. The primary school will be accessed by one local road, with the secondary school accessed by the other local road(hereafter referred to as the "northern side"). Both local roads are to connect with Byron Road. Separate loading zones and drop-off/pick up zones will be provided to support the primary and secondary schools.
- The later stages of the school development includes expanded car parking, provision of sports courts, landscaping and additional buildings housing permanent primary school buildings and a high school, including associated facilities such as library and halls.
- Bus bays provided on the Byron Road frontage, together with construction and/or upgrading of existing or proposed roads. [NOTE: All road works to facilitate the construction of this new school have been proposed under this DA. This includes staged construction of designated local roads on either side of the school site].
- Landscaping works including the creation of an open space area in the central portion of the school site and new boundary plantings along with a range of scrubs, clumping plants and ground covers. The project will involve removal of trees impacted by the new buildings and works.
- Construction of associated stormwater management system.
- Staged demolition of existing buildings and improvements on the site, together with associated earthworks and excavation.
- Boundary adjustments and creation of one allotment to accommodate the proposed new school, the progressive dedication of new (local) roads, as well as an easement for sewer back to Ingleburn Road.

2.1.2 Key Development Features

The key features of the proposed new school development are summarised in the accompanying Table 2.1.

Table 2.1: Project Summary

Project Element	Summary
Site Area	*Project Site: approximately 3.2ha.* *Area of land proposed for the new school, excluding new roads, is approx. 2.166 ha.*
Gross Floor Area	*15,540m^2 (fully developed) or 10,613m^2 net floor space (school rooms, halls etc. only)*
Building Heights	*The demountable buildings in Stage 1 will be one storey in height. The permanent school will comprise buildings of variable height, ranging from two storeys on the southern side (primary school), up to three storeys for the secondary school, and a maximum of 4 storeys for the main administration building.* *Heights of school buildings above natural ground level are as follows:* *• Primary school building: 8.78m-12.96m above natural ground level.* *• Primary school hall: 10.87m-13.97m above natural ground level.* *• Secondary school building: 12.6m-15.47m above natural ground level.* *• Secondary school hall: 10.15-11.81m above natural ground level.* *• Central administration building and library: 14.49m- 15.87m above natural ground level.*
Site Coverage (ie built upon area)	*7,081m^2 (32.69% of school, excluding local roads).*
Perimeter Landscaped Area	*3,998m^2 (18.45% of school site area, excluding local roads and impervious school play areas). Refer also to* ***Appendix D*** *for landscape details.*
School Play Areas	*8,732m^2 (40.3% of school site area, excluding local roads and perimeter landscaped area) Includes impervious play areas (7,159m^2) and pervious play areas (1,573m^2).*
Number of Students and Staff	*Up to 1,000 students once completed, with up to 85 full-time equivalent staff.*
Staging	*Eight (8) stages are proposed. The primary school will be established as Stage 1 of the project, initially in the form of temporary modular (demountable) buildings, followed by permanent school buildings progressively from Stage 2 onwards.*
Local Roads to be Built & Dedicated to Council	*2,418m^2*

Gran Assocaites Australia, architects, has prepared a suite of Architectural Plans and a Design Analysis Report (**Appendix C**) which detail the works proposed under this application. It also contains a summary of the main floor spaces provided by use. The Design Analysis Report shows how the planning and design principles adopted for the proposed development respond directly to the *State Environmental Planning Policy (Educational Establishments and Child Care Facilities 2017* (Education SEPP) Design Quality Principles , addressed in Section 3 of the EIS. A Design Verification Statement that addresses how the proposed school redevelopment meets each of these design principles has been prepared by the project architects, Gran Associates Australia, and is available at **Appendix C**.

The Capital Investment Value (CIV) for the proposal is calculated at $64,353,300. This is detailed in the report prepared by Wilde and Woolard at **Appendix E**.

The land proposed for development forms a part of the project site, the development footprint of the project encompassing the proposed school campus as well as the local streets proposed to be constructed.

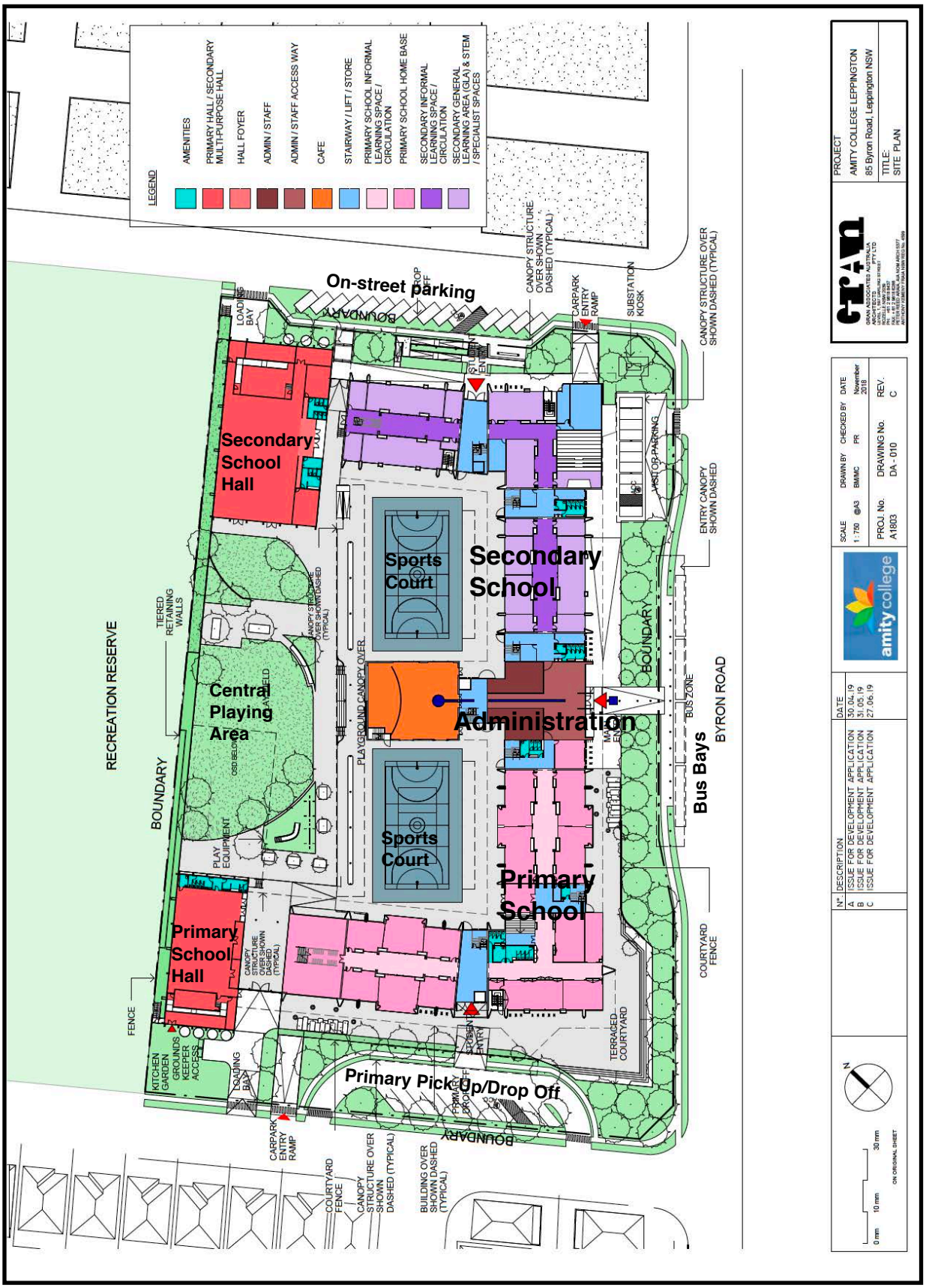


FIGURE 2.1: Proposed New School Development (fully developed)
(Source: Gran Associates Australia)

The first stage of the new school is expected to open by Term 1 in 2021, the students to be initially housed in modular (ie. demountable) buildings, then growing in successive stages to provide for permanent school buildings and the eventual commencement of a high school.

The project represents the commitment of Amity College to the establishment of a new school in the fast-growing south-west sector of Sydney. It will also assist Council and the local community at large in better understanding the overall future development of the Project Site for school-related purposes, including new road works. The staged nature of the school development will provide certainty for Amity College and will enable future growth and expansion of the school generally for buildings and facilities up to Year 12.

Importantly, this DA does not seek development consent for any development on that part of the Project Site zoned R3 Medium Density Residential, save that for that part required for the construction and dedication of a new public (local) road as identified in the Indicative Layout Plan referred to in Camden Growth Centre Precincts Development Control Plan and that land required as an easement for sewer. Refer to the proposed subdivision plan accompanying this DA.

2.1.3 Staging of School Development Generally

The proposed school will be progressively developed in stages. As it is progressively developed in stages, it is intended that Amity College will continue to operate on-site as normal, with construction and allied works appropriately managed to minimise adverse dust, traffic and noise impacts on school users or its neighbours.

Amity College has gained considerable experience in maintaining the amenity of the immediate school environment during construction based on its experience with the expansion of its Prestons, Auburn and Illawarra school campuses that has occurred over the past decade or more. Careful design and supervision of these works by the School has enabled teaching and other school-based activities to continue during construction with minimal adverse impact for students, staff and neighbours. This past experience will inform the proposed staged development of the Leppington campus. Amity College will aim to be respectful of its neighbours at all times and will work with them on an ongoing basis to minimise any disruption during construction.

The preliminary Construction Management Plan identifies in detail the measures that are intended to be put into place to ensure that this aim is achieved. These measures include controls on hours of operation, public safety and protection measures, stormwater management, as well as dust controls and traffic management. Refer **Appendix I**.

It is intended that the local roads will be progressively dedicated to Camden Council as they are constructed. The land required for the bus bays will also be constructed and dedicated to Council. Refer to the following sub sections for details of works proposed for each stage of the school project.

▪ 2.2 Management of Site Works Generally

Refer to preliminary Construction Management Plan in **Appendix I** for further details.

2.2.1 Initial Site Works & Preparation

Prior to works commencing

Prior to construction works being undertaken on the Project Site, all necessary planning and investigations will be undertaken to mitigate and control impacts arising from the proposed works. Security fencing is to be erected around the perimeter of that part of the Project Site the subject of any staged building work. The security fencing will be erected prior to commencement of any excavation or construction works, and is to be maintained in a state of good repair and condition until completion of that particular staged construction work.

Prior to works commencing, adequate toilet facilities are to be provided on the work site.

Tree Removal

In order to accommodate the proposed school development it will be necessary to remove almost all existing trees from the site. This is discussed further in the Arborists Report at **Appendix P**. It is envisaged that all removed trees will be transported off site to a registered waste disposal recycling facility or recycled/mulched on-site.

Demolition

To facilitate the proposed development on the Project Site various existing buildings and structures will need to be demolished."Demolition works" means any physical activity to tear down or break up a structure (or part thereof) of surface, or the like, and includes the loading of demolition waste and the unloading of plant of machinery.

Contractors undertaking any demolition works will be required to develop and implement specific plans to ensure works appropriately deal with safety and environmental issues in accordance with the guidelines contained in *Australian Standard 2601-1991 "The Demolition of Structures".* Demolition activities on site will be limited to Monday to Friday 7:00am to 5:00pm and Saturday 8.00am to 5.00pm, with no work on public holidays or Sundays [These hours are a requirement of clause 2.4 of the *Camden Growth Centre Precincts Development Control Plan*]

Hazardous or intractable wastes arising from any demolition process shall be removed and disposed of in accordance with the requirements of Work Cover and the EPA, and with the provisions of:

- *Work Health and Safety Act 2011*.
- *Work Health and Safety Regulation 2014*.
- *Protection of the Environment Operations Act 1997* (NSW) and NSW EPA *Waste Classification Guidelines 2009*.
- Work zones and decontamination procedures.
- Contingency plans and incident reporting.
- Environmental monitoring.

The proposed redevelopment will require the demolition of the following:

- Single-storey brick, weatherboard and tile dwelling with a metal garage to the rear.
- Single-storey fibro and metal dwelling with metal, timber and fibro sheds to the rear. Some hydrocarbon staining were noted in some of the sheds.
- Shed constructed of metal, timber and fibro.
- Area of previous numerous small buildings and sheds.

Refer to **Figure 4.2** for the location of the above site improvements and **Appendix I** for further details. Additionally, existing driveways, fencing, as well as landscaping and trees (school site only), are to be cleared from the site. All septic tank systems are to be pumped out, treated, and are to be disposed from the site in accordance with regulatory requirements.

Site clearance and earthworks

Excavation and earthworks will be carried out to facilitate various components of the school project over time. This includes land contouring works, proposed as part of this DA to prepare the site for the future school campus and to achieve the necessary levels across the site. All levels have been shown on the Engineering Plans prepared by Martens & Associates- refer **Figure 2.2** and **Appendix U**. The site will be graded to ensure that the site is provided with appropriate drainage.

In summary, the excavation and earthworks proposed will include but not be limited to the following:

- Site clearance works, including removal of vegetation.
- Excavation and earthworks associated with the construction of local roads and upgrading of Byron Road frontage. Includes removal of driveways and areas subject to previous works requiring remediation.
- Re-shaping of the landform of the site for new school buildings and play areas.
- Excavation for basement car parking facilities to a maximum depth of RL 94.9m.
- Earthworks associated with provision for drainage facilities, as well as for sediment and erosion control measures.
- Bus bays provided on the Byron Road frontage.

It is proposed that the lower central section of the project site, intended for the central play area, is to be filled to a height of 1.5m to 3.3m above existing ground level.

Areas of excavation will be required for the proposed primary school and secondary school basement car parks to a maximum depth of 3.8m below natural ground level (secondary school basement car park) to 5.5m (primary school basement car park).

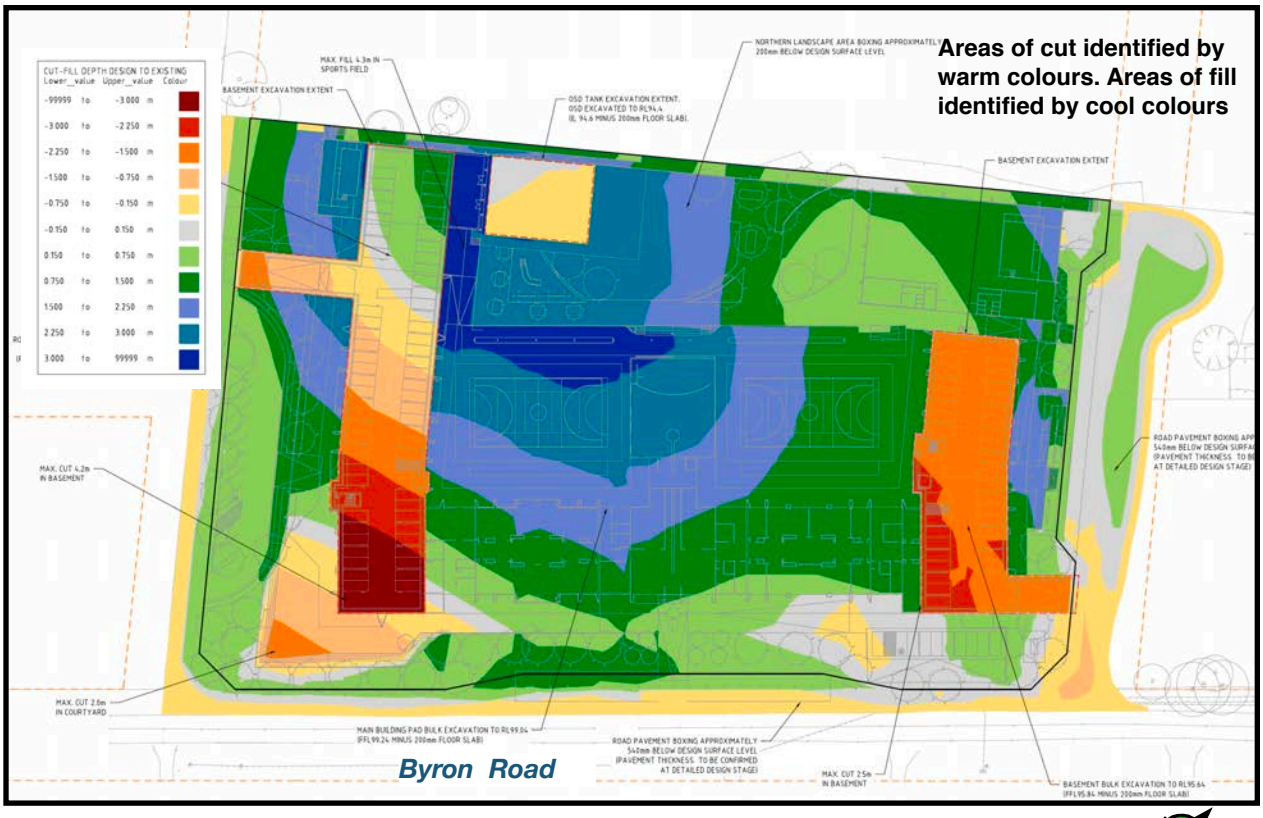


FIGURE 2.2: Preliminary bulk earthworks design
(Source: Martens & Associates 2019)

Because of the for salinity at depth a Salinity Management Plan has been prepared by GeoEnviro Consultancy- refer **Appendix T**. It contains various mitigation measures to be adopted during earthworks, road works trenching for pipes and the like. Measures proposed in high risk saline situations will include the following:

- Avoid exposure and disturbance of sodic soil by minimising cut.
- Deeper excavations in excess of 0.9m should be covered and retained by retaining walls or batters to not steeper than 1 Vertical to 2 Horizontal.

- Vegetation of all batter slopes and bare surfaces.
- Installation of adequate erosion controls.
- Treatment of exposed surface soils, and sodic and dispersive soils with lime.
- Installation of appropriate surface and sub surface drains.

Refer to the preliminary Construction Management Plan for further details, in **Appendix I**.

Site remediation works

This development application seeks consent for Category 1 remediation works as detailed in the Remediation Action Plan prepared by GeoEnviro Consultancy (**Appendix O**) and discussed further at Section 4.2 of this EIS. The general protocols to be followed include the following:

- The shed and buildings containing asbestos should be removed by licensed contractors to ensure all asbestos is removed off-site in accordance with relevant legislation.
- Areas known to contain contamination will need to have all topsoil/fill and fill excavated to expose natural ground. Refer to **Figure 4.10** identifying those parts of the site that have the potential for contamination.
- Validation sampling and laboratory analysis to be carried out after site remediation works.
- All other surface rubbish material not mentioned above and asbestos material where encountered on-site should be appropriate disposed off-site to an approved landfill.

Subject to the carrying out of the site remediation works as outlined above, the site will be suitable for the proposed school development in compliance with SEPP 55. Refer to Section 4.2 of this EIS for further details relating to geotechnical and contamination conditions encountered on site and **Appendix I** for further details of the works to be carried out.

2.2.2 Site Works, Sequencing of Works

Site works

The Project Site will be appropriately secured and fenced during earthworks, clearing and construction work to ensure there are no unacceptable impacts on the amenity of adjoining properties. All site works are to comply with the occupational health and safety requirements of WorkCover NSW. The Project Site will be remediated where required, in accordance with the remediation action plan (RAP) prepared by GeoEnviro Consultancy Pty Ltd, which accompanies this DA- refer **Appendix O**.

A preliminary construction management plan accompanies this development application- refer **Appendix I**. A more detailed construction management plan will be submitted to the relevant authorities upon the appointment of a building contractor to carry out the works and prior to any site works commencing. Some site remediation works will be required at commencement, discussed in Section 2.2.1 of this EIS. The construction works will be carried out generally as follows:

- Hours of work will be restricted to 7:00 am to 5:00 pm Monday to Friday, 8:00 am to 5:00 pm Saturdays with no work allowed on Sundays and public holidays. [These hours are a requirement of clause 2.4 of the *Camden Growth Centre Precincts Development Control Plan*]
- During the carrying out of site works, the site will be fully enclosed to prevent unauthorised access. A new security fence/ hoarding will be installed around the work areas, to achieve an appropriate level of security.
- Clearing of vegetation and and stripping of topsoil/organic layers. All material handling during the demolition and excavation works will be carried out within the confines of the site.

- Dust control measures are to be implemented.
- All construction access to the site will be through the nominated driveways for the duration of the works.
- Prior to commencement of any works, dilapidation reports of adjacent properties and Council's footpath and road will be carried out, where required.
- A traffic management plan will be prepared for each stage of the construction generally in accordance with the the transport/ traffic report, prepared by Traffix (refer **Appendix M**, accompanying the Development Application).
- Byron Road will be used as the main means for construction vehicles to access and leave the site.
- Portable toilet facilities are to be used during demolition and excavation works where access is not available to existing serviced dwellings on the site.
- Provision of waste and recycling bins at strategic location on site. Construction waste bins to be also provided. Bins to be removed from the site on a regular basis.
- Compliance with authorities requirements for waste-including contaminated waste- disposal and site amenities and safety.
- On site treatment of stormwater run-off. Refer to Martens & Associates engineering plans for details in **Appendix R** and **Appendix U**, accompanying the Development Application.
- All material handling during any demolition and/or excavation works will be carried out within the confines of the site.
- Compliance with authorities requirements for waste disposal, site amenities and safety.
- Earthworks to be closely monitored as detailed in AS3798 -2007.

Construction sequencing generally

The likely sequence of pre-construction and construction activities to be undertaken for each stage of the development are set out below, summarised in the following:

- Equipment and machinery transferred to site. Includes establishment of site compounds and facilities.
- Construction of protective/construction fencing and establishment of erosion and sedimentation control measures.
- Fencing of areas not to be disturbed by construction activities and clearing/earthworks and building works. Includes the installation of drainage measures.
- Construction of relevant stage of school school, including school buildings, car parking, playgrounds, drainage, and other associated works.
- Landscaping (grass) around completed school building, disturbed areas etc. once building works are completed. Includes clean up and restoration of disturbed areas following the completion of construction.
- Construction of roads fronting the school site, including associated access to the site and works.
- All construction work is to be in accordance with the approved Reduced Levels.

Construction activities will be managed to minimise the potential for generation of waste. Security fencing is to be provided around the perimeter of each development area on the school site during each stage of construction. Where there is a need to remove any identified materials from the site that contain contaminated material, it will be disposed of to a licensed waste facility suitable for the classification of the waste. The site is to be remediated in accordance with the remediation action plan prepared by GeoEnviro Consultancy Pty Ltd and which forms a part of this development application.

2.2.3 Erosion and Sediment Control

Erosion and sediment control measures are to be implemented during the carrying out of any on-site works in accordance with the "Blue Book" (*Managing Urban Stormwater – Soils and Construction* by Landcom, NSW Department of Housing 4th edition 2004). Refer to plans prepared by consulting engineers Martens & Associates Pty Ltd, which accompany this DA (**Appendix R**). Refer to **Figure 2.3**, below.

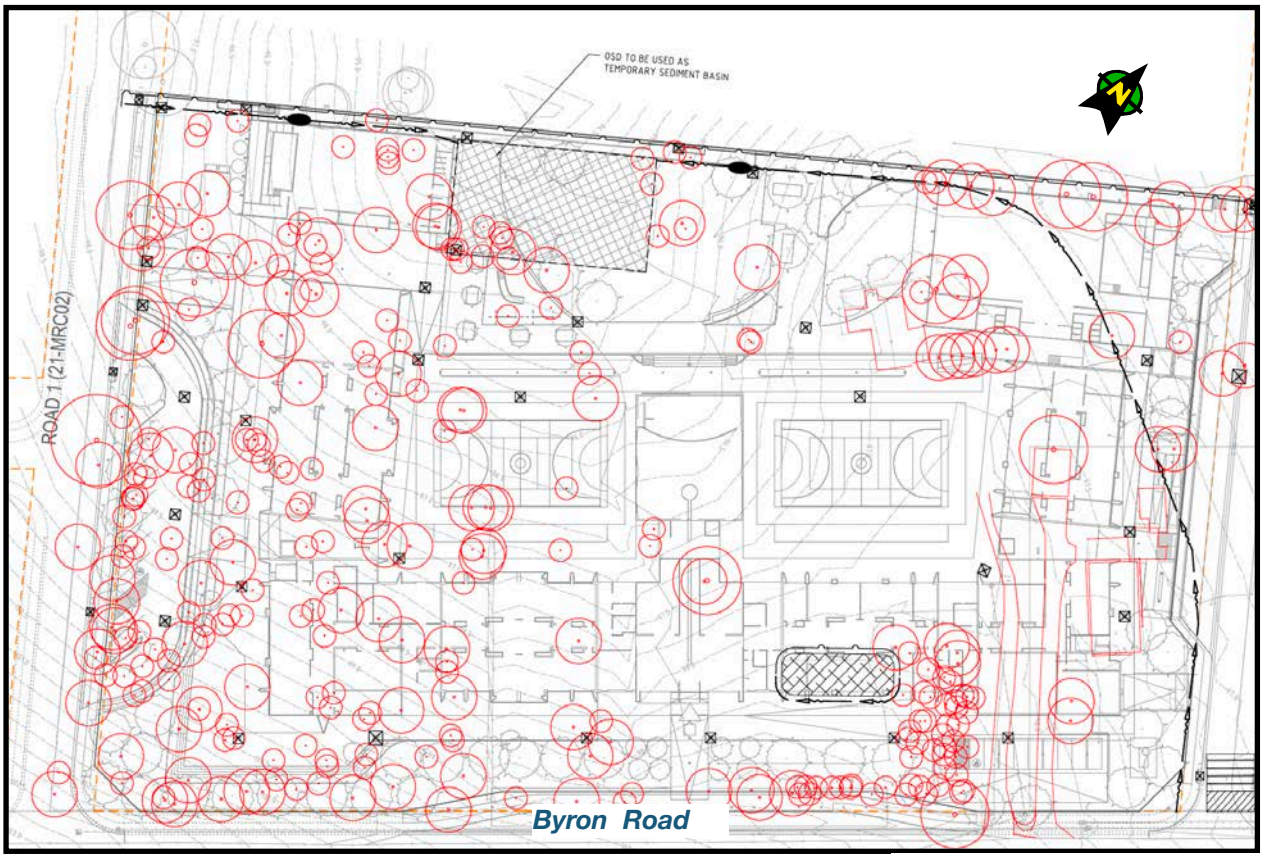
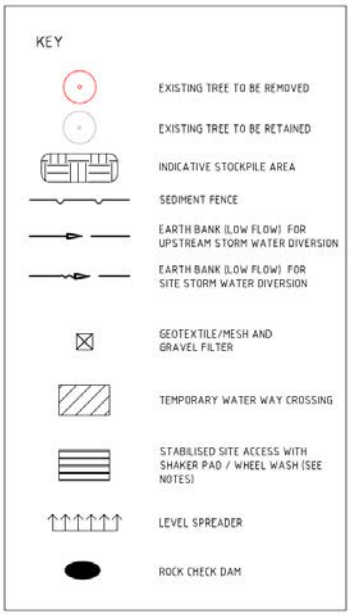


FIGURE 2.3: Sediment & erosion controls, clearing plan
(Source: Martens & Associates 2019)

NOTE:
- TO BE READ IN CONJUNCTION WITH SEDIMENT AND EROSION CONTROL DETAILS
- ALL EXCESS MATERIAL SHALL BE REMOVED FROM SITE.
- COUNCIL PERMISSION TO BE OBTAINED FROM REMOVAL OF TREES ON COUNCIL LAND.
- EROSION AND SEDIMENT CONTROLS TO BE IN PLACE AT ALL TIMES. CONTROLS TO BE INSPECTED, MAINTAINED AND REPLACED AS REQUIRED BY THE CONTRACTOR UNTIL WORKS ARE COMPLETED AND PERMANENT MEASURES HAVE BEEN ESTABLISHED.
- WHEEL WASH TO BE PROVIDED AT THE SITE ENTRY (BUILT IN SITU OR PORTABLE).
- TREE ROOT PROTECTION IS TO BE PROVIDED DURING CONSTRUCTION.
- WATER LEAVING THE SITE MUST MEET THE 50mg/L TSS LIMITS.



Erosion and sedimentation control will minimise the amount of sediment that would enter the downstream environment.

Mitigation measures will include:

- Temporary sediment basins are proposed on the Project Site to accept stormwater runoff from all proposed works areas. Any contaminated material will be removed from any areas intended for on site detention works.
- A shakedown pad will be installed at the entrance to any development area within the Project Site.
- Minimising the area of disturbance during construction and the adopting of the following construction practices:
  - Sediment controls are installed.
  - Minimise the area of soils exposed.
  - Conserve topsoil for re-use on site, where possible.Identify and protect proposed stockpile locations.
  - Preserve existing undisturbed stands of vegetation not earmarked for development or disturbance.
- To control surface water flows through each stage of the development in a manner that:
  - Diverts clean run-off around disturbed areas. and minimise surface run-off.
  - Disturbed areas promptly rehabilitated.
  - Trap sediment on site.
- Carry out regular monitoring and maintenance of erosion and sediment control measures and rehabilitation works until the school site is stabilised (includes landscaping).
- Any site regrading and earthworks will be planned to minimise cutting and filling in order to alleviate erosion and localised instability problems. To minimise the effects of erosion, all batters, whether in cut or fill, should be stabilised by planting (or the application of a sprayed-on mulch) with appropriate species of vegetation as soon as practical after construction.

The Preliminary Construction Management Plan (CMP), prepared by Outline Planning Consultants Pty Ltd, sets out additional considerations for the environment and amenity, including noise and vibration, and dust mitigation measures, details of which will be set out in the final plan prior to construction works commencing on site. Refer **Appendix I**.

2.2.4 Road Works & Traffic Management

Road works sequencing

Road reserve civil infrastructure works are likely to be undertaken in a number of stages as follows:

- **Stage 1:**
  - Construction of remainder of the part-constructed local road abutting the south-west boundary of the Project Site (ie. the 'Local Street' as identified in the Indicative Layout Plan referred to in *Camden Growth Centre Precincts Development Control Plan*). Once constructed, it is proposed that it be dedicated to Camden Council as a public road. [NOTE: The developers of the land to the south-west, Crownland Leppington No.3 Pty Ltd, have already constructed a temporary half-width road on their site, comprising a 5.5m wide sealed carriageway.]
  - Construction of new vehicular access points from the local road described above, serving the car parking area and internal drop-off area for the primary school and loading zone to service the new primary school.
  - New temporary access point from Byron Road for staff car park.
- **Stage 2**:
  - Construction of a new vehicular access driveway serving primary school basement car park.

- **Stage 3**:
  - Construction of a bus bay and road widening on that part of the project site fronting Byron Road.
- **Stage 4**:
  - Removal of temporary car parking area fronting Byron Road.
- **Stage 5**:
  - Construction of full-width local road abutting the northern boundary of the school site (ie. the 'Local Street' as identified in the Indicative Layout Plan referred to in *Camden Growth Centre Precincts Development Control Plan*), including provision for on-street car parking for 15 vehicles. Once constructed, it is proposed that the new road, including on-street car parking, be dedicated to Camden Council as a public road.
- **Stage 6**:
  - Construction of visitor car parking area near the main school entrance, to be accessed directly from Byron Road
  - Construction of a new vehicular access driveway serving the secondary school basement car park.
- **Stage 8**:
  - Construction of new loading zone to service the new secondary school.

All of the road works above will involve one or more of the following:

- Sediment and erosion control establishment works.
- Minor demolition or relocation works.
- Bulk earthworks and regrading, as required.
- Pavement construction works for roads, access points and bus bays, including drainage and associated works.
- Revegetation/stabilisation and sediment and erosion control maintenance works during establishment period.

Heavy truck traffic movements

Traffic Control Plans (TCPs) are to be provided and are to be implemented for all vehicle and pedestrian movements around the proposed works, in accordance with NSW RTA (2006) *Traffic Control at Work Sites Manual*.

Construction access to the proposed works for all stages of road works is to be from Byron Road. The recommended heavy vehicle haulage route access to/from the proposed road works is Byron Road and Ingleburn Road, and thence to Camden Valley Way. Refer **Figure 2.4**.

A swept path analysis for the critical movements of heavy vehicles at the intersections of Camden Valley Way/ Ingleburn Road/Denham Court Road and Ingleburn Road/Byron Road finds that a 12.5m Heavy Rigid Vehicle (HRV), which was found to be the largest design vehicle defined in AS2890.2 (2002) which can safely complete each turning movement. The 12.5m HRV will account for all standard rigid construction vehicles, including tippers and concrete agitator trucks. Under the existing intersection configuration for Ingleburn Road/Byron Road, articulated vehicles such as truck and dog combinations, will require traffic control. However, it is expected that the signalised upgrade of this intersection will improve manoeuvrability, given the duplication of lanes (allowing straddling) and carriageway widening.

Refer Traffic Impact Assessment report prepared by Traffix in **Appendix M** for further details.

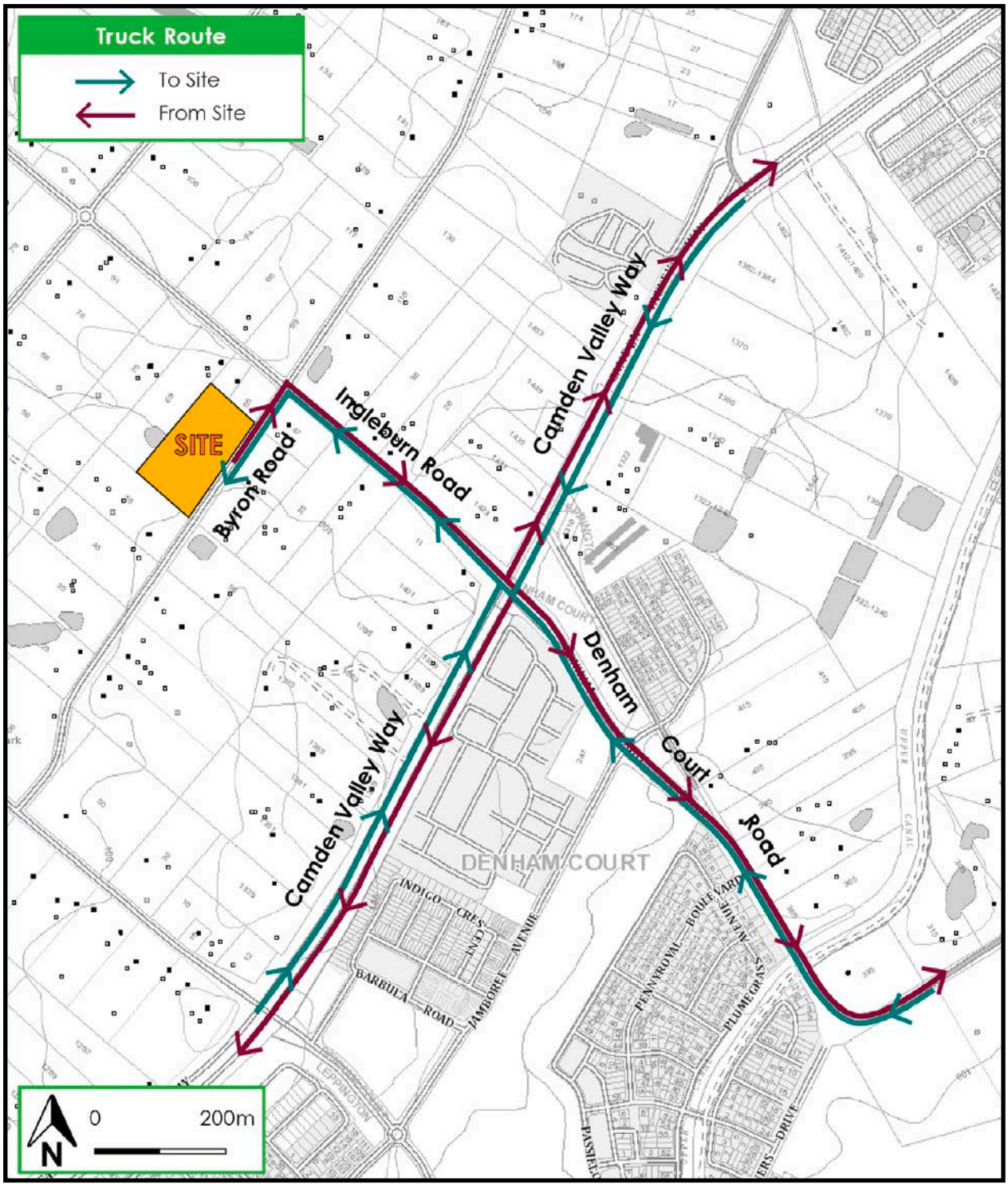


FIGURE 2.4: Construction truck traffic routes
(Source: Traffix 2019)

Heavy truck traffic

It is anticipated that heavy tuck traffic will be of the order as estimated in the following:

- **Demolition works**: It is estimated that this may involve between 5-10 truck arrivals per day, with minimal activity during peak periods. The majority of activity would be expected to take place before the opening of the school, including the demolition of existing dwelling houses, although the temporary buildings for earlier stages will also need to be removed prior to construction of the permanent development. Tippers would be the most appropriate design vehicle for demolition activity, which will not exceed the size of a 12.5m HRV for rigid types. Trucks will enter and exit the site directly from Byron Road, with forward movements permissible at all times.

- **Excavation works**: Excavation activity will comprise removing earth to construct two (2) basements, as well as general cut and filling. Given the basements will only be single level, and occupy a limited footprint, it is not expected that these works will be substantial. In this regard, approximately 10-15 trucks per day are estimated during peak activity.Tippers would be the most appropriate design vehicle for demolition activity, which will not exceed the size of a 12.5m HRV for rigid types. Trucks will enter and exit the site directly from Byron Road, with forward movements permissible at all times.

- **Construction works**: The construction of the school buildings will be built over 8 stages, over the next 10 years or more. During this time the Leppington precinct will become increasingly urbanised, with increased levels of traffic and upgraded roads becoming the norm. Whilst the majority of the construction activity will occur whilst the school is operational, there is opportunity to schedule peak activity outside peak pick-up and drop-off periods, while more intense work, such as concrete pours, could be undertaken during school holiday periods (but not on public holidays).

  Different trucks will be used during these phases, although it is expected that most trucks can be rigid types for the delivery of construction material (e.g. concrete agitator trucks). Special traffic control measures would be prepared in the instance where oversize precast materials would be transported to the site.

  The site access points would also change during the various stages, shifting from access to Byron Road to the side roads, which will minimise impacts as network traffic volumes increase. Trucks could initially use the pick-up and drop-off areas to park on-site and in later stages can rely on the permanent hardstand loading areas at all times.

  It will be likely that traffic controllers will be needed to facilitate site access movements when the school is operational to ensure pedestrian safety.This would be formalised with the preparation of Traffic Control Plans in future construction traffic management plan (CTMP) reports.

All loading and unloading of excavation and construction machinery, excavation and building materials is to occur within the site boundaries or stockpiled along the road reserve fronting the site boundary. All loading and unloading operations are to comply with relevant WorkCover and other statutory regulations.

The design and construction of local streets will be generally consistent with *Camden Growth Centre Precincts Development Control Plan*, where modified, and any relevant Camden Council Engineering Specifications. [NOTE: On-street car parking is proposed in the new local street to be constructed on the northern side of the proposed school campus]

Council's road systems will be maintained during the construction works period.

Any damage to Council's infrastructure within the road reserve by construction operations will be repaired and/or reinstated.

2.2.5 Construction hours of operation

The proposed working hours for demolition, site preparation, bulk earthworks, construction and construction-related activities on the project site are as follows:

- Monday to Friday- 7:00am to 5:00pm. [in accordance with the requirements of clause 2.4 of the *Camden Growth Centre Precincts Development Control Plan*]
- On Saturdays- 7:00am to 5:00pm. [in accordance with the requirements of clause 2.4 of the *Camden Growth Centre Precincts Development Control Plan*]
- No work on Sundays and gazetted Public Holidays.

Any additional works outside these hours will require permission from Camden Council for special requirements- such as oversized deliveries or works that need to be carried out whilst students and staff are not on site. At this stage it is not anticipated that any work is to be undertaken on the project site outside of the above standard construction hours.

2.2.6 Aboriginal sites

The site has been used, in part, for market gardens in the past. In the unlikely event of any Aboriginal object or remains (including evidence of habitation or remains) being discovered during the course of site works:

- All excavation or disturbance must stop immediately in that area.
- The Dept Premier & Cabinet (formerly Office of Environment and Heritage) must be advised of the discovery.
- If human skeletal remains are found the proponent must stop work immediately, secure the area to prevent unauthorised access and contact the NSW Police and Dept Premier & Cabinet (formerly OEH).

2.2.7 Construction signage

A sign is to be displayed in a prominent position on that part of the Project Site on which building work, earthworks, remediation works, subdivision work or demolition work is being carried out at that time. The sign will list the following details:

- The name, address and telephone number of the Principal Certifying Authority.
- The name of the Principal Contractor and an after-hours telephone number.
- That unauthorised entry to the site is prohibited.
- Hours of construction as per the consent.

Signage will be maintained while construction and site remediation work are being carried out and is to be removed upon completion. All contractors working on the Project Site will be required to display on site their twenty-four (24) hour contact telephone number, which is to be clearly visible and legible from any public place adjoining the site.

Standard commercially manufactured signs containing the words "DANGER ASBESTOS REMOVAL IN PROGRESS" measuring not less than 400m x 300mm are to be erected in prominent visible positions on the site during any asbestos removal works.

2.2.8 Bicycle parking

Bicycle storage areas with a total capacity of 78 bicycles is proposed, in a number of locations throughout the school campus. The facilities are to be designed and installed in accordance with AS2890.3. The bicycle parking layout is shown in the architectural drawings in **Appendix C** and considered in further detail in the traffic impact assessment report in **Appendix M.**

■ 2.3 Boundary Subdivision

The proposed school development is to situated on that part of Lots 1 and 2 in Deposited Plan 525996 zoned zoned SP2 Infrastructure (Educational Establishment). A boundary amendment will be thus required to reflect this fact. A further boundary adjustment will be required in order to separate that part of Lots 1 and 2 in Deposited Plan 525996 zoned R3 Medium Density Residential, from the above designated lands. An easement for sewer is to run over this part of the project site, connecting to an existing line in Ingleburn Road. The boundary amendments and road dedications referred to above are captured in the accompanying **Figure 2.5**.

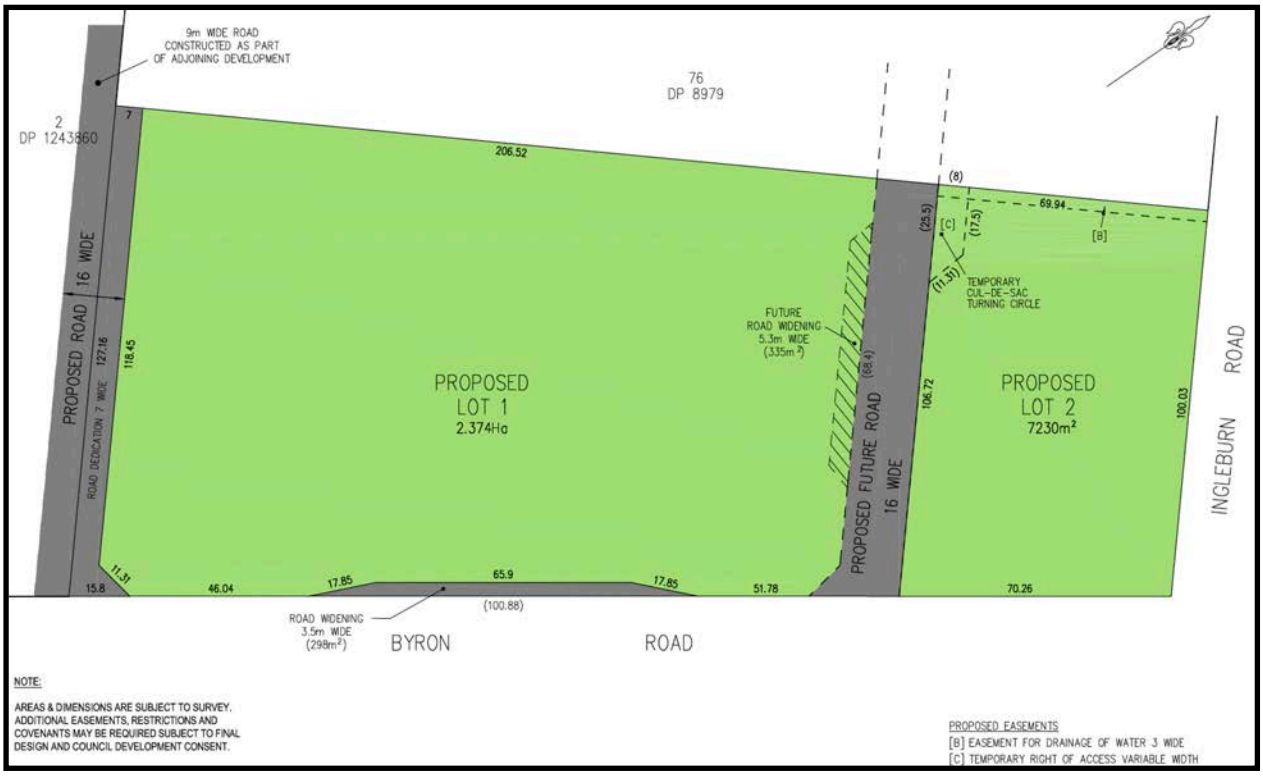


FIGURE 2.5: Subdivision plan
(Source: TSS Total Surveying Solutions July 2019)

In addition to the above, two local roads situated either side of the zoned school site, as identified in the Indicative Layout Plan for Leppington referred to in *Camden Growth Centre Precincts Development Control Plan,* will need to be progressively dedicated to Camden Council as public roads following construction. Similarly, the land identified for the purpose of bus bays fronting Byron Road, including footpath, will need to be also dedicated to Camden Council following construction.

In all, it is proposed to progressively dedicate to Camden Council a total area of 2,418m^2 of land for the following public road purposes:

- The (remaining half-width construction) local road fronting the primary school, on the southern flanks of the proposed school: 887m^2.
- A (full-width construction) local road fronting the secondary school, on the northern flanks of the proposed school: 1,451m^2.
- Land required for bus bays fronting Byron Road: 79m^2.

Refer to accompanying **Figure 2.6**.

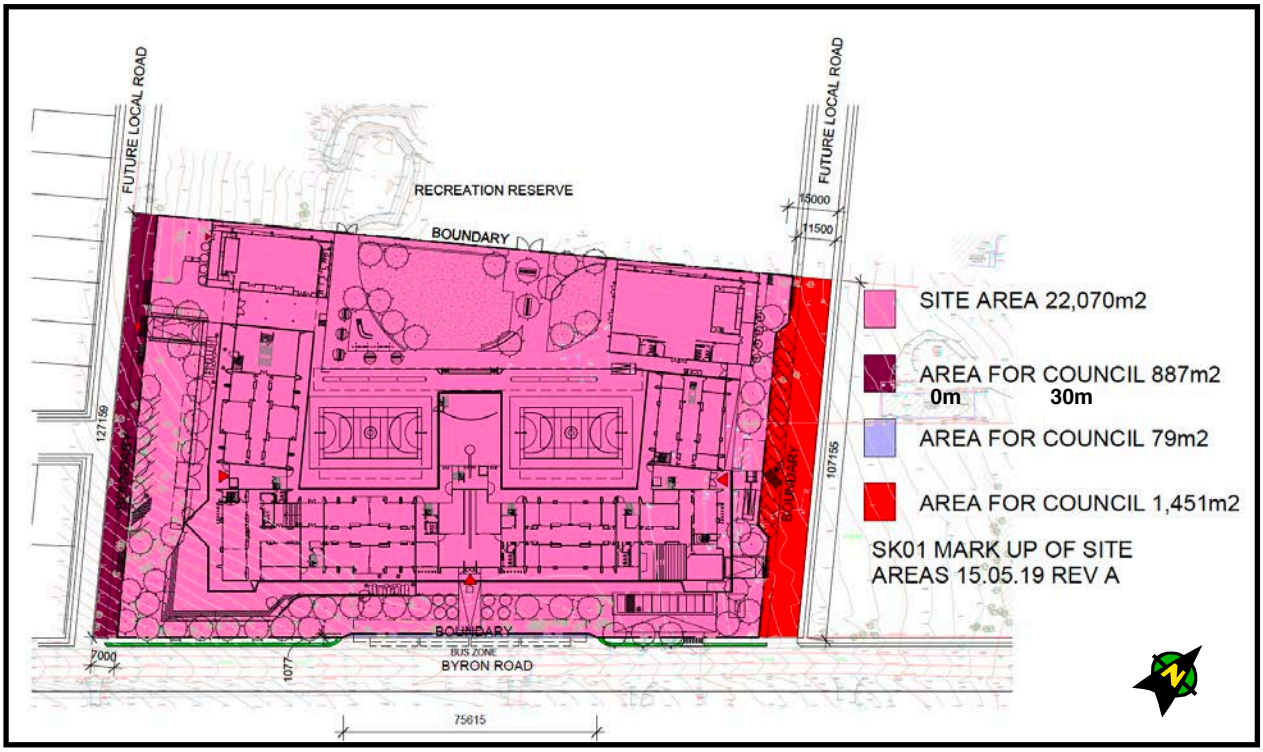


FIGURE 2.6: Lands to be progressively dedicated to Camden Council as public roads
(Source: Gran Associates Australia)

Based on a 2017 purchase price, the 2,418m^2 above would have a land value of approximately $865,850. This land is to be dedicated at no cost to Camden Council.

▪ 2.4: Proposed Staging of Amity College School Campus

Refer **Appendix C** and **Appendix D** for architectural drawings and landscape plans. Refer also to **Appendix W** for a structural report.

2.4.1 Stage 1: Primary School

This part of the development application seeks consent for the following works, including:

- Site works comprising site clearing, site remediation, demolition of structures and earthworks, as well as provision of services. Refer also to **Appendix U** and **Appendix Q**.
- Installation of temporary demountable school buildings for primary school, for a total of approximately 90 students. This stage will include the installation of temporary classrooms, administration building, canteen, and toilets and interim playground near the temporary staff car park.
- Construction of temporary staff car parking area fronting Byron Road.
- Services provision.
- Construction of pick up and drop off parking area on the southern side of the school campus. A loading zone, also fronting the same road, will also be constructed in Stage 1.

Refer **Figure 2.7**.

School buildings proposed: temporary demountables (MDR)

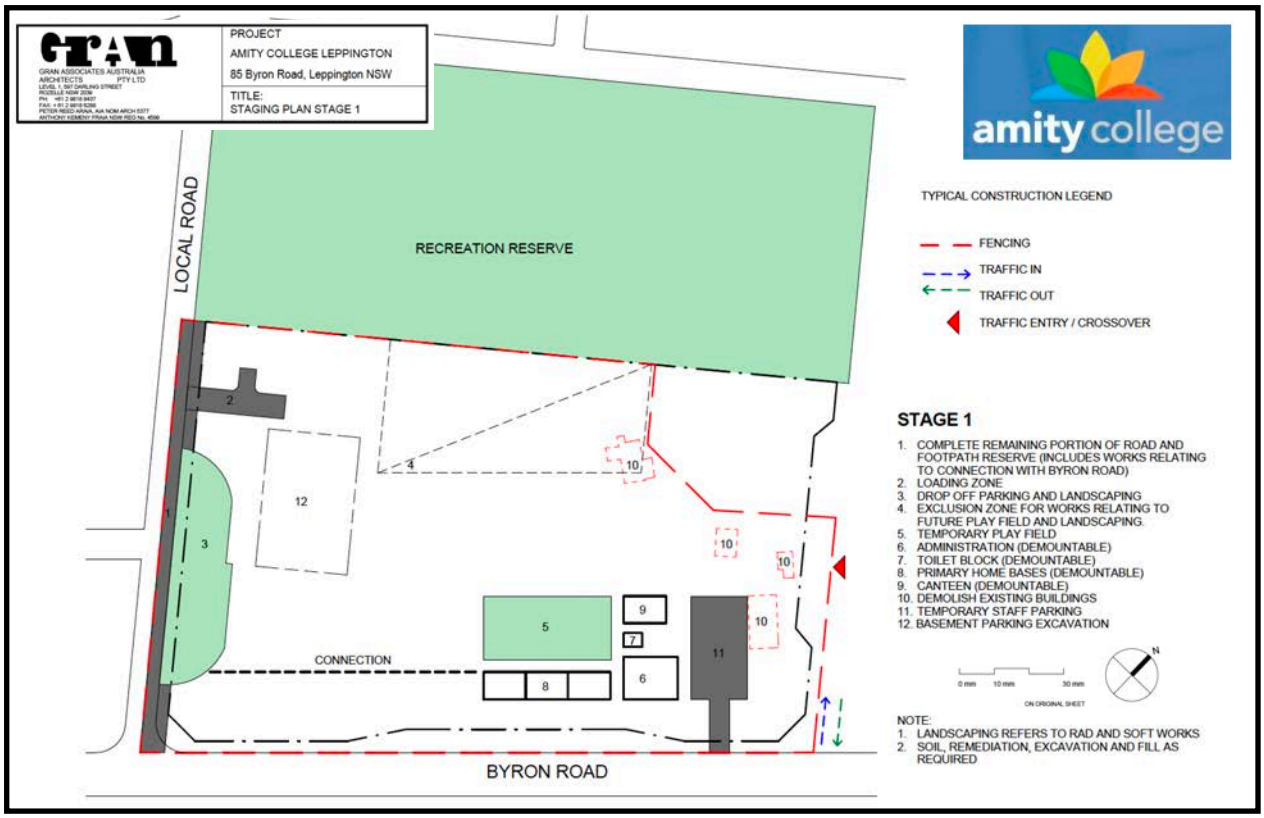


FIGURE 2.7: Proposed Stage 1 of Amity College school campus- Primary School
(Source: Gran Associates Australia)

The first stage of proposed school will be developed with temporary, one-storey modular designed building range (MDR) structures- which includes "portable" or "demountable" building descriptors- for classroom spaces for the School. The buildings will be free standing buildings. External finishes typically comprise Colorbond (or similar) metal roofs, with walls constructed of Hardiplank (or similar)– refer coloured elevations in the DA drawings prepared by Gran Associates Australia accompanying this development application, in **Appendix C**. MDR buildings provide for a modern, affordable, energy-efficient design built with sustainable and responsibly-manufactured materials, fully compliant with NSW Education requirements. The MDR school buildings are to be constructed on piers and foundations and coming with the same fixtures and fit-outs as standard school buildings.

The MDR buildings are time and energy-efficient. The MDR classrooms will come complete with verandahs, quality finishes and insulation. Because the school buildings are portable, they can be quickly installed on site. All buildings would be built to relevant education standards. In addition:

- Footings and services will be established for each building.
- The demountable buildings are to be trucked to the site- each building built off-site and provided with insulation, services, windows and the like, prior to delivery to the site.
- Each demountable building is then transferred by crane to the building site and lowered into position.

The gross floor area of the buildings in proposed Stage 1 of the new school is approximately 650m^2.

Access, parking and road works proposed in Stage 1

Stage 1 will require construction of the other half of the part-completed unnamed Local Road separating the Project Site from the approved residential land subdivision to the south-west, at No. 55 Byron Road, currently being developed by Crownland Leppington No. 3 Pty Ltd (Crownland).

A drop off and pick up parking area will also be built, accessed from this road, as well as a new loading bay. The drop off and pick up parking area will be provided with 10 angled car parking spaces and a 42 metre parallel bay capable of accommodating seven (7) car parking spaces. The entry driveway is provided with a width of 6.3m and the exit driveway has a width of 6.1m which are considered acceptable for the high turnover of a drop off and pick up zone.

The drop off and pick up zone will be also capable of accommodating emergency service vehicle such as large fire trucks as well as ambulance and police vehicles. In addition, the area between the primary school building and primary school hall will be maintained as curtilage to allow for an ambulance to access the hard surface play area.

The proposed loading bay will be capable of accommodating an 8.8m Medium Rigid Vehicle.

The temporary vehicular access as shown in the Stage 1 Staging Plan for staff parking is to be Category 2 driveway of width 6.0m-9.0 metres from Byron Road. Further spaces can be provided outside of this parking area, due to the large relatively flat area available on adjoining land within the site.

The parking system proposed in Stage 1 meets the following objectives:

- To provide on-site parking for staff, students, visitors and delivery vehicles, which is easily accessible and has regard to pedestrian safety.
- All car parking and servicing generated by the proposal is met on-site.
- To provide an attractive and identifiable entry to the school at Stage 1 through the creation of a large, formal car parking area, with attendant landscaping treatment, serviced by a full-width local road.

Disabled access is to be provided from the temporary staff car park in accordance with the *Disability Discrimination Act 1992* and with Australian Standard AS 1428 parts 2, 3 and 4 inclusive.

Building height, setbacks and building footprints

The Stage 1 buildings are single storey free standing demountable buildings. The proposed primary school buildings achieve a minimum setback of approximately 12m metres from Byron Road.

Landscaping, recreation

The plans accompanying this DA illustrates the proposed landscape design treatment for Stage 1, principally around the proposed pick up and drop off area. A temporary school playing field is to be constructed proximate to the demountable school buildings.

Fencing

School fencing will be provided around those parts of the school used for school-related activities, including along the local road and Byron Road frontages. Further fencing will be provided around the perimeter of the school site as it progressively expands. The development application proposes an appropriate type of fencing, commonly used for schools, that is suitable for security purposes, similar to that used at Amity College's other school campuses. As a guide, refer to photograph of school fencing used at Illawarra campus, in Section 1.4 of this EIS.

Stormwater, drainage, services

All buildings are above the 1:100 year and PMF floods. Refer also to the detailed stormwater plans provided by Martens & Associates in **Appendix R** which accompanies this development application. The school will connect to an existing sewer main running along Ingleburn Road, as well as to existing reticulated water, power and phone services. Refer also to the services report in **Appendix Q** for further details.

2.4.2 Stage 2: Primary School

Stage 2 (refer **Figure 2.8**) of the proposed school development seeks consent for the following works, including:

- Excavation for and provision of a new access driveway to a primary school basement car park.
- Construction of a two-storey primary school building.
- Landscaping around the new primary school building.
- Continued use of temporary demountable school buildings for primary school, including interim playground and the temporary staff car park.
- Services provision to the new two-storey primary school building, including provision for a substation.
- Construction of pick up and drop off parking area on the southern side of the school campus. A loading zone, also fronting the same road, will also be constructed in Stage 1.

The gross floor area of the building in proposed Stage 2 of the new school is approximately 1,676m^2.

Access, parking works proposed in Stage 2

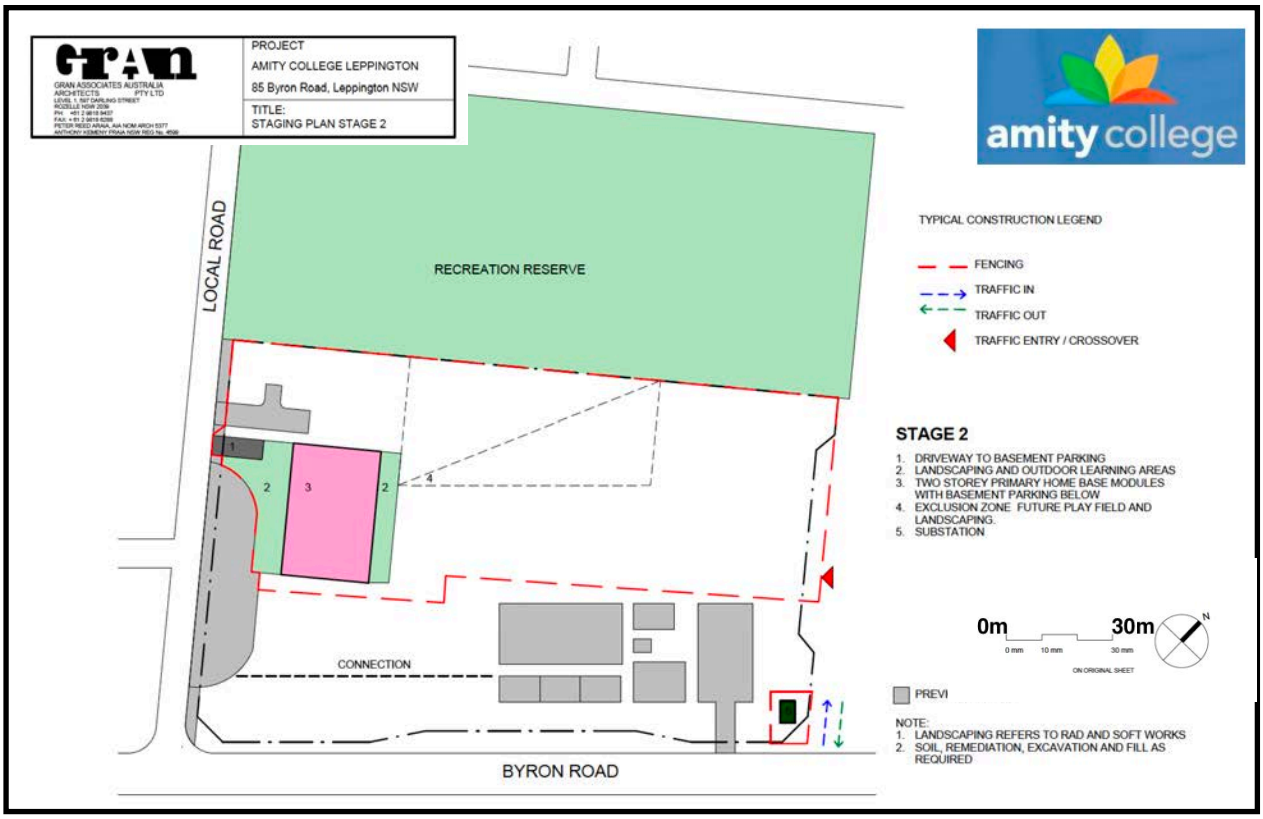


FIGURE 2.8: Proposed Stage 2 of Amity College school campus- Primary School
(Source: Gran Associates Australia)

Stage 2 will require construction of an access driveway to a basement car park containing 28 car parking spaces and 20 bicycle parking spaces underneath the new two-storey primary school building.

Building height, setbacks and building footprints

The Stage 2 primary school building will be a two-storey free standing building. It will achieve a minimum setback of approximately 22.25m metres from the local road to the south-west. Building heights range between 10.87m to 12.96m above natural ground level (due to the sloping nature of the land in this section of the site).

Landscaping, recreation

The plans accompanying this DA illustrates the proposed landscape design treatment for Stage 2, namely, either side of the new primary school building.

Fencing

School fencing will be provided around those parts of the school used for school-related activities.

Stormwater, drainage, services

All buildings are above the 1:100 year and PMF floods. Refer also to the detailed stormwater plans provided by Martens & Associates in **Appendix R** which accompanies this development application. The new school building will connect to an existing sewer main running along Ingleburn Road, as well as to existing reticulated water, power and phone services. Refer also to the services report in **Appendix Q** for further details.

2.4.3 Stage 3: Play/Learning Areas and Bus Bay

Stage 3 of the proposed school development seeks consent for the following works, including:

- Construction of a primary school courtyard and play areas.
- Terraced outdoor learning area.
- Landscaping around the new primary school building.
- Continued use of temporary demountable school buildings for primary school, including interim playground and the temporary staff car park.
- New bus bay area fronting Byron Road.
- Landscaping work associated with the above- principally along the Byron Road frontage.

Refer **Figure 2.9**.

No additional floor space is proposed in this stage of the school project.

Access, parking works proposed in Stage 3

Stage 3 will require construction of a 69 metre intended bay on the northern kerbside of Byron Road, capable of accommodating five (5) standard buses (12.5 metres) or four (4) coaches (14.5 metres).

Building height, setbacks and building footprints

The proposed bus bay has been suitably indented which would ensure that through lanes on Byron Road remain unobstructed. No buildings are proposed in this stage of the project.

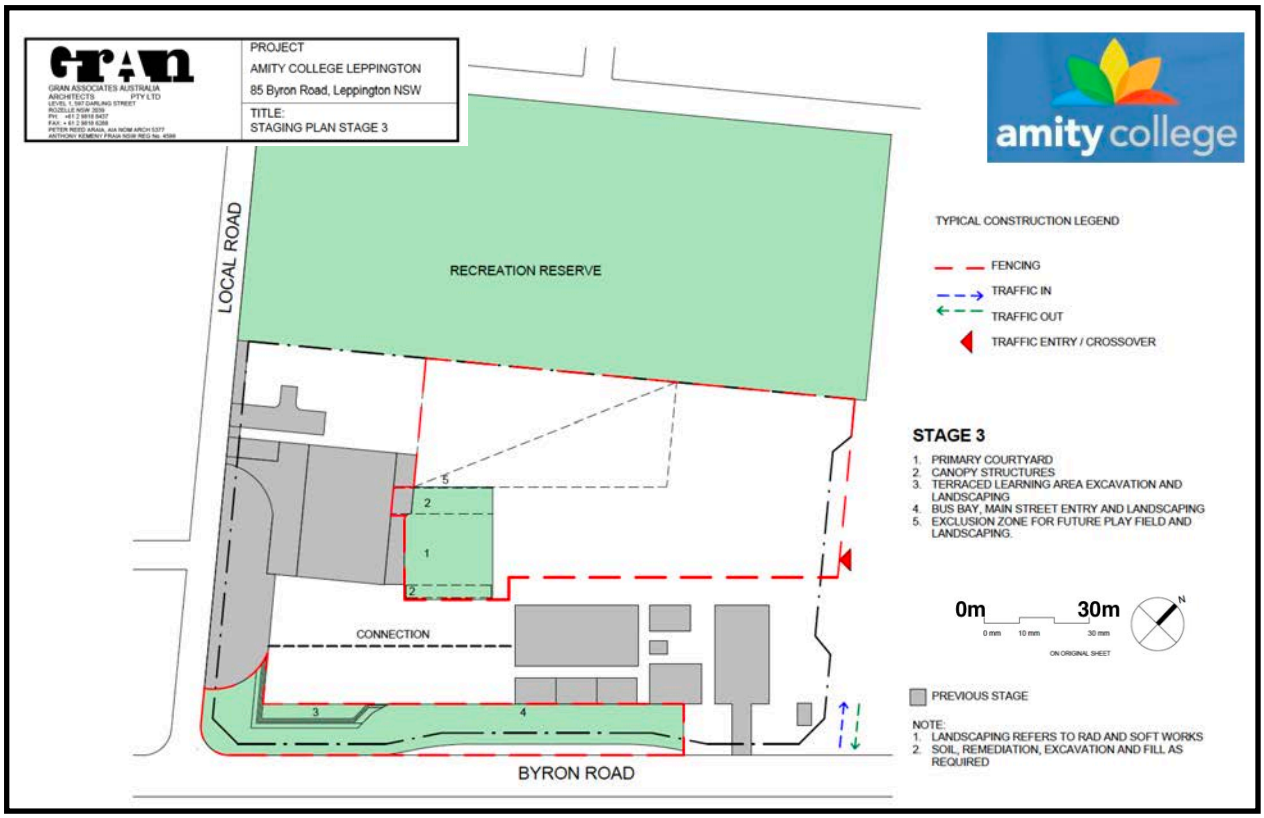


FIGURE 2.9: Proposed Stage 3 of Amity College school campus- Primary School landscaping, learning areas and Byron Road bus bays
(Source: Gran Associates Australia)

Landscaping, recreation

The plans accompanying this DA illustrates the proposed landscape design treatment for Stage 3, namely, a primary courtyard adjoining the Stage 2 primary school building, primary school playground facilities, including shade structures, as well as landscaping along the Byron Road frontage, and terraced outdoor learning area.

Fencing

School fencing will be provided around those parts of the school used for school-related activities.

Stormwater, drainage, services

All works are above the 1:100 year and PMF floods.

2.4.4 Stage 4: Primary School

Stage 4 (refer **Figure 2.10**) of the proposed school development seeks consent for the following works, including:

- Excavation for an expanded primary school basement car park.
- Construction of a two-storey primary school building module.
- Landscaping around the new primary school building complex, including new outdoor play area.
- Removal of temporary demountable school buildings and the temporary staff car park.
- Services provision to the above uses.

The gross floor area of the buildings in proposed Stage 4 of the new school is approximately 2,420m^2.[NOTE: This includes 650m^2 of floor space associated with the demountable school buildings erected in Stage 1, proposed to be removed in Stage 4]

Access, parking works proposed in Stage 4

Stage 4 will provide additional basement car parking for an additional 34 car parking spaces, to be provided underneath the new two-storey primary school building extension.

Building height, setbacks and building footprints

The Stage 4 primary15m metres from Byron Road. Building heights range between 8.78m to 11.14m above natural ground level (due to the sloping nature of the land in this section of the site).

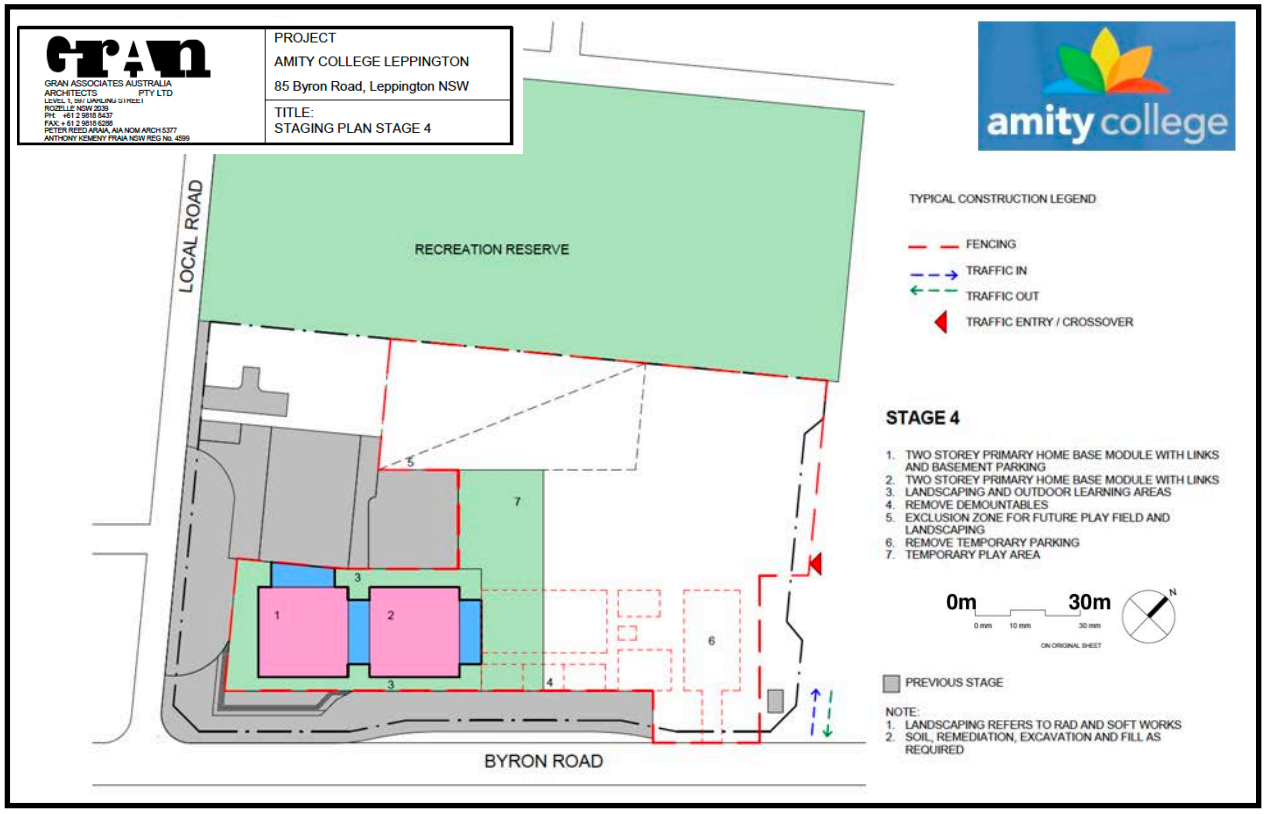


FIGURE 2.10: Proposed Stage 4 of Amity College school campus- Primary School additions, basement car parking and outdoor open space
(Source: Gran Associates Australia)

Landscaping, recreation

The plans accompanying this DA illustrates the proposed landscape design treatment for Stage 4, namely, either side of the new primary school building, with provision for a temporary new outdoor play area towards the centre of the school campus.

Fencing

School fencing will be provided around those parts of the school used for school-related activities.

Stormwater, drainage, services

All buildings are above the 1:100 year and PMF floods. Refer also to the detailed stormwater plans provided by Martens & Associates in **Appendix R** which accompanies this development application. The new school building will connect to an existing sewer main running along Ingleburn Road, as well as to existing reticulated water, power and phone services. Refer also to the services report in **Appendix Q** for further details.

2.4.5 Stage 5: Secondary School

Stage 5 (refer **Figure 2.11**) of the proposed school development marks the establishment of a secondary school on the project site. Consent is sought for the following works, including:

- Excavation for a secondary school basement car park, including construction of new driveway access from northern local street.
- Construction of a three-storey school school building modules.
- Construction of the northern local street, to serve the secondary school campus. Includes provision for secondary school on-street drop off and pick up area for students.
- Provision for playing field and landscaping.
- Removal of temporary demountable school buildings and the temporary staff car park.
- Services provision to the above uses.

The gross floor area of the buildings in proposed Stage 5 of the new school is approximately 3,055m².

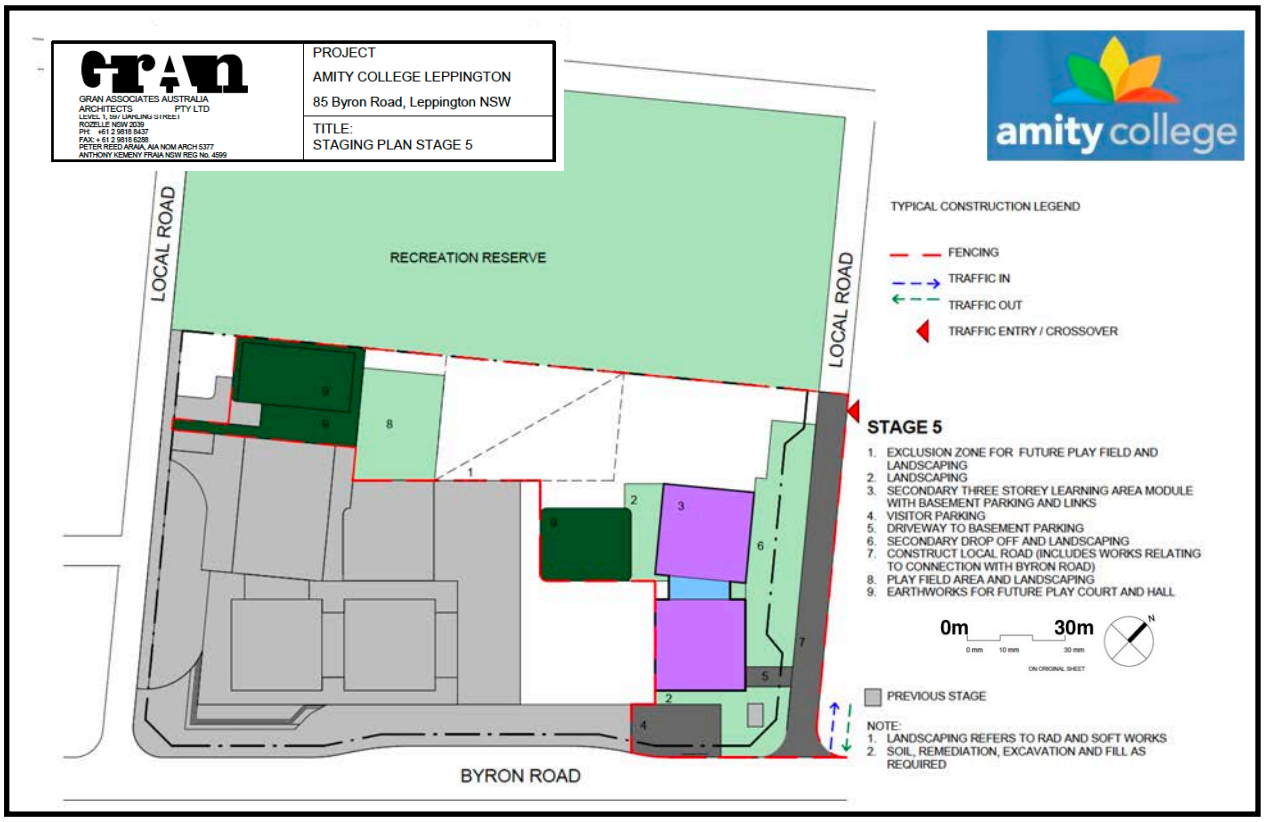


FIGURE 2.11: Proposed Stage 5 of Amity College school campus- Primary School additions, basement car parking and outdoor open space
(Source: Gran Associates Australia)

Access, parking works proposed in Stage 5

Stage 5 will provide basement car parking for 32 car parking spaces, to be provided underneath the new three-storey secondary school building modules.

A new driveway access will be provided to the new basement car park, with on street parking spaces provided at the front of the building.

Fifteen (15) angled on street car parking spaces are to be provided along the western kerbside of the new northern local road, suitable for pick-up and drop-off parking during (secondary) school times.

Building height, setbacks and building footprints

The Stage 5 building modules are set back from Byron Road a minimum of approximately 16.99m and a minimum of approximately 9.36m from the new local street.

Building heights range between 12.93m to 15.47m above natural ground level (due to the sloping nature of the land in this section of the site).

Landscaping, recreation

The plans accompanying this DA illustrates the proposed landscape design treatment for Stage 5, namely, landscaping at the new street frontage, provision for a new playing field area, as well as earthworks for a future ply court and school hall.

Fencing

School fencing will be provided around those parts of the school used for school-related activities.

Stormwater, drainage, services

All buildings are above the 1:100 year and PMF floods. Refer also to the detailed stormwater plans provided by Martens & Associates in **Appendix R** which accompanies this development application. The new school building will connect to an existing sewer main running along Ingleburn Road, as well as to existing reticulated water, power and phone services. Refer also to the services report in **Appendix Q** for further details.

2.4.6 Stage 6: Secondary School + Primary School hall

Stage 6 (refer **Figure 2.12**) of the proposed school development marks the expansion of the secondary school on the project site and the construction of the primary school hall.

Consent is sought for the following works, including:

- Construction of an additional three-storey school school building module.
- Construction of primary school hall.
- Construction of a secondary school play court, in the central section of the school campus.
- Provision for further landscaping.
- Services provision to the above uses.

The gross floor area of the buildings in proposed Stage 6 of the new school is approximately 3,840m^2.

Access, parking works proposed in Stage 6

No new additional car parking spaces are proposed.

Building height, setbacks and building footprints

The Stage 6 building modules are set back from Byron Road a minimum of approximately 16.99m. Building heights range between 12.32m to 14.25m above natural ground level (due to the sloping nature of the land in this section of the site).

Landscaping, recreation

The plans accompanying this DA illustrates the proposed landscape design treatment for Stage 6, namely, landscaping around new buildings, and provision for a new playing court serving the secondary school.

Fencing

School fencing will be provided around those parts of the school used for school-related activities.

Stormwater, drainage, services

All buildings are above the 1:100 year and PMF floods. Refer also to the detailed stormwater plans provided by Martens & Associates in **Appendix R** which accompanies this development application. The new school building will connect to an existing sewer main running along Ingleburn Road, as well as to existing reticulated water, power and phone services. Refer also to the services report in **Appendix Q** for further details.

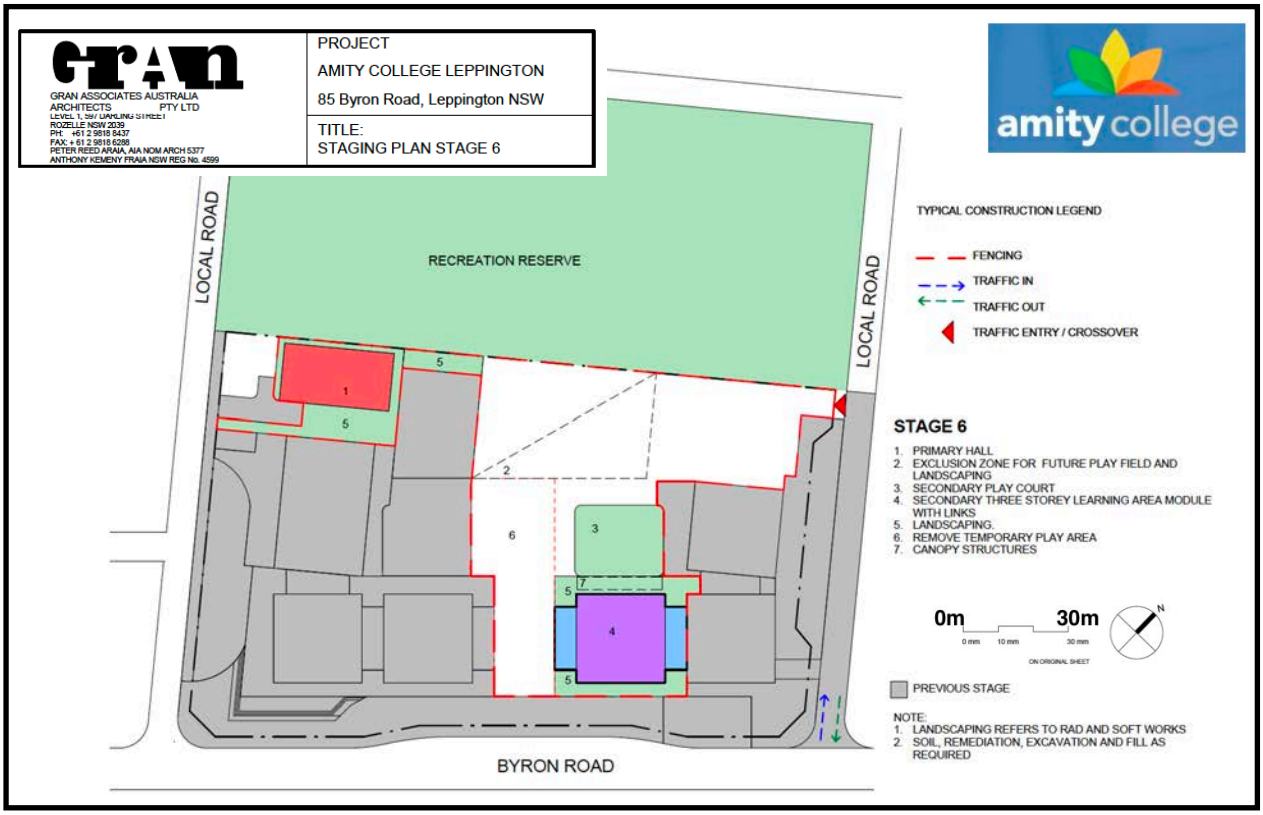


FIGURE 2.12: Proposed Stage 6 of Amity College school campus- Primary School additions, basement car parking and outdoor open space
(Source: Gran Associates Australia)

2.4.7 Stage 7: Secondary School Library + Administration + School Cafe

Stage 7 (refer **Figure 2.13**) of the proposed school development marks the construction of the main administration building together with secondary school library, and outdoor open spaces in the central section of the site.

Consent is sought for the following works, including:

- Construction of an additional three-storey building housing cafe and secondary school library building.
- Construction of four-storey administration/community facilities building fronting Byron Road.
- Provision for further landscaping and playing field in the central section of the school campus.
- Services provision to the above uses.

The gross floor area of the buildings in proposed Stage 6 of the new school is approximately 2,937m^2.

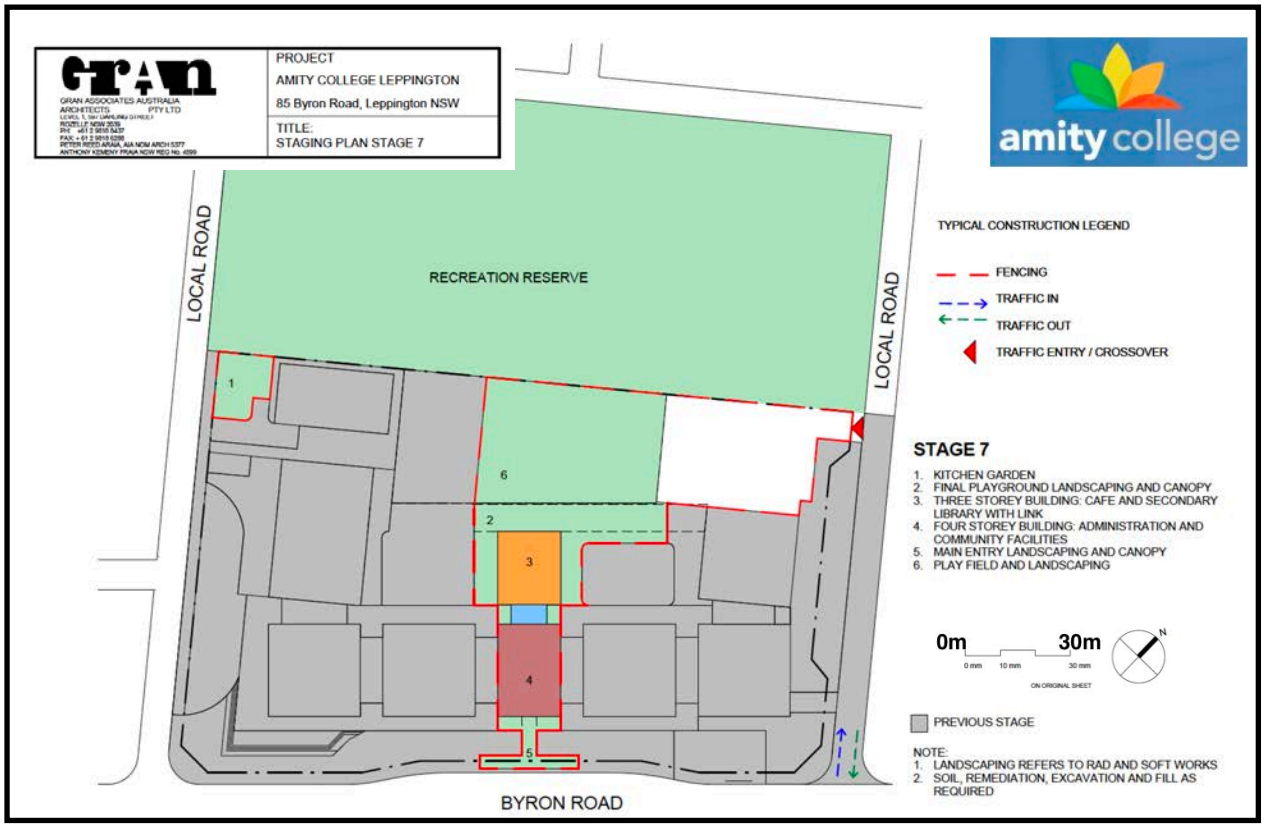


FIGURE 2.13: Proposed Stage 7 of Amity College school campus- administration, library, cafe and central playing field
(Source: Gran Associates Australia)

Access, parking works proposed in Stage 7

No new additional car parking spaces are proposed.

Building height, setbacks and building footprints

The Stage 7 building modules are set back from Byron Road a minimum of approximately 15.4m. Building heights range between 8.57m to 15.87m above natural ground level (due to the sloping nature of the land in this section of the site).

Landscaping, recreation

The plans accompanying this DA illustrates the proposed landscape design treatment for Stage 7, namely, landscaping and provision for a new outdoor play space in the central section of the site.

Fencing

School fencing will be provided around those parts of the school used for school-related activities.

Stormwater, drainage, services

All buildings are above the 1:100 year and PMF floods. Refer also to the detailed stormwater plans provided by Martens & Associates in **Appendix R** which accompanies this development application. The new school building will connect to an existing sewer main running along Ingleburn Road, as well as to existing reticulated water, power and phone services. Refer also to the services report in **Appendix Q** for further details.

2.4.8 Stage 8: Secondary School Hall

Stage 7 (refer **Figure 2.14**) of the proposed school development marks the construction of secondary school multi-purpose hall, including provision for a loading zone near the front of the hall and associated landscaping. The gross floor area of the hall is approximately 1,027m^2.

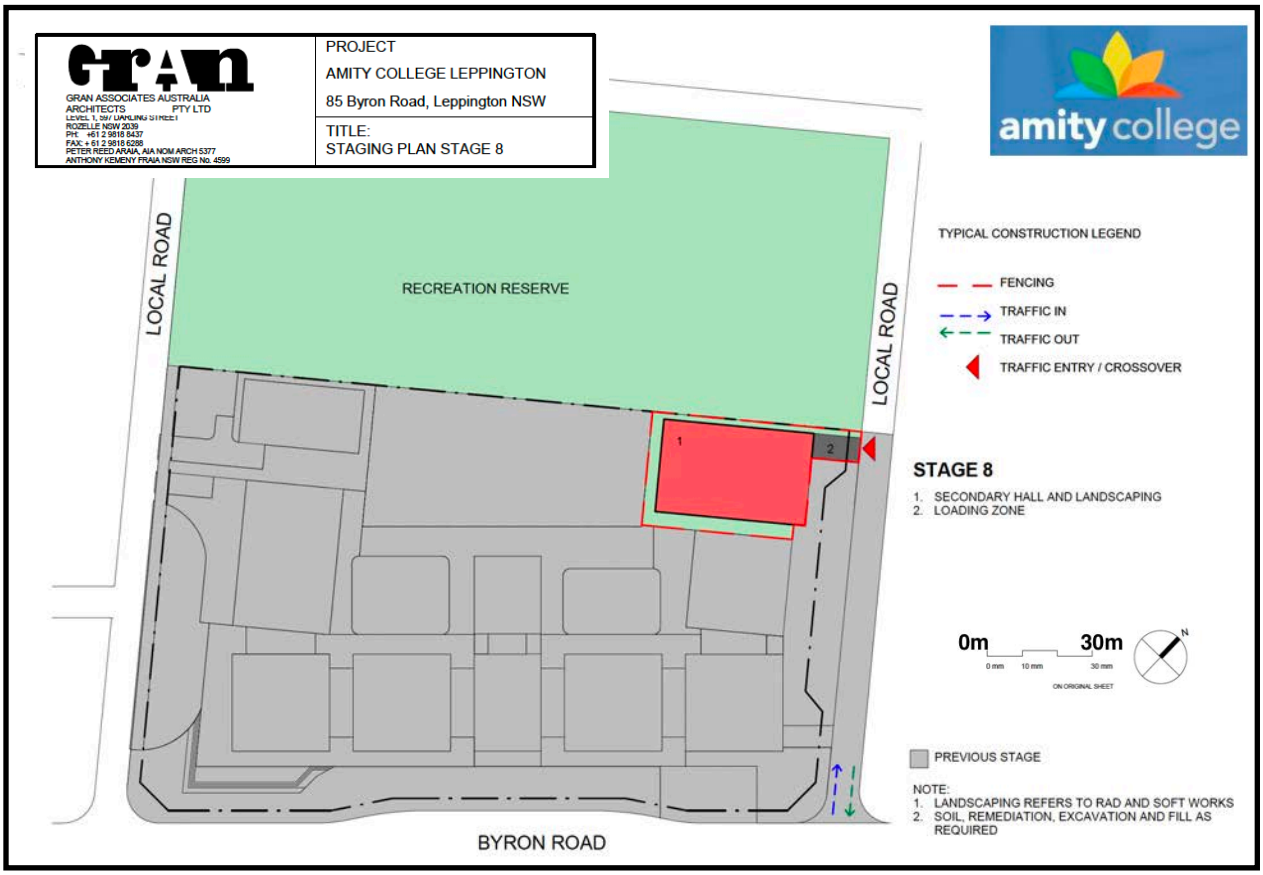


FIGURE 2.14: Proposed Stage 8 of Amity College school campus-secondary school hall
(Source: Gran Associates Australia)

Access, parking works proposed in Stage 8

No new additional car parking spaces are proposed. The loading bay, to be accessed from the northern local road, is capable of accommodating an 8.8m Medium Rigid Vehicle.

Building height, setbacks and building footprints

The Stage 8 secondary school multi-purpose hall building is set back from the local street a minimum of approximately 9.3m.

Building heights range between 10.15m to 11.81m above natural ground level (due to the sloping nature of the land in this section of the site).

Landscaping, recreation

The plans accompanying this DA illustrates the proposed landscape design treatment for Stage 8, namely, landscaping around the perimeter of the hall.

Fencing

School fencing will be provided around those parts of the school used for school-related activities.

Stormwater, drainage, services

All buildings are above the 1:100 year and PMF floods. Refer also to the detailed stormwater plans provided by Martens & Associates in **Appendix R**.

The new school building will connect to an existing sewer main running along Ingleburn Road, as well as to existing reticulated water, power and phone services. Refer also to the services report in **Appendix Q** for further details.

▪ 2.5 Operation of School

2.5.1 Hours of Operation

The general hours of operation for the school for all stages will be between 7.00am and 9.00pm (source: the hours of operation of educational establishments as specified in Section 4.4.3 of *Camden Growth Centre Precincts Development Control Plan*).

These operating hours will cover almost all school-related activities, including out-of-hours community use of school facilities. However, teaching hours will generally be between 9.00am and 3.30pm Monday to Friday, with students generally arriving by 8.00am and leaving by 4.00pm. Out-of-hours use of the two halls as well as rooms in the school campus is anticipated.

Deliveries and service vehicles generated by this development are to be limited to 7.00am to 5.00pm. Deliveries and service vehicles are to be scheduled to access the school site outside of peak am and peak pm school pick-up times, to minimise conflict between vehicle modes and pedestrians.

2.5.2 Student and Staff Numbers

The new school will provide accommodation, once completed, for up to 1,000 students once completed, with up to 85 full-time equivalent staff.

2.5.3 Community Use of School Facilities

Overview

Amity College already offers the use of its facilities at it's Prestons and Auburn campuses to the community- principally the use of the multi-purpose hall for sporting and exercise pursuits. A range of school facilities will be made available for use by the wider community outside of normal school hours at the proposed school campus at Leppington. Similar to existing arrangements at Amity College's Prestons school campus, the facilities that will be made available to individuals and groups will be only for purposes that are appropriate for a school site and (modest) fees applied for most users.

Shared use of school facilities can provide a number of benefits to the school and the community including:

- The development of positive perceptions about schools and learning.
- The development of cooperation and goodwill in school/community/local government relationships.
- Increased community awareness of school activities.
- The opportunity for schools to improve their curriculum and learning programs.
- Access to a wider range of resources and talents in the community.
- Improved levels of security for the school through out of hours use.
- Access for the community to a wider range and in some cases a better standard of facilities.
- More efficient utilisation of the community's large investment in school facilities.

All community use of school facilities will be formalised through a written agreement signed by the School Principal or his/her nominee or a representative of the School Board. Refer **Appendix X** for further details.

Criteria for use of school facilities

School facilities can be used for any activities that are compatible with the ethos of the School. These include cultural, educational, recreational, sporting and other uses. Educational programs must take priority when determining use. Some discretion will also need to be exercised in decision making about applications for use which appear to be incompatible with the efficient running of the school or which pose a danger to persons or property.

Not for Profit organisations will receive preference in facility hire applications.

Security

Entry and departure arrangements for the user will be clearly specified.

As responsibility for the security of each school facility rests with the person holding the booking, they must make every effort to ensure that users are adequately supervised and that the facility is secured at the completion of activities. Users may need to be reminded of the need to secure rooms that have been vacated temporarily during changes or breaks in their program. Additional external security may be conditioned depending on the proposed hire activity.

Respect for neighbourhood amenity

Amity College is aware of the of the school's growing residential neighbourhood. The School will be an alcohol and tobacco free environment and will not approve excessively noisy or disorderly hire activities on campus. Facility hire will be restricted to not exceed 9pm at all times.

Specifically, the hours of use of school facilities used by the community will be restricted to the following times:

- Monday to Friday 6.00pm to 9.00pm.
- Saturdays 10.00am to 9.00pm.
- Sundays 12.00pm to 7.00pm.

School facilities proposed for community use

The following school facilities at the Leppington campus will be available for community use (refer to **Figure 2.15**):

- Multipurpose School Hall – Secondary (main community use facility).
- Primary School Hall – (minimal use).
- Lecture Room – Secondary.
- Community rooms - Administration building.
- General Learning areas – Primary & Secondary.

Other potential facilities that may also be available for hire at the School include: Cafeteria, Library, Wood Technology room, Food Technology room, and sports playground areas.

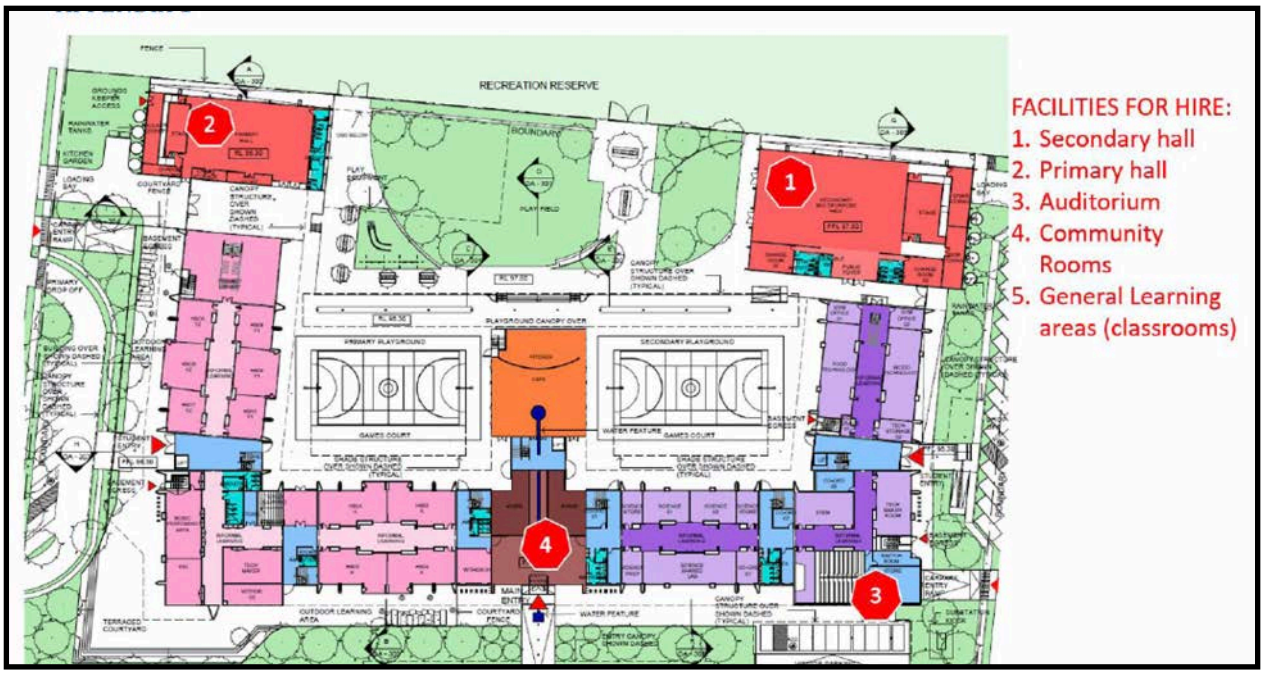


FIGURE 2.15: Main School Facilities Proposed for Community Use
(Source: Amity College)

Currently at both Prestons and Auburn campuses of Amity College the school halls are used by the community two evenings per week for martial arts classes, parent group sport nights one evening per week, Alumni Sports events several times a year, community lectures and professional development training days by not-for-profit local groups several times a year.

Prestons Campus has Urdu language classes on Saturday mornings and Auburn Campus has Afghan language classes on Saturday mornings run by community groups at peppercorn rents.

Refer also to **Appendix X** for further details.

2.5.4 Operation of School During Construction Activities

Flashing school zone 40 signage and delineation to be provided on all roads that have direct access onto the school. Appropriate signage will be provided in accordance with relevant RMS policies and standards. The proposed site has the capacity to provide a significant off-street drop-off and pick-up zone, thus provision of such a facility should be provided on-site to service the needs of the 1,000 student primary school. Indented parking areas are proposed to be provided along southern (school) side of the Local Street to be constructed along the northern side of the proposed school site. Refer to the preliminary Construction Management Plan in **Appendix I** for further details.

▪ 2.6 Built Form and Urban Design

2.6.1 Design Principles

The planning and design principles adopted for the proposed Amity College school are in accordance with those as set down in *State Environmental Planning Policy (Educational Establishments and Child Care Facilities 2017* (Education SEPP) Design Quality Principles and in particular the following:

- Context: the site is specifically zoned for the purposes of a school. The zoning controls applicable to the project site allow full flexibility in terms of building height, density, and building setbacks.
- The proposed new school has been designed to be durable, resilient and adaptable, enabling it to evolve over time to meet future requirements. The new school has been designed to incorporate and support 21st Century (C21) teaching and learning principles and design features that are capable of adapting to future educational needs.
- As is the case at Amity College's existing school campuses at Prestons and Auburn the new school will actively seek opportunities for the school facilities to be shared with the community and cater for activities outside of school hours. Refer Section 2.5.3 of this EIS for further details.
- Amenity considerations have been factored into the overall design and uses proposed. The design adopts appropriate, flexible school room dimensions and shapes, as well as good access to sunlight, natural ventilation, visual and acoustic privacy, storage, indoor and outdoor school spaces, efficient layouts and service areas, outlook and ease of access for all school age groups and degrees of mobility. The amenity of neighbours has also been considered with a landscaped perimeter provided around the school, restrictions on out-of-hours uses of the school and no potential for adverse overshadowing impacts on nearby dwellings.
- The proposed school buildings are of an appropriate scale for their setting- refer Section 2.6.1. The proposed new school will have an aesthetically pleasing landscaped perimeter and central open space area overlooking the future open space area on the adjoining land.

Refer Section 3.2.2 of this EIS for full compliance checklist.

A Design Report that addresses how the proposed school redevelopment meets each of these design principles has been prepared by the project architects, Gran Associates Australia, and is available at **Appendix C**.

The new school has been designed to incorporate and support 21st Century (C21) teaching and learning principles. It will provide for current and future technologies and will be constructed to be adaptable for future use in flexible ways.

The street elevations have been carefully designed to provide articulated faces that respond in scale to the domestic surroundings. They are set back from the street edges with a mix of landscaping and parking/drop-off areas. This maintains a sense of openness and welcoming while maintaining security. A covered entry structure provides an inviting gesture to the street.

The modular structural and functional grid of the new school buildings will allow for a variety of different uses as well as different spaces as the school develops in size and complexity. Specialist spaces – tiered learning, laboratories, staff meetings- are provided using different combinations in the modular grid as well as in the central "Heart of School" wing.

2.6.2 Design Consultation Process

The Amity College School Board formed a committee to prepare a master plan for strategic planning and to submit a development application for the new school under the ESEPP 2017, with the Dept. of Planning. The Leppington Campus Master Plan committee have been meeting regularly since 8 February 2018. They are high level representatives of the school community and key staff and reflect the diverse view of the school community. Their members include the Board, school leaders, teachers, parents and alumni. The College consulted with Liverpool Council (meeting 10/10/18 and emails between college town planning consultant and Council) and wrote to local Community Groups in order to inform the design process. For further details refer also EIS Consultation section.

The preliminary Master Plan was workshopped with the NSW Association of Independent Schools "Tomorrow's Environments for Learning" TEL workshop series. This forum allowed for peer and international expert review and feedback, both of which contributed to the development of the design.

The school and the design team met with the NSW Government Architect on 5 November 2018 and 3 December 2018 and presented the project. The panel advised that it supported the overall design approach, including reference to several good precedents to inform the design.

[Address the height, density, bulk and scale, setbacks of the proposal in relation to the surrounding development, topography, streetscape and any public open spaces]

2.6.3 Building Height, Density, Bulk and Scale

The design seeks to achieve s to achieve the following:

- Locate the two-storey primary school buildings in the most elevated parts of the site, nearest low density residential uses to the south.
- Locate the three-storey secondary school buildings in the lower parts of the site, providing an appropriate transition to the zoned medium density residential areas adjoining to the north.
- Locate the four-storey building housing administration and other related uses- the"Heart of School"- in the centre of the development, fronting Byron Road.

Refer to accompanying **Figure 2.16**, which illustrates the above design principles.

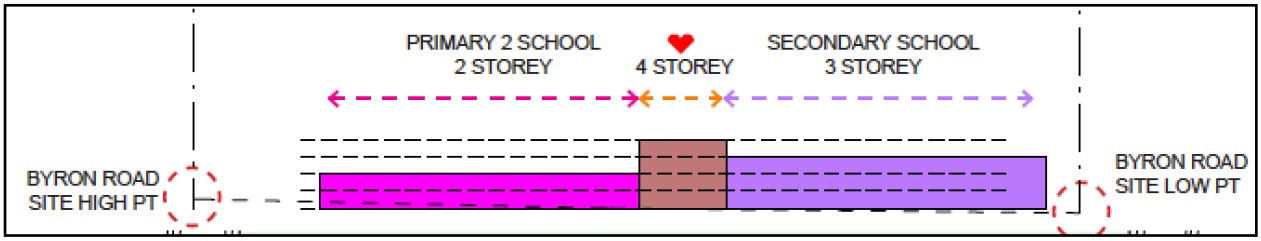
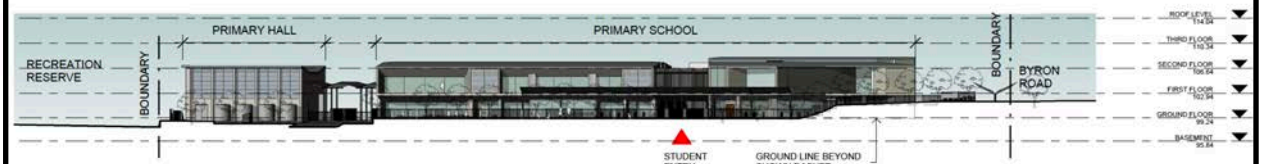


FIGURE 2.16: Design principles: height
(Source: Gran Associates Australia)

NOTE: The above diagram illustrates the appearance/ perceived height of the school buildings when viewed from the adjoining local streets. Due to the sloping nature of the site actual heights above natural ground level will vary and can be above those indicated above.

Proposed building heights for each stage of the project are detailed in the preceding sections of this EIS.

The proposed development achieves satisfactory building height outcomes, in particular having regard for the above but also to the articulation of the building complex and building setbacks proposed. Refer to accompanying **Figure 2.17** showing the elevations presented at the three street frontages and the articulation of the building facades proposed.



Elevation from Local Street to the south, adjoining the Crownland subdivision, facing the primary school buildings

Elevation from Byron Road to the east, facing the administration building and main entry- the "heart" of the school, flanked by primary school buildings (to the left) and secondary school buildings (to the right)

Elevation from Local Street to the south, facing the secondary school buildings

FIGURE 2.17: Design principles: articulated facade treatment (elevations)
(Source: Gran Associates Australia)

As confirmed by the above street elevations, generally the perceived height of the primary school building from the local street will be that of a two-storey building, the secondary school appearing predominantly as a three-storey building, and the administration building appearing as a four-storey building.

Trees and planting around the perimeter of the school will further articulate the various entries and external spaces around the school and will provide a visual gradient from the street edge to the buildings.

The proposed development achieves satisfactory site coverage outcomes. Approximately 32% of the project site are, or 7,081m2, is proposed to be built upon, with the remaining 68% used for landscaping, play areas, sports courts, outdoor learning areas and car parking. Refer also to **Appendix W** for a structural report.

The proposed development achieves a satisfactory outcome in terms of landscaping and school play areas proposed. Some 8,732m^2, or more than 40% of the school campus, is to be dedicated to school play areas [NOTE: excluding local roads and perimeter landscaped area] This calculation includes impervious play areas (7,159m^2) and pervious play areas (1,573m^2). A further 3,998m^2, or 18.5% of the school campus, is to be dedicated to perimeter landscaping. [NOTE: excluding local roads and impervious school play areas].The central play area abuts the future open space area backing onto the school site.

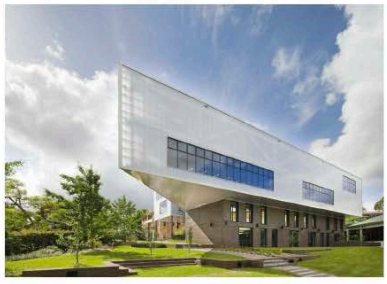
2.6.4 Materials and finishes

The proposed Amity College school has been appropriately designed with external materials and finishes that maximise the utility of the building complex for educational purposes at the same time as presenting a high level architectural presentation to the neighbourhood. Materials have been carefully selected reduce embodied energy.Refer Figure 2.18 The building materials are durable, hardwearing, low maintenance and evoke smart building design.

Materials proposed to be used include the following:

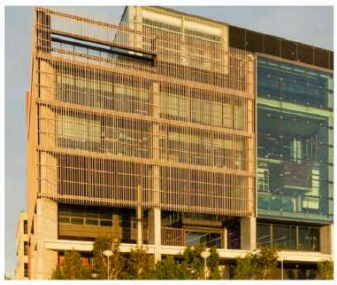
- Multi-cell polycarbonate panels and glazed windows above brickwork.
- Concrete columns and walls.
- Fibre cement panels.
- Metal sheet roofing.
- Aluminium screens to glazed windows.
- Glass windows.
- Aluminium windows and louvres.
- Timber in classrooms.
- Fabric shade structures in playground areas.

Refer to architects drawings accompanying this EIS for further details (**Appendix C**).



A, B and C: MULTI CELL POLYCARBONITE PANELS + GLAZED WINDOWS ABOVE BRICKWORK (DAY TIME)

B: MULTI CELL POLYCARBONITE PANELS (DAY TIME)



D: ALUMINIUM SCREEN TO GLAZED WALLS

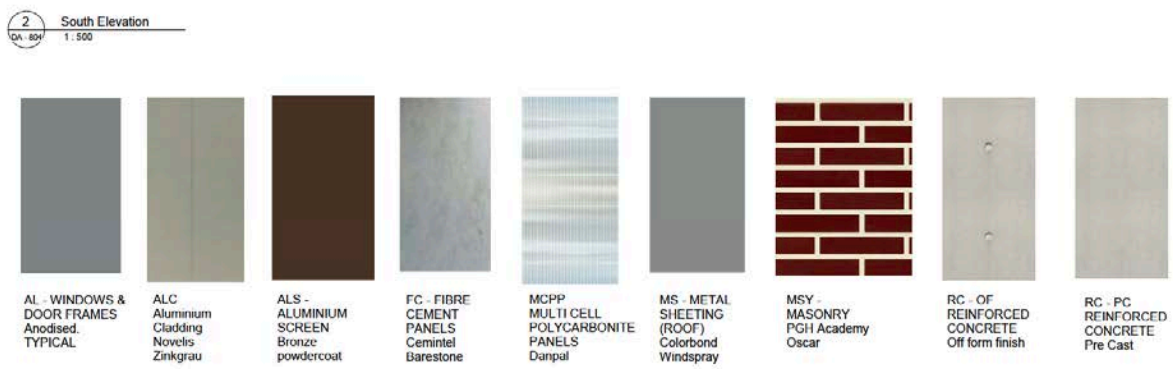


FIGURE 2.18: Design principles: materials
(Source: Gran Associates Australia)

2.6.5 Signage

The Amity College Logo Artwork will be incorporated in a restrained fashion into the glazing of the main entry building façade over the main entry, between RL 105.7m and roof level RL 113.10m and a width of approximately 18.7m- refer to **Figure 2.17** for elevation facing Byron Road and artwork proposed. Above this artwork will be an illuminated sign of the Amit College logo. It will approximate dimensions of 0.5m height x 5.0m in length. Refer to accompanying **Figure 2.19** for details.

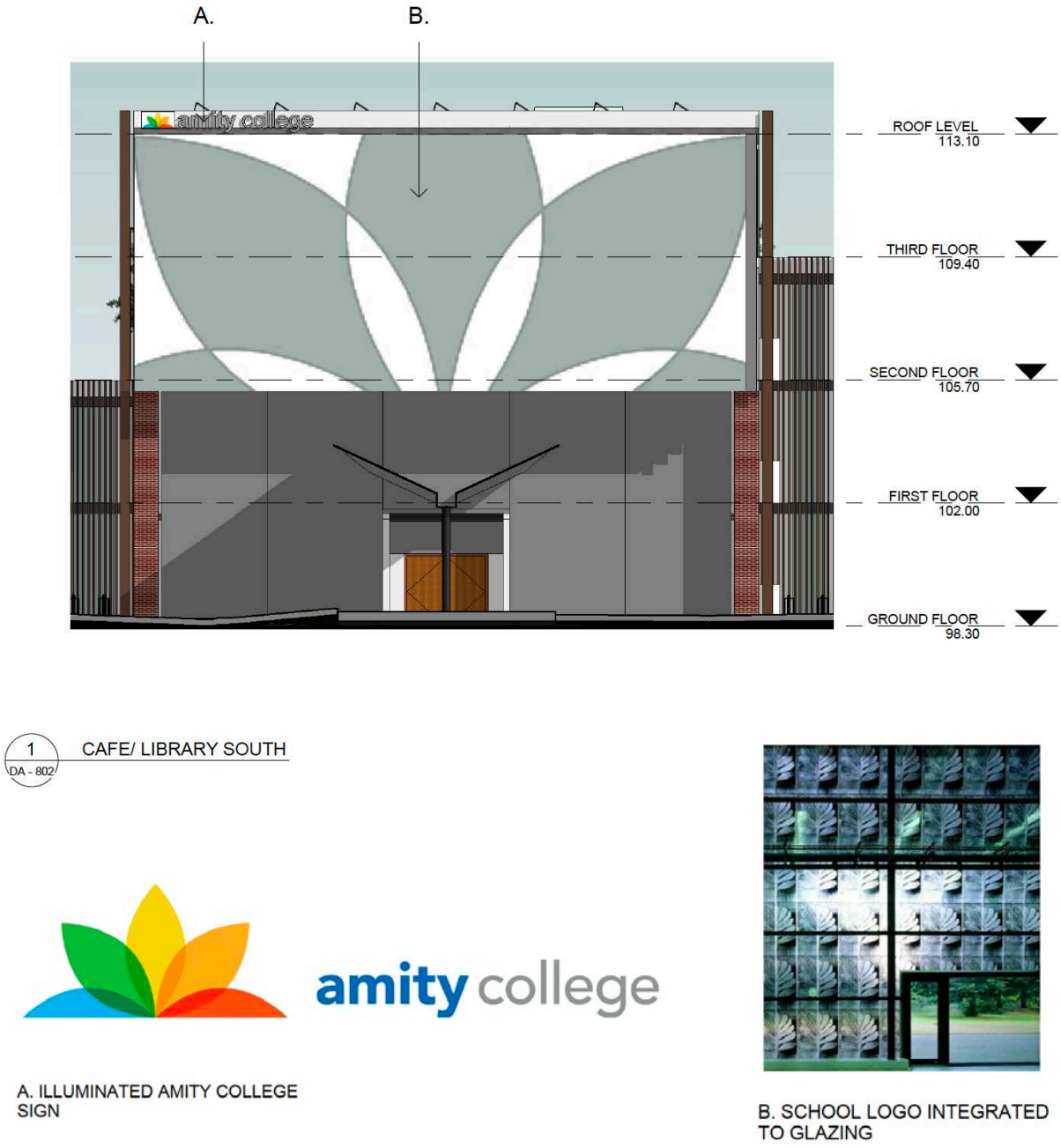


FIGURE 2.19: Signage and integration of Amity College logo into building facade
(Source: Gran Associates Australia)

2.6.6 Ecologically sustainable design

The project meets relevant ecologically sustainable design (ESD) principles, the proposed development incorporating various ESD features including but not limited to the following, set out in the accompanying Table 2.2.

Table 2.2: Ecologically sustainable development (ESD) design features

ESD Element	ESD features proposed
Energy Conservation	*The design incorporates passive heating and cooling principles – high openable windows with interior clerestory and double height circulation spaces provide cross ventilation and vertical extraction. Profiled ceilings will assist in light control and ventilation. The school buildings are generally oriented towards north-east, taking advantage of the sun's passage through the day. Deep eaves will provide shading in summer while admitting winter sun. Atria provided in the central circulation spaces bring light deep within the building.* *The proposed school buildings have been designed to maximise access to natural daylight, which to reduces energy usage, improves the indoor amenity and create a pleasant learning environment for students. Natural daylight is provided via windows (Stage 1 and later stages), as well as skylights and upper level windows (all stages involving permanent buildings).* *The design avoids discomforting glare and brightness contrasts, both in terms of daylight as well as electrical lighting. All learning spaces can be modified to allow for dimming of light to facilitate the use of audio-visual learning aids. All external lighting is to incorporate full cut off shielding, that is, all lights are to incorporate solid opaque shielding to below the level of the light source with no diffusers or lenses projecting below the shielding. All under eaves or awning lights are to be fully recessed.* *Energy efficiency LED lighting to be installed in all new school buildings.* *All new electrical equipment purchased by Amity College will be at least the market average star rating.* *Amity College will install photovoltaic (PV) solar power grid-connect rooftop system, to offset power consumption costs at the school, with the potential to back feed the energy grid out of school hours.*
Water Conservation	*All new water-using appliances, shower heads, taps and toilets purchased must be at least the average WELS star rating by product type. Where WELS rating is not available, use will be made of the alternative WaterMark rating scheme.* *Rainwater harvesting will be used for landscape irrigation and will be incorporated in the school's agricultural program. The project incorporates a school garden that will be incorporated in the school's agricultural program.*
Ecological Conservation	*The project will result in loss of virtually all existing site vegetation, however, the landscaping proposed on site will re-establish low water use native plantings.*
Sustainable Materials	*All buildings to be constructed of appropriate, durable materials that contain reduced or no hazardous substances (e.g. low VOC) to ensure effective indoor environmental quality.*
Waste Management	*The project aims for the elimination of unnecessary waste, including the recycling of materials in the construction and operation of the proposed school facilities.* *Waste storage areas are to be provided for the primary and secondary school campuses, with the provision of space for the separation of waste and receptacles for multiple waste streams, with on-site access for waste disposal vehicles.Refer also to* ***Appendices C*** *and* ***N****.*

Climate Change Adaptation	*The Project Site is most unlikely to be affected by climate generating exacerbated flood, storm surge, inundation, bush fires as it is not affected by coastal processes, flooding or bushfires.* *The energy-efficient, durable design of the project will act as a suitable 'buffer' to climate generating exacerbated heatwaves, extreme storm and weather events. The design of outdoor spaces provides for spaces that are protected from adverse weather events.* *'Future proofing' of all general learning spaces is proposed through the provision of flexible learning spaces. Flexible buildings provide a variety of spaces for different types of learning and activities. Use of modular, adaptable design in all buildings proposed, regardless of stage of the project-a modular design maximising opportunities to accommodate future changes.*
Sustainability Benchmarking	*All permanent school buildings are to be benchmarked to achieve a 4 Star Green Star rating.*

In addition to the measures outlined in Table 2.2 the following related measures are proposed:

- All buildings are proposed to be acoustically treated in an appropriate manner.
- No amplified music is to occur in outdoor spaces.
- Erosion and sediment control measures are to be implemented during the carrying out of any on-site works. The basis for all control measures are the principles of the "Blue Book" ("*Managing Urban Stormwater – Soils and Construction*" by NSW Department of Housing).
- Security fencing is to be provided around the perimeter of any construction site.
- Orientation of internal school spaces and halls and connection to the proposed public open space area abutting the school site to the north-west.
- Landscaping is integrated with school buildings proposed on the site.
- Encouragement of out of hours community use of designated school facilities eg. multi-purpose halls.

In addition, the proposed development will include a range of best practice measures to meet the following Water Sensitive Urban Design (WSUD) objectives:

- Safe conveyance of stormwater.
- Minimisation of impacts on downstream receiving waters. Stormwater runoff shall maintain the existing hydrological regimes.
- Appropriate control surface water flows through the development construction site.
- Integration of water management measures with landscape design into the proposed development.

2.6.5 Disabled Access

The circulation routes provide accessibility for people with disabilities linking the separate primary and secondary blocks with the central "Heart of School" containing the administration.

Internal vertical movement for people with disabilities will be provided by lifts. External changes of level will all incorporate accessible ramps.

Refer also to **Appendix V** of this EIS for further details.

2.7 Waste Management

2.7.1 Overview

Waste Management Plans (WMP) has been prepared by Gran Associates Australia and Amity College (**Appendix N**), each providing details of waste management measures to be adopted during the construction and operational phases of the proposed staged school development, repectively. The WMP outlines measures to achieve the following:

- Avoid the generation of unnecessary waste.
- Minimise the volume of waste to be collected.
- Recycle, reuse and recover waste generated.

The WMP identifies the storage capacity that will be required to accommodated forecast levels of general waste, co-mingled recycling, paper and cardboard recycling, and green waste during the life of the school. The builder and all subcontractors will be required to comply with the approved WMP at all times during any demolition and /or construction. At least one copy of the WMP will be available on site at all times during demolition and construction. Copies of demolition and construction waste dockets that verify the facility that received the material for recycling or disposal and the quantity of waste received, are to be retained on-site at all times during construction.

2.7.2 Summary: WMP Operational Phase of School

Waste bins for the school will be colour coded and categorised into general, co-mingled recyclable and paper and cardboard waste to encourage sustainable waste management with categorised waste bins situated across the school sites in populous areas and areas of foot traffic. The following provides an indication as to the location of the bins for the various streams and that will be utilised by students, staff, and cleaning/maintenance staff:

- Cardboard/paper recycling bins will be located in all teaching spaces (as food is not permitted in these areas, no general waste bins are required).
- Commingled and general waste bins will be located in public areas (eg., school grounds, heavy traffic areas).
- Organics, recycling and waste bins will be located in the kitchen and dining room areas.
- Recycling bins will be located in office and other areas.

The colour coded bins will be strategically placed across the school sites and collected in regular intervals by the cleaners to be transferred to the large waste bins located in waste collection site. Waste deposited in these bins will be hauled to the respective waste collection sites for collection by a waste collection contractor at scheduled intervals.

Waste accumulated in individual classrooms is to be deposited in the nearest categorised wheel bin for transfer to the waste collection area. Cleaning staff will be responsible for collecting all waste and recyclables and transporting to the bin storage area for consolidation. General waste will be compacted so far as reasonably practical to minimise the volumes in the waste collection bins thus minimising the time required for waste collection vehicles to be on site creating disruptive noise. Occasional large clean ups, such as event clean ups, will be arranged in addition to the weekly collection schedule if required, this will be removed by dedicated skip called in for the occasion.

Chemical and hazardous waste will be collected by a suitably qualified/specialist waste collection contractor from their dedicated storage areas.

Based on waste generation rates at Amity College's nearby Prestons campus, in the neighbouring Liverpool LGA, it is estimated that the following waste collection arrangements will need to be made for a school of 1,000 students, summarised in the accompanying table.

Table 2.3: Waste collection capacity required for Amity College with 1,000 students

Bin type	Bin size	Quantity of bins required	Collection rate (weekly)	Total volume of waste (weekly)
Main General Waste	*3m^3*	*1*	*5*	*950 kg*
Co-mingled Recyclable Waste	*240ltr*	*20*	*Weekly*	*215 kg*
Paper and Cardboard Waste	*3m^3*	*1*	*2*	*90 kg*

The waste storage area will be designed and constructed to meet the following requirements:

- Provide adequate storage based on estimated waste generation rates and estimated population.
- Direct, safe and convenient access for cleaners, collectors and users of the facility.
- Well screened or hidden to minimise visual and odoriferous impacts.
- Cleanable, non-slip and durable surfaces.
- Appropriate signage that clearly identify bins and storage areas.

2.7.3 Site Access for Waste Removal: Operational Phase of School

Driveway access to the waste storage area is proposed towards the southern end of the school site from the new southern future local road off Byron Road, running along the southern boundary of the school.

The driveway will be designed to provide safe access for front lift trucks to collect waste, reverse and depart in a forward direction. The trucks proposed by the Prestons Campus incumbent waste collection contractor are 8m long. Refer **Figure 2.19**.

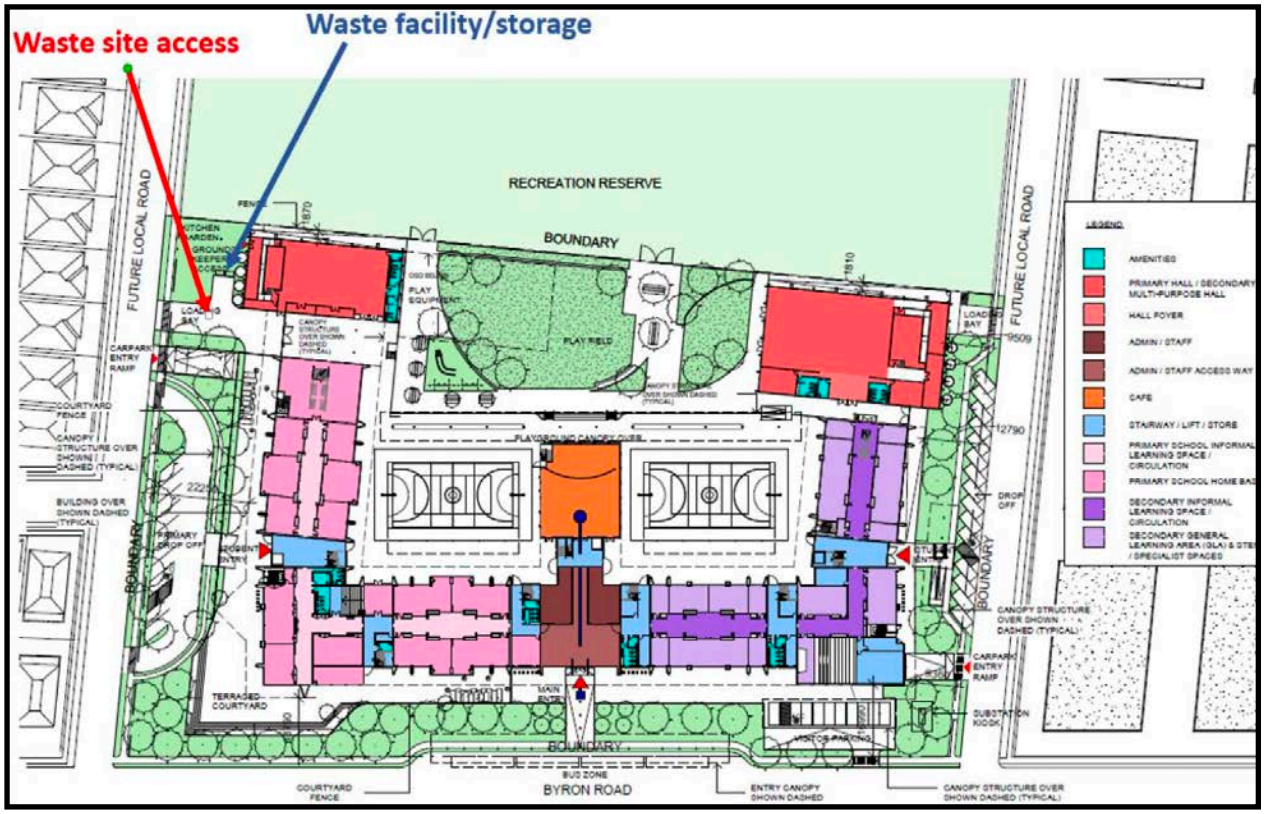


FIGURE 2.20: Proposed waste storage and site access for waste removal
(Source: Amity College)

2.7.4 Waste Management: Construction Phases

A preliminary Construction Waste Management Plan has been prepared by Gran Associates and is included in **Appendix N**. The following is a summary of this document. The preliminary Construction Waste Management Plan is to be read in conjunction with the the preliminary Construction Management Plan (**Appendix I**).

A total of approximately 1,444 tonnes of waste has been estimated to be produced from construction activities for all stages of the school project.

During construction, wastes generated on the site would typically be managed and minimised by a combination of waste planning and on site controls. Waste planning would include designing buildings to minimise on site cutting of components, and maximising on site assembly tasks, careful ordering of materials such as sand and building products to match quantities with amounts required, and on time ordering rather than having materials stored on site for months before being used and segregating materials and providing weather protection for stored materials on site, to maximise their fitness for use.

On site waste mitigation measures will include:

- Developing and implementing a Construction Waste Management Plan.
- Segregating wastes generated on site, and using different skip bins for recycling and waste, with separate bins for different recyclable materials.
- Ensuring all waste disposal bins are clearly marked.
- Keeping records of quantities of waste and recycled materials disposed of, and the destinations of these materials and ensuring that wastes are only disposed of to licensed facilities.

2.8 Infrastructure Services

2.8.1 Overview, Summary

Consultants Erbas has prepared a Infrastructure and Services Report (**Appendix Q**). A summary of the report findings is provided in the following.

In summary, this report outlines:

- Authority services alignments & existing service assessments (where information is available).
- Required essential services over view.
- Intended services strategies.
- Authority correspondences and confirmations.
- Preliminary costing information.

The services infrastructure has been reviewed and the result of the investigations and enquiries by Erbas is that the proposed development will require the following:

- Amplification of the electrical infrastructure via a substation, to be positioned in the north-east corner of the school campus fronting Byron Road.
- Extension of the sewer to achieve a gravity connected site.
- Water tanks and pumps to achieve the required water performance flows for the essential services operation.

No easements have been identified into or serving the property and service connections are surrounding the site. Erbas finds that the footprints of the proposed staged works do not appear to affect any internally located infrastructure as none is recorded or present from the current level of surveying available. In this regard it is intended that the school be connected to an existing sewer line running along Ingleburn Road. An easement is proposed over the length of this connecting line back to the proposed school campus.

Al infrastructure extensions, or augmentation, will take place in the earliest stages of development possible to allow the servicing of subsequent staging in line with the proposed staging plan and preliminary Construction Management Plan.

All major service alignments and extensions of the surrounding infrastructure will be considered as soon as possible after conditional approval is received to ensure ample time to design and construct services augmentations required to serve the project. This will be completed (or planned) prior to Stage 3 of the project.

2.8.2 Hydraulic Services

Sewer

A sewer drainage connection to the site is currently located within a service pit in front of No.75 Ingleburn Road. This connection provision is around 180m along Ingleburn Rd to the north-west of the site and will require a further 120m easement to connect to the proposed school development. An application has been made to Sydney Water and has been referred to seek further detail through a Sydney Water Approved Water Services Coordinator (WSC). Application number #610986 is still active and should be utilised to further this process.

Water

Potable water service connections are available from Byron Rd via a 100mm water main. Mains flow data from an adjacent main has been sourced showing reasonable flow (up to 40l/s), but low pressures (below 250kPa). Application number # 439467. This performance will require pressure boosting via a pump to supply domestic/ commercial uses. Additionally, this will not be sufficient to meet performance of the essential services without augmentation or a supplemented supply.

Hydrant and sprinkler/drencher protection

Hydrant and sprinkler/drencher protection will be required to serve the proposed school development. The conceptual plans show a combined floor area greater than 500m• thus requiring hydrant protection. Minimum water performance for this element is 10l/s @250kPa. The characteristics of the supplying mains does not meet the pressure required so pumps will be needed to boost this to an adequate performing pressure to meet compliance.

The requirement for a supplementary water supply (fire tanks) will be driven largely by building placement. Specifically, any required drenching due to proximity of structure to boundary, or structure to structure clearances. The Conceptual layouts show this will be required for the project in two locations. A booster set for the hydrant supply will be positioned adjacent the principal entry to the school site, and a pump room will be required on the ground floor with direct access to open space.

Natural gas

Natural gas is currently available via a 63mm PE 210kPa gas main located in Byron Road, along the NE boundary. This is a medium pressure asset and will require regulation to low pressure (5kPa) to supply the site with any required fuel gas. Jemena has confirmed the availability to connect site via email received by Erbas on 26 March 2019.

2.8.3 Electrical

The connections and mains within the surrounding streets will require some works to satisfy the performance needs of the project. A kiosk substation will be required for the site. Electricity will be supplied to the new campus from an Endeavour Energy electrical supply. A lead-in telecommunications service will be required from Telstra. An application has been made to NBN Co. who advise that the site is not currently eligible for a connection. Therefore, in the interim a Telstra fibre or copper lead-in service will be required.

▪ 2.9 Building Code of Australia

All building work will be carried out in accordance with the requirements of the Building Code of Australia (BCA). Design Confidence has prepared a Building Code of Australia (BCA) assessment (**Appendix V**) which confirms that the works will be able to achieve compliance with the provisions of the BCA through compliance with deemed-to-satisfy provisions and where necessary, through the documentation of alternative solutions. Full certification of BCA compliance will be provided prior to the commencement of works for the Construction Certificate.

▪ 2.10 Landscaping and School Play Areas

2.10.1 Overview

Proposed landscaping and playing courts are shown on the accompanying plans, prepared by Michael Siu Landscape Architects. The Landscape master plan is illustrated in **Figure 2.21**.

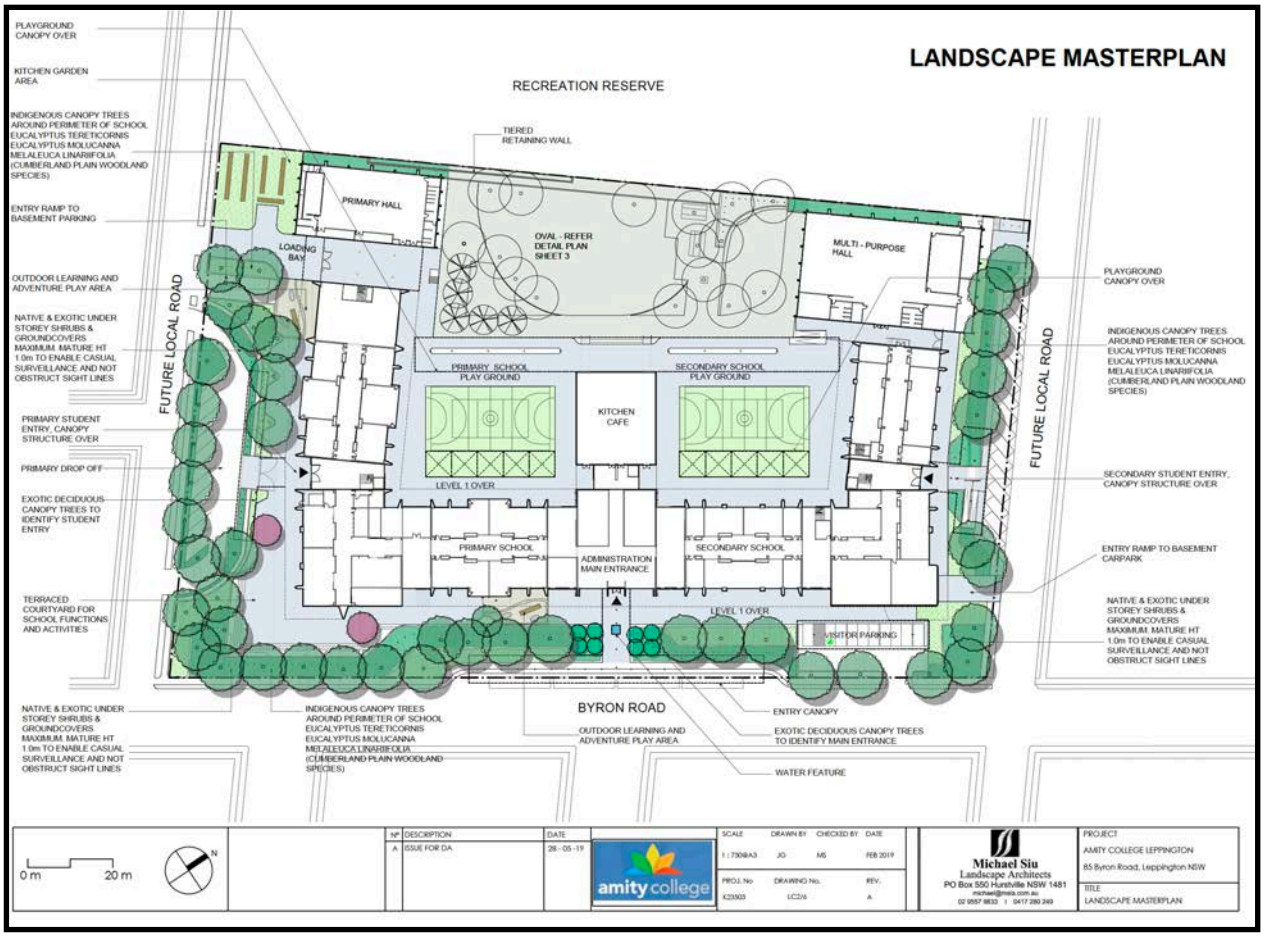


FIGURE 2.21: Landscape Masterplan Amity College Leppington Campus
(Source: Michael Siu Landscape Architects)

The key landscape and open space elements are as follows:

- Central playing field (oval) and sports courts, which adjoin the public open space to the west, illustrated in **Figure 2.22**.
- Perimeter landscaping of native trees and diversity of native plants.
- Outdoor learning areas.
- Rooftop terrace and garden above the proposed school library. Refer **Figure 2.23**.

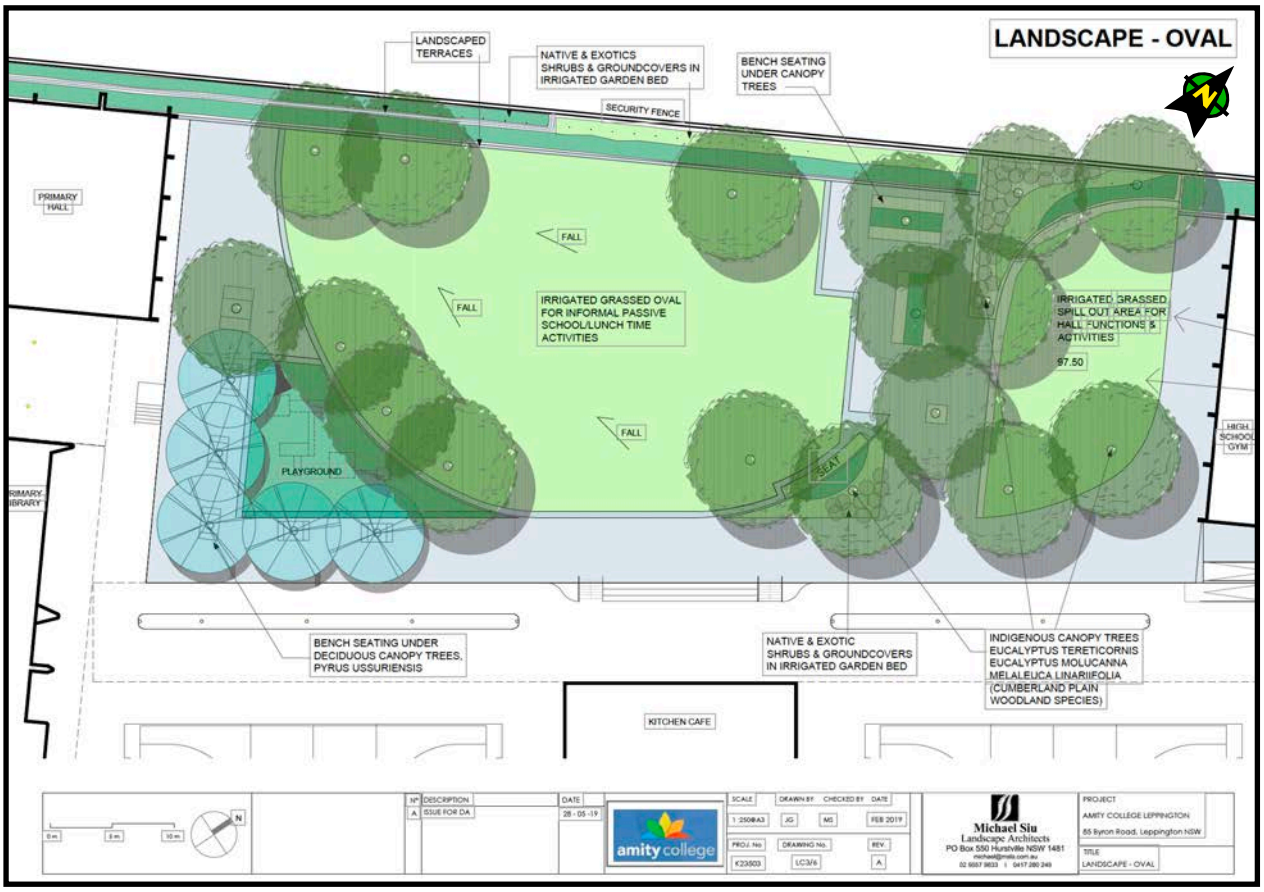


FIGURE 2.22: Landscape Plan main playing field (Oval) Amity College Leppington Campus
(Source: Michael Siu Landscape Architects)

The proposed planting will include native trees and diversity of native plants appropriate to the educational and campus setting that will enhance amenity and building performance. Temporary landscaping is proposed around the perimeter and within the school campus for successive stages of the project- refer **Appendix D** for details. These measures are required in order to minimise the visual impact of the initial clearing of vegetation on the project site.

All landscape planting will be in deep soil with the exception of the Library roof garden. A school garden has been incorporated in the design.

The landscaping has been carefully designed to provide shade and to support learning and play in the external environment. Landscaping has been designed with the concepts of Shelter, Play and Learning as underlying principles. The ground floor classrooms, particularly in kindergarten and early Primary, have been designed to open out and extend into external spaces. Trees and planting around the perimeter of the school will articulate the various entries and external spaces around the school and will provide a visual gradient from the street edge to the buildings.

Most open space area will be grassed, in order to provide outdoor playing areas for students. Future school development can be integrated with open space areas within the overall proposed expanded school development, having regard to siting, use and access to such spaces.

The external plays areas are generally separated into a primary and secondary games courts as well as a structured early primary play area. These areas open out to a large play area which is connected the shared recreation reserve.

The landscape concept provides an appropriate amenity to the subject site and surroundings, and improves the overall visual quality of the area by creating an appropriate relationship between buildings and landscaping.

A considerable tree canopy is proposed around the main free play area in the central section of the school campus. As well as this, shade structures are proposed over the primary and secondary active play areas as well as a linking canopy/colonnade located at the north-west side of the active play area overlooking the passive play area.

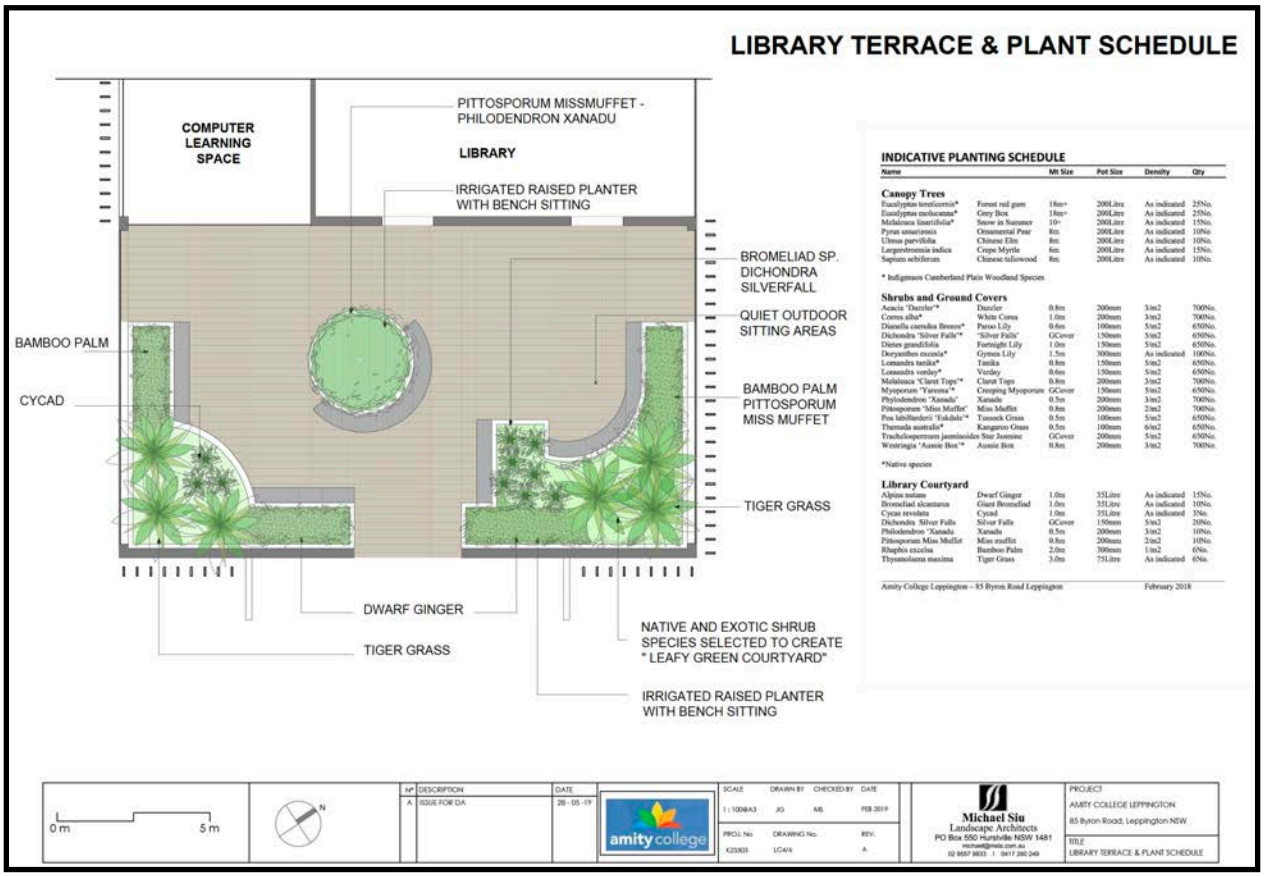


FIGURE 2.23: Proposed school library terrace Amity College Leppington Campus
(Source: Michael Siu Landscape Architects)

2.10.2 Landscape Principles

The landscape principles governing the provision of landscaping, play areas and other open spaces are illustrated in the accompanying **Figures 2.23** and **2.24** relating to the following:

- Access to open space areas on the school campus which identifies restricted areas, for school use only.
- Tree canopy proposed, showing the extent of indigenous and exotic tree plantings.
- Active and passive play areas.
- Outdoor learning areas proposed.

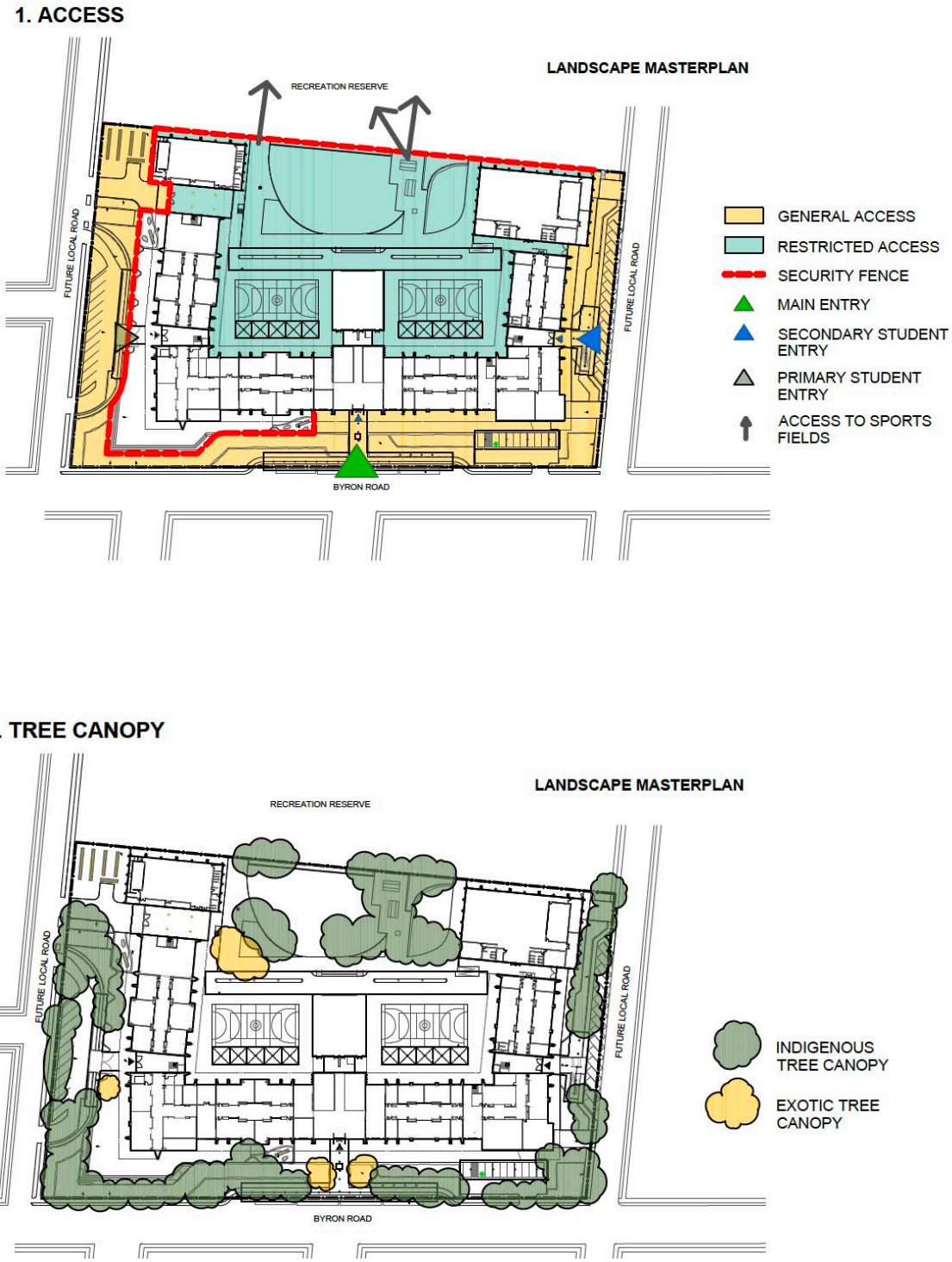


FIGURE 2.24: Landscape Principles: access and tree canopies
(Source: Michael Siu Landscape Architects)

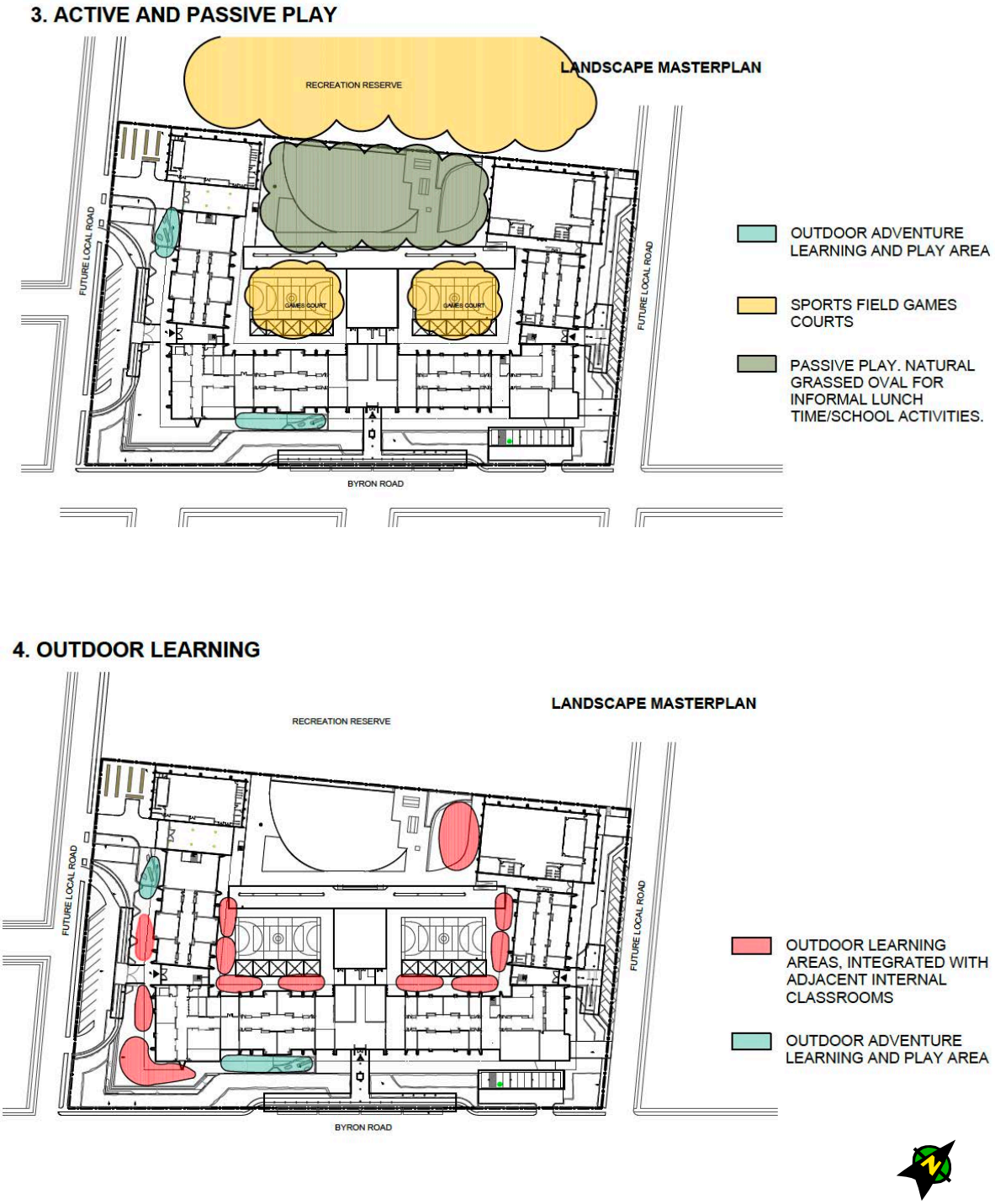


FIGURE 2.25: Landscape Principles: active/passive play and outdoor learning areas
(Source: Michael Siu Landscape Architects)

The full details of the Landscape Plan, including landscaping proposed for each stage of the project, can be viewed at **Appendix D** and other design principles in the Design Report at **Appendix C**.

▪ 2.11 Feasible Alternatives

Option 1 – The Proposal

Option 1 is as detailed within this EIS report and accompanying documents and is considered to be the best option as it utilises land that has already been acquired by Galaxy Foundation for Amity College which has been earmarked for this purpose, and will provide a high quality educational facility to meet the growing demands of the new residential population in Leppington Priority Precinct without significant adverse environmental impacts.

Gran Associates Australia and Amity College undertook a detailed and robust analysis of the design alternatives available in responding to the need for a new school facility on the site, including consideration of the site opportunities and constraints, access links, student and staff needs, the design principles for linked primary and secondary school campuses, as well as the planning regime. As a result of this process, the proposed new school development meets its functional educational needs as well as responding to the site features and overall context of the school site. On the more elevated parts of the site a lower profiled, two-storey primary school complex is proposed, with a 3-storey secondary school on a lower section of the site: an appropriate design response.

Option 2 – Alternate Design

Firstly, the design of the proposed school has been dictated by the site area available for school purposes. The area of land zoned and available for educational purposes has been dictated by State Government during the identification and zoning of this site for educational purposes in the Leppington Priority Precinct. A part of this planning process involved reducing the size of the zoned school site from an original 3.15ha (as exhibited) down to a final area of 2.23ha. This reduction in area was in order to move any future school away from Ingleburn Road, to avoid any potential safety issues, and to avoid the need for a school zone speed limit on Ingleburn Road.

> "*The school site has also been reduced in area in consultation with the Department of Education and Communities with the intent that adjoining public open space will be co-shared with Council for passive play, or that the school can be designed to fit within the proposed site*." (source: p.15 NSW Department of Planning and Environment *Leppington (Stage 1) Finalisation Report* October 2015).

The design of the school responds to the three multiple road accesses, with the primary school and secondary schools each fronting a separate Local Street and with the main entry fronting Byron Road, with a playing field on the school linking up with the adjoining public open space. These design elements dictate the design of any school on the site. An alternate design would be difficult to implement, given the logic of the current design and need to maintain currently proposed access points. Moreover, the current design allows for connectivity of open space between the proposed school and the adjoining public open space, as foreshadowed in the *Leppington (Stage 1) Finalisation Report* October 2015.

The size of the site means that it will not be possible to retain any stands of trees on the site- an outcome also foreshadowed in the *Leppington (Stage 1) Finalisation Report* October 2015.

Any other design option would be a sub-optimal outcome in terms of efficiently utilising the site, access and open space connections, or urban design outcomes and would result in an inferior outcome to Option 1.

Option 3 – Alternate Site

Option 3 would entail acquiring an alternate parcel of land within the Leppington Priority Precinct for a new primary school and new high school. This would be a more expensive option as it would require further land acquisition which is now in short supply as the precinct is now released for urban development, with numerous approved projects within a short distance of the proposed school site and a residential subdivision currently being constructed adjoining the site to the south. In addition, there would likely be a considerable time delay in the delivery of any educational facilities at another site and this would not accord with the time period within which the new school facilities will be required.

2.12 Contributions- Exemption Sought

The relevant contributions plan for the site is the *Camden Growth Areas Contributions Plan.* The plan enables Camden Council to levy contributions on development within the Leppington and Leppington North precincts pursuant to s.7.11 (formerly s.94) of the EP&A Act 1979. The Camden Council website for this plan states that contributions collected *"will enable Council to deliver $675m worth of essential infrastructure including Open Space, Transport and Drainage that will service the community and assist the area in the transition from a rural residential area to a major town centre."*

The plan authorises Camden Council, by imposition of a condition of development consent, to require in connection with any development on land to which this plan applies (and in addition to any monetary contribution that may be sought) the dedication free of cost to the Council of any part of the development site that is land that is to be acquired under this plan. This includes provision for local roads identified in the plan. Section 3.7 of the plan allows the Council the right to vary the section 94 contribution amount otherwise calculated in accordance with the provisions of this plan. A developer's request for variation to a contribution calculated in accordance with this plan must be supported by written justification included with the DA. Such request would be considered as part of the assessment of the DA.

Whilst Council's plan does not automatically exclude educational establishments from the payment of section 7.12 contributions, an exemption is considered appropriate and justified in this instance.

Amity College is a not-for-profit non-government school which heavily relies on government grants to provide new facilities for both its school community, as well as the general public- the latter in the case of shared school facilities made available to the community at large. The levying of a development contribution, either in part or whole, would divert a portion of these public funds, which have been specifically provided to provide capital funding for a new school development, to local services without any direct nexus to the impact on those services.

The imposition of developer contributions would also place Amity College at a severe competitive disadvantage in terms of other approved school projects nearby that have not had any developer contributions imposed. These schools include government as well as non-government schools and include the following:

- Anglican Schools Corporation school at 50 Heath Road & 26 Byron Road, Leppington, approved in August 2016. Approved concept development for 1,000 students. [NOTE:Outline Planning Consultants were the lead consultant for this DA 502/2015.] This approved school site also has a frontage to Byron Road and is situated some 350 metres to the south of the proposed Amity College school campus.
- Anglican Schools Corporation (Stage 3) school at 54-60 Central Avenue, Oran Park, approved March 2016 (DA1394/2015).
- NSW Dept Education SSD 7968 school development at 390 South Circuit, Oran Park, approved December 2017. Approval allows increase in school population to 1,000 students.
- Catholic school housing 1,020 students at 70,78 and 86 Oran Park Drive, Oran Park. DA10-2011-1405-1 approved by the Land & Environment Court on 11 May 2012 (St Justins).
- NSW Dept Education special school at 4 Richardson Road and 1A-B Wilson Crescent, Narellan, approved by the JRPP 30 January 2017.
- St Gregorys Catholic school for 840 students atNo.650D Camden Valley Way, Gregory Hills, approved by the JRPP 10 April 2017.
- Approval for 840 student school at Cobbity issued by JRPP in 2011.
- Gledswood Public School SSD 8378 at The Hermitage Way, Gledswood Hills, approved by the Minister on 21 September 2018. The school has an approved capacity of 1,000 students.

It is noteworthy that the Net Developable Area for Leppington Precinct, from which developer contributions will be sought, is limited to zoned residential and zoned Local Centre lands, not zoned school sites. Zoned school sites are specifically excluded from the plan. This is confirmed by reference to section 2.5 of the Council contributions plan, which states, inter alia: "*The existing development for which credits may be granted is identified on maps and schedules in sections A.1.1 and B.1.1 of the Technical Document*." Referring to these maps reveals that, in fact, the subject school site is specifically excluded as a contributory site under the contributions plan (source: *Camden Growth Areas Contributions Plan-Technical Document* Figure B2).

It is an important distinction in town planning terms to note that schools are only required because of new residential development within its catchment- in this case the catchment of the school being a wider, regional catchment including the local government areas of Camden and Liverpool.[NOTE: Discussed in the Independent Pricing and Regulatory Tribunal (IPART) report dated May 2018 entitled *Assessment of Camden Growth Areas Contributions Plan Camden Council Final Report Local Government.*] The proposed new school will not in itself generate the need for additional infrastructure covered by the plan, other than those required to directly facilitate the school development itself. This includes the construction of local roads abutting the northern and southern boundaries of the proposed school and bus bays, infrastructure works such as on-site water cycle management, as well as and school facilities to be used by the community- the latter accommodating the demand for community facilities in the Leppington area.

Having regard for the above, to apply developer contributions to a school would be, in effect, tantamount to a 'double dipping' of contributions payable- an undesirable and inequitable town planning outcome.

The Camden Growth Areas Contributions Plan seeks contributions for the following infrastructure including:

- "open space and recreation facilities, such as recreation centres, sports fields, sports courts, playgrounds, walking trails and bike paths"
- "community and cultural facilities, such as cultural centres and multi-purpose community centres"
- "water cycle management facilities, such as detention basins, stormwater channels and gross pollutant traps"
- "traffic and transport management facilities, such as new roads and intersections"

(source: Camden Council *Camden Growth Areas Contributions Plan*)

The nature of the proposed school development means that much of the infrastructure listed above which Council seeks to levy for will largely be provided by the school. This will benefit not only the staff and students but also, in some cases, by the general public. This includes provision for the following:

- New bus bay fronting Byron Road. Total cost $0.742million.
- Construction (or part construction) of two designated Local Streets, fronting the northern and southern ends of the proposed new school: Total cost $1.091 million.
- On-street car parking in the northern Local Street to service not only the school but also for users of the open space area adjoining the school site. Moreover, the car parking area serving the primary school campus will also be open for out-of-school hours use by the general community wishing to utilise the adjoining open space area.
- Two multi-purpose halls, as well as other spaces within the school, that will be available for out-of-hours use by the general community-as is currently the practice at Amity College's Prestons campus in the neighbouring Liverpool local government area, and at Amity College's Auburn campus.: Total cost $8.939 million.
- Playing field and outdoor recreation and learning areas for students as a part of the overall school development.

The availability of these amenities and services on the site, which will be maintained by Amity College at no cost to Council, will assist in reducing the demand on similar (and costly) public amenities outside the school campus.

[NOTE: Costings used above are from the Capital Investment Value (CIV) report prepared by Wilde and Woollard dated 22 May 2019- refer **Appendix E** accompanying the EIS.]

Taking into account the significant public benefits which the proposed new school development will deliver, and the positive impacts that this development will have on the delivery of local infrastructure and community facilities, and the justification provided above, it is clear that no development contributions should be levied against this development.

[NOTE: Non-government schools are exempt from paying the State Infrastructure Contribution (SIC) pursuant to *Ministerial (Special Infrastructure Contributions Areas) Determination 2011*.]

3.Statutory & Strategic Policy Context

The following section identifies relevant State and Commonwealth planning and environment legislation and discusses the application of these planning provisions to the Project.

3.1 Environmental Planning & Assessment Act 1979

3.1.1 Overview

The NSW *Environmental Planning and Assessment Act 1979* (EP&A Act) governs planning and the assessment of development projects in New South Wales, including schools('educational establishments' as defined). This planning legislation is administered by Department of Planning & Environment and by local councils. The school project the subject of this EIS is considered to be consistent with the objects of the EP& A Act, as summarised in the following Table 3.1.

Table 3.1: Checklist of the Project against objects of EP&A Act 1979

Objects	EIS Coverage
"(a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,"	*Schools are an essential component of our social fabric generally, and of the planned Leppington urban release area specifically. Societies that promote accessible, effective education see their economies improve and are more adaptable to change.* *The project will make use of land specifically zoned for the purpose of a school for educational purposes to service the growing demand for school facilities in South-West Sydney. The proper management of resources is evidenced by the fact that the site was specifically chosen for this purpose following detailed investigations of the Leppington area by the (now) Department of Panning & Environment.* *Moreover, the project will promote social and economic benefits to the local and regional economy, minimising impacts on the natural environment and local amenity at the same time as achieving the desired planning outcome for this site.*
"(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,"	*The Project Site was identified as a school site following detailed investigations and integrated master planning for the Leppington Priority Precinct by NSW Government.* *The proposal includes various measures aimed at minimising energy and water consumption and is considered to be consistent with the objectives of ecologically sustainable development eg. Providing naturally ventilated spaces with natural lighting, as well as use of rooftop photovoltaics.*
"(c) to promote the orderly and economic use and development of land,"	*The school project promotes the orderly and economic use of a site specifically zoned for educational purposes, namely SP2 Infrastructure (Educational Establishment).* *The use of the site as a school was identified in the structure planning undertaken by NSW Government for the Leppington urban release area.*
"(d) to promote the delivery and maintenance of affordable housing,"	*This object is not applicable to the project, given that the intended use is for a school, not housing.*

Objects cont.	***EIS Coverage cont.***
"(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,"	*The Project Site enjoys Biodiversity Certification under the Threatened Species Conservation Act 1995 (TSC Act). It effectively switches off the need to obtain approvals under the TSC Act. The vegetation on the site is not mapped as being significant and does not have to be retained.* *Extensive landscaping is proposed on the Project Site.*
"(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),"	*The site has no heritage listing. Following an extensive consultation with indigenous groups and site survey, no Aboriginal items have been found on the site or significance identified.*
"(g) to promote good design and amenity of the built environment,"	*The design of the proposed new Amity College school accords with the design principles contained in State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017.* *The built form and urban design of the proposed new school campus are appropriate to the site and its context in the overall Indicative Layout Plan for Leppington.* *It is also relevant to note that the planning controls applicable to the site provide for a high degree of flexibility in design, given that no density, floor space ratio (FSR) or height limits apply to the Project Site under the provisions of State Environmental Planning Policy (Sydney Region Growth Centres) 2006. Moreover, no setback restrictions apply to school buildings fronting Byron Road or planned local roads.*
"(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,"	*The school buildings proposed have been designed in accordance with the Building Code of Australia (BCA) and relevant school standards.*
"(i) to promote the sharing of the responsibility for environmental planning between the different levels of government in the State, and"	*The Project accords with relevant State, regional and local environmental guidelines and planning controls and has involved consultation with relevant levels of government agencies in accordance with the issued SEARS.*
"(j) to provide increased opportunity for public involvement and participation in environmental planning and assessment."	*The EIS has been prepared following discussions with local and state government, servicing agencies, the Government Architect, Transport for NSW, RMS, local residents and community groups, in accordance with the requirements of the issued SEARS.*

The proposed development is a State Significant Development (SSD), requiring the preparation of an Environmental Impact Statement EIS. This means that the Minister or his delegate will determine the Development Application following an assessment by the Secretary of the NSW Department of Planning and Environment.

Consent is sought authorising the the carrying out of a school development on the project site on a staged basis. Stated another way, consent is sought for the entire school development in this application, with no further consent required for any of the subsequent stages.

As such, this DA is not being lodged for assessment and determination as a concept development application under sections 4.16 and 4.22 of the EP&A Act.

[NOTE: As set down in section 4.22 of the EP&A Act, a concept development application is one that sets out a concept proposal for the development of a site, typically seeking consent for a first stage of works, and for which detailed proposals for separate parts of the site are to be the subject of subsequent development applications.]

3.1.2 Section 4.15 matters

Section 4.15 of the EP&A Act requires that a variety of matters be taken into consideration when determining a development application. A checklist of these matters and where they have been addressed in the EIS is outlined in the accompanying Table 3.2.

Table 3.2: Section 4.15 Checklist

Matters for Consideration s.4.15	*Relevant EIS Section*
(a) The provisions of: ***Any environmental planning instrument***	*Refer to Section 3 & Section 7.2 of this EIS.*
Any proposed planning instrument	*Refer Section 7.3 of this EIS.*
Any development control plan ***NOTE: DCPs do not apply to State significant development per cl.11(a) of State Environmental Planning Policy (State and Regional Development) 2011***	*The applicable development control plan is the Camden Growth Centre Precincts Development Control Plan. Refer Section 3.3.11 and Section 7.4 of this EIS.*
Any planning agreement or draft planning agreement that has been entered into	*No planning agreements have been entered into under s. 7.4 (former s.93F)*
The regulations (to the extent that they prescribe matters for the purposes of this paragraph)	*Refer to Section 3 & Section 7.6.*
Any coastal zone management plan	*Not applicable*
(b) The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality	*Refer Section 7.7 in conjunction with Section 2 of this EIS- the latter containing details of mitigation measures proposed*
(c) The suitability of the site for the development	*The project site is suitable for the proposed new school Considered further in this EIS report. Refer also to Section 7.8 of the EIS.*
(d) Any submissions made in accordance with this Act or the regulations	*Comments to be received during the EIS exhibition process*
(e) The public interest	*Refer Section 2.11 and Section 7.10 of this EIS.*

3.1.3 Sustainable development

The principles of ecologically sustainable development (ESD) are an element of the public interest which is a mandatory consideration. [NOTE: formerly a specific requirement for an EIS to address in Item 6 of Schedule 2, clause 72 of the EP&A Regulation, since repealed]. These are considered in the following.

- **The precautionary principle:** Only activated if there are threats of serious or irreversible environmental damage and lack of full scientific certainty. If both elements are established, the precautionary principle applies- *Telstra Corporation Ltd v Hornsby Shire Council [2006] NSWLEC 133 Preston CJ.*

  In the case of the project, there are no serious or irretrievable impacts likely and certainty regarding acceptable impacts arising from the proposed new school. The environmental investigations undertaken during the preparation of this EIS have identified potential impacts with adequate scientific certainty to justify proceeding with the proposed development. It is considered that the project strikes a balance between the orderly and economic use of the land.

  The proposal has adopted precautionary approach to key aspects of the school development. The design process and mitigation measures proposed to prevent or limit the potential for environmental harm associated with the operation of the proposed new school.

In this regard the Project incorporates management measures similar to those currently adopted at Amity College's nearby Prestons campus.

Adopting proven management measures that have been been shown to have worked on another Amity College school campus means that there can be a greater confidence in predicting that there will be minimal adverse impacts on the local environment, including air and noise. There will be minimal potential for the generation of waste associated with the new school operation.

This EIS has involved consultation with various government agencies, with inputs from specialist consultants, and the adoption of proven safeguards and management procedures to prevent serious or irreversible degradation of the environment within and adjacent to the Project Site.

- **Inter-generational equity:** Schools are a long-term user of land, providing educational facilities to local communities for generations. The new school will provide educational facilities that will benefit present as well as future generations in the Leppington area. Flexible learning spaces are provided, enabling changes in learning environments over time. In addition, the project has been designed to ensure that no part of the local community is unacceptably impacted upon or significantly disadvantaged as a result of the proposed new school development proceeding.

- **Conservation of biological diversity and ecological integrity:** The new school has been identified on this site as a part of lengthy and detailed investigation by NSW Department of Planning & Environment of the Leppington area, who reported that the vegetation on the site is in a poor condition and its retention is not considered essential (sources: Ecological Australia on behalf of the Department of Planning & Infrastructure *Leppington Rezoning Assessment Biodiversity and Riparian Studies* June 2014 and NSW Department of Planning and Environment L*eppington (Stage 1) Finalisation Report* October 2015).

- **Improved valuation, pricing and incentive mechanisms:** The proposal seeks to achieve non-material well-being or "quality of life" by providing quality educational facilities serving the local population. Through good design, the general amenity of the local area will be maintained throughout and beyond the life of the proposed school campus project through implementation of safeguard measures to mitigate any environmental impacts.

In addition to the above, it is also relevant to note that the new Amity College school campus proposes to incorporate the following sustainability features into the design:

- Use of solar power (photovoltaics) for the campus, as is currently employed at all three of the other Amity College school campuses. The installation of renewable energy in the form of solar PV cells at the new school will reduce peak electricity demand for the school as well as reducing energy costs generally.

- Water sensitive urban design measures in the stormwater drainage system, including the harvesting of rainwater.

- Providing naturally ventilated and natural lighting in school home bases, with shading structures built into the design of the school buildings. A highly efficient façade system designed to minimise heat gain into the building while promoting the entry of daylight into classroom spaces.

- The use of highly efficient water fixtures and fittings.

- Use of energy efficient lighting.

- The project aims to reduce waste and recycle waste.

The following table summarises those matters relevant to a consideration of the principles of ESD applicable to the proposal.

Table 3.3: ESD Principles and the Project

Item	Assessment
Strategic, Town Planning issues	*The site of the proposed school site is specifically zoned for the purposes of a school, namely SP2 Infrastructure (Educational Establishment) under the provisions of State Environmental Planning Policy (Sydney Region Growth Centres) 2006.* *The school is adjoining a zoned future parkland area, intended for use by school students attending Amity College, Leppington.*
Impacts on flora and fauna	*All of the site is to be cleared. The site contains no known flora or fauna of significance. The vegetation on the site is in a poor condition and its retention is not considered essential.* *No significant impacts on flora or fauna anticipated.*
Likelihood of air or noise pollution	*Schools are seen as acceptable and a compatible use within residential areas.* *Moreover, it is relevant to note that that NSW Land & Environment Court has held that noise from school children playing as not offensive noise per Meriden School v Pedavoli [2009] NSWLEC 183 at [46].* *Various mitigation measures are proposed both during the (staged) construction and operation of the school.*
Impact on local health, local roads	*No likely adverse impacts. Schools are considered to be a desirable use within any community.* *Various mitigation measures are proposed in regard to traffic and access to the school campus both during the (staged) construction and operation of the school.* *The school project will also result in the construction of local streets as identified in the Indicative Layout Plan for the Leppington urban release area.*
Any hazards arising from the development	*The construction of the school will be undertaken in accordance with the adopted construction management plan, which includes various provisions aimed at reducing hazards to an acceptable level. This includes measures to allow for the safe removal of any contaminated material from the site.*
Visual impacts	*The site has been identified specifically for the purpose of a school. As such, there is an expectation of institutional buildings being established on the site.* *Two storey primary school buildings have been allocated where the land levels are higher, with three storey (secondary school) buildings allocated where the land levels are lower, resulting in less visually dominant buildings. A four storey element has been proposed at the entry to the school complex, to provide a visual focal point to the development.* *Tree plantings proposed on the periphery of the school site will further screen the school buildings from view from vantage points nearby.*
Impact on agriculture	*The site has no known significance as agricultural land.*
Impact on soil erosion, watercourses	*The proposed school sits on land that is flat to undulating in character, with minimal potential for soil erosion or impacts on downstream environments.* *Various soil erosion and drainage mitigation measures are proposed during the (staged) construction of the school.*
Impact on cultural significance	*No likely impacts. The site contains no heritage significance in terms of either European or Aboriginal heritage values.*

The basic principles of Ecologically Sustainable Development have thus been satisfied in the development and assessment of the Project.

▪ 3.2 Statutory and Strategic Context

3.2.1 State Environmental Planning Policy (State & Regional Development) 2011

Pursuant to the provisions of clause 15(1) of Schedule 1 of *State Environmental Planning Policy (State and Regional Development) 2011* all new schools, regardless of capital investment value, are classified as as State Significant Development (SSD) for the purposes of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The Minister (or delegate) is the consent authority under Section 4.5 of the EP&A Act. The above provisions mean that any development application for SSD must be accompanied by an Environmental Impact Statement (EIS), prepared in accordance with the provisions of Division 4.7 of the EP&A Act.

Under the provisions of clause 11(a) of *State Environmental Planning Policy (State and Regional Development) 2011* development control plans do not apply to State Significant Development. It states, inter alia:

> *"11 Exclusion of application of development control plans*
>
> *Development control plans (whether made before or after the commencement of this Policy) do not apply to:*
>
> *(a) State significant development, .."*

Clause 10 of states that: "*A subdivision certificate may be issued by an accredited certifier for a subdivision that is State significant development in accordance with section 6.5 (3) (a) of the Act*." This clause has relevance to the boundary adjustment forming a part of this SSD application.

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

The above state planning policy (SEPP) was gazetted in December 2017. It is is supported by amendments to the EP&A Regulation 2000, the *Standard Instrument (Local Environmental Plans) Order 2006*, and relevant state environmental planning policies. Clause 8 states, inter alia, that this SEPP prevails to the extent of any inconsistency with any other environmental planning instrument. Clause 35(9) of this SEPP states that any development control plan that specifies a requirement, standard or control in relation to a development application for a school is of no effect.

All new schools, regardless of project cost, are categorised as State Significant Development (SSD).

The SEPP sets down seven design quality principles in Schedule 4 that apply to schools to ensure that school infrastructure is well designed and responsive to its purpose and location. The consent authority is required to take into consideration the design quality of any proposed school development in accordance with these design quality principles before determining a SSD application for school development, namely:

- Context, built form and landscape (Principle 1).
- Sustainable, efficient and durable (Principle 2).
- Accessible and inclusive (Principle 3).
- Health and safety (Principle 4).
- Amenity (Principle 5).
- Whole of life, flexible and adaptive (Principle 6).
- Aesthetics (Principle 7).

Issues associated with the design of the project generally have been discussed in detail as a part of the consultation process with the Government Architect NSW (GANSW) with a satisfactory design outcome achieved as a result of those inputs from GANSW. Refer to advice from GANSW in **Appendix B**.

Tree or vegetation removal that is proposed as part of development project that is permitted with or without consent will have the impact of the proposed removal assessed and determined as part of the approval process.

The compliance of the proposed school development with the applicable design quality principles as set down in Schedule 4 of *State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017*, as required by clause 35(6)(a) of the SEPP, are detailed in section 2.6.3 of the EIS. Gran Associates Australia have also prepared a Design Report which assesses the proposal against the seven design quality principles set out Schedule 4 of the Education SEPP (see **Appendix C**). The project satisfies all relevant design principles under the SEPP.

The compliance of the proposed school development with the applicable aims of the SEPP are set down in the following Table 3.4:

Table 3.4: Compliance of project with aims of State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017

Aim	Compliance
(a) improving regulatory certainty and efficiency through a consistent planning regime for educational establishments and early education and care facilities	*Noted.*
(b) simplifying and standardising planning approval pathways for educational establishments and early education and care facilities (including identifying certain development of minimal environmental impact as exempt development),	*Noted.*
(c) establishing consistent State-wide assessment requirements and design considerations for educational establishments and early education and care facilities to improve the quality of infrastructure delivered and to minimise impacts on surrounding areas	*The proposed school satisfies applicable design requirements under the SEPP. The site was identified and subsequently rezoned specifically for the purposes of a school when the Leppington precinct was gazetted for urban release.*
(d) allowing for the efficient development, redevelopment or use of surplus government-owned land (including providing for consultation with communities regarding educational establishments in their local area)	*Not applicable.*
(e) providing for consultation with relevant public authorities about certain development during the assessment process or prior to development commencing	*The required level of consultation with relevant public authorities, including Camden Council, has been undertaken as a part of the EIS preparation process.*
(f) aligning the NSW planning framework with the National Quality Framework that regulates early education and care services	*Noted.*
(g) ensuring that proponents of new developments or modified premises meet the applicable requirements of the National Quality Framework for early education and care services, and of the corresponding regime for State regulated education and care services, as part of the planning approval and development process	*Noted.*
h) encouraging proponents of new developments or modified premises and consent authorities to facilitate the joint and shared use of the facilities of educational establishments with the community through appropriate design	*Amity College proposes to share its school hall, in accordance with design principle 6. [NOTE: Also a requirement of clause 35(6)(b) of the SEPP.]*

The planning and design principles adopted for the purposes of the proposed Amity College school are in accordance with those as set down in *State Environmental Planning Policy (Educational Establishments and Child Care Facilities 2017* (Education SEPP) Design Quality Principles summarised in the accompanying Table 3.5.

Table 3.5: Compliance of project with Schedule 4 design quality principles of State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017

Design Principle	How it is Addressed in this Application
Site Context, built form and landscape: *Schools should be designed to respond and enhance the positive qualities of their setting, landscape and heritage, including Aboriginal cultural heritage.*	*The site is zoned specifically for the purpose of a school, also identified for the same use in the Indicative Layout Plan for Leppington.* *The proposed school buildings will be arranged around two north facing play courtyards, opening to the north west towards a larger play area and the future recreation reserve. In accordance with the Department of Planning & Environment Leppington Stage 1 Finalisation Report this recreation reserve is intended to be co-shared with the local council for passive and active play. There is also a terraced courtyard adjoining other outdoor learning areas for the primary school.* *The heritage assessment finds no heritage items or Aboriginal sites.*
Sustainable, efficient and durable: *Schools should be designed to be durable, resilient and adaptable, enabling them to evolve over time to meet future requirements.*	*The modular design of the school buildings adopts a design which is capable of accommodating differing educational requirements over time and which incorporates passive heating and cooling principles.Materials have been carefully selected reduce embodied energy.*
Accessible and inclusive: *Schools should actively seek opportunities for their facilities to be shared with the community and cater for activities outside of school hours.*	*Amity College will be offering out-of-hours use for the community of its hall and other spaces within the school complex. Refer Section 2.5.3 of the EIS for details.*
Health and safety: *Good school development optimises health, safety and security within its boundaries and the surrounding public domain, and balances this with the need to create a welcoming and accessible environment.*	*The design of the school optimises access to sun, shade and natural ventilation. Security of the students is very important to the school and has been carefully considered in the design. Public entry is restricted to the central entry on Byron Road. Access to the interior of the school is controlled in Reception. Student entry and egress at start of school and end of school will be via supervised main access points adjacent to the pickup/drop off areas and the bus bays.*
Amenity: *Schools should provide pleasant and engaging spaces that are accessible for a wide range of educational, informal and community activities, while also considering the amenity of adjacent development and the local neighbourhood.*	*Landscaping will be put into place from the earliest stages of the development following tree clearing and earthworks. Existing trees on site will be removed and will be replaced with trees native to the area to maintain biodiversity and to provide shade. Landscaping has been designed with the concepts of Shelter, Play and Learning as underlying principles.*
Whole of life, flexible and adaptive: *School design should consider future needs and take a whole-of-life-cycle approach underpinned by site wide strategic and spatial planning.*	*The modular structural and functional grid of the building will allow for a variety of different uses as well as different spaces as the school develops in size and complexity.The project has been based on the staged growth of the school to a maximum size of approximately 1,000 students.*
Aesthetics: *School buildings and their landscape setting should be aesthetically pleasing by achieving a built form that has good proportions and a balanced composition of elements. [Refer NOTE 5]*	*The school buildings will range in (perceived) height generally from 2 storeys (Primary School) to 3 storeys (Secondary School) with the central "Heart of School" being 4 stories high emphasising the public entry to the school. The lower, 2 storey section relates to the lower density 2-3 storey single residential zoning to the south and the 3 storey section is adjacent to the 3-4 plus storey medium density zoned area to the north. Extensive landscaping is proposed.*

Refer also to **Appendix C** for more details regarding compliance with the above SEPP in terms of design.

Part 7 of this SEPP sets out general development controls for traffic-generating development as follows:

"(1) This clause applies to development for the purpose of an educational establishment:
(a) that will result in the educational establishment being able to accommodate 50 or more additional students, and
(b) that involves:
(i) an enlargement or extension of existing premises, or
(ii) new premises,
on a site that has direct vehicular or pedestrian access to any road.
(2) Before determining a development application for development to which this clause applies, the consent authority must:
(a) give written notice of the application to Roads and Maritime Services (RMS) within 7 days after the application is made, and
(b) take into consideration the matters referred to in sub clause (3)."

The proposed development involves the construction of new school at Leppington accommodating more than 50 students. Accordingly, the Minister must give written notice of the application to the RMS and take into consideration the matters set out under Clause 57 of this SEPP. The traffic impact assessment report by Traffix addresses the matters by RMS in the SEARs.

Future Demand for Schools & Important Role of Non-Government Schools in Delivering School Facilities

In February 2017, prior to the release of the above SEPP, the State Government released an Explanation of Intended Effect report in support of the then draft SEPP. Besides providing details of the intended new state planning policy, what is also instructive about this document is the following:

- The magnitude of the forecast growth in the school-aged population.
- The reliance by government on non-government schools in meeting this forecast demand for school facilities associated with this forecast growth in the school-aged population.

On the above, the Explanation of Intended Effect report states, inter alia:

"NSW is facing unprecedented growth with the population forecast to increase by 28% to almost ten million people by 2036. The number of children under five will climb 18 percent to over 600,000, and the total population under 15 years of age will grow by 23 per cent to more than 1.8 million. This growth is placing increasing pressure on our social infrastructure, including child care facilities and all levels of our education system……..

Our schools are also under increasing pressure with an estimated 172,000 new students entering the public school system by 2031. To meet this demand NSW will need to build 15 new schools a year, and refurbish or replace a further one-third of school assets that will be in poor condition or worse by 2031. ***As the public system struggles to keep up, there will be increasing pressure on the private sector to assist in meeting this demand.****"* [our emphasis]

(source: page 3 NSW Planning & Environment *Draft State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017 Explanation of Intended Effect* dated February 2017)

3.2.3 State Environmental Planning Policy (Infrastructure) 2007

State Environmental Planning Policy (Infrastructure) 2007 commenced on 1 January 2008. This SEPP is applicable to the whole of NSW. Clause 32(3) of this SEPP states that if there is an inconsistency between a standard referred to in Clause 32(2) and a provision of a development control plan, the standard prevails to the extent of the inconsistency. Clause 102 of this SEPP relates to the impacts of road noise or vibration on non-road development, and is triggered for land which adjoins a road corridor with an annual average daily traffic (AADT) volume of more than 20,000 vehicles. If triggered, it requires the consent authority to consider the potential effects of road noise or vibration on an educational establishment under clause 102(1)(d).

No roads surrounding the project site currently experience an AADT volume of more than 20,000 vehicles. As such, no further assessment is required pursuant to Clause 102 of this SEPP. Accordingly, this provision of the SEPP has no work to do because the 20,000 vehicles AADT trigger has not been exceeded. It follows that for the purposes of clause 102 of the SEPP it then becomes immaterial if the consent authority forms the view that road noise or vibration is an issue under the provisions of this clause.

Schedule 3 -*Traffic generating development*- no longer refers to schools. This provision now forms a part of *State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017*- refer to EIS Section 2.2.2 for details. The traffic impact assessment report by Traffix addresses the matters by RMS in the SEARS- refer **Appendix M**.

3.2.4 State Environmental Planning Policy No.55 – Remediation of Land

State Environmental Planning Policy No. 55 - Remediation of Land (SEPP 55) requires a consent authority to consider land the subject of a development application is contaminated, and if it is, whether the land is suitable for its intended land use (with or without remediation).

Clause 7 of SEPP 55 provides requirements for land that may be contaminated when considering a development application, including applications for schools (sub clause (4)(c). SEPP 55 makes reference to the contaminated planning guidelines. Clause 7 states:

> ***"7 Contamination and remediation to be considered in determining development application***
> *(1) A consent authority must not consent to the carrying out of any development on land unless:*
> *(a) it has considered whether the land is contaminated, and*
> *(b) if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and*
> *(c) if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.*
> *(2) Before determining an application for consent to carry out development that would involve a change of use on any of the land specified in subclause (4), the consent authority must consider a report specifying the findings of a preliminary investigation of the land concerned carried out in accordance with the contaminated land planning guidelines.*
> *(3) The applicant for development consent must carry out the investigation required by subclause (2) and must provide a report on it to the consent authority. The consent authority may require the applicant to carry out, and provide a report on, a detailed investigation (as referred to in the contaminated land planning guidelines) if it considers that the findings of the preliminary investigation warrant such an investigation.*
> *(4)* ***The land concerned is****:*
> *(a) land that is within an investigation area,*
> *(b) land on which development for a purpose referred to in Table 1 to the contaminated land planning guidelines is being, or is known to have been, carried out,*
> *(c)* ***to the extent to which it is proposed to carry out development on it for*** *residential,* ***educational****, recreational or child care purposes, or for the purposes of a hospital—land:*
> *(i) in relation to which there is no knowledge (or incomplete knowledge) as to whether development for a purpose referred to in Table 1 to the contaminated land planning guidelines has been carried out, and*
> *(ii) on which it would have been lawful to carry out such development during any period in respect of which there is no knowledge (or incomplete knowledge)."* [our emphasis]

The development application involves a change of the use of the land from a a rural activity to a proposed school development. It is a change of use identified by cl 7(4) and the contaminated land planning guidelines, therefore cl 7(2) of SEPP 55 is engaged.

The "contaminated land planning guidelines" referred to above are defined in clause 4(1) of SEPP 55 to mean guidelines under s 145C of the *Environmental Planning & Assessment Act 1979* (EP&A Act). The current planning guidelines under s 145C of the EPA Act are *Managing Land Contamination Planning Guidelines SEPP 55-Remediation of Land 1998* (contaminated land planning guidelines). Table 1 to the *Contaminated Land Guidelines* lists different activities that may cause contamination of land, including "*agricultural/horticultural activities".* [NOTE: The Department of Planning & Environment have also released in early 2018 draft *Managing Land Contamination: Planning Guidelines* that have been updated to reflect best practice, however, they are yet to be adopted.] The contamination encountered on the project site is patchy in distribution and appears to have been associated with past use of the site for agricultural/horticultural activities.

This contamination assessment, undertaken by GeoEnviro Consultancy Pty Ltd, was performed in general conformance with SEPP 55. It contains a Stage 1 and Stage 2 contamination assessment, as required by SEPP 55. The contaminated land planning guidelines address the process of contamination investigation of any site at Section 3.4 as follows:

> *" If contamination is, or may be, present the proponent must investigate the site and provide the planning authority with the information it needs to carry out its planning functions. The appropriate level of investigation will depend on the circumstances and may involve one or more of the stages described below in the site investigation process.*
>
> *3.4.1 A Summary of the Site Investigation Process*
>
> *Stage 1—Preliminary Investigation.*
>
> *The main objectives of a preliminary investigation are to identify any past or present potentially contaminating activities, provide a preliminary assessment of any site contamination and, if required, provide a basis for a more detailed investigation. A preliminary investigation is not necessary where contamination is not an issue.*
>
> *Stage 2—Detailed Investigation.*
>
> *A detailed investigation is only necessary when a preliminary investigation indicates that the land is contaminated or that it is, or was, formally used for an activity listed in Table 1 and a land use change is proposed that has the potential to increase the risk of exposure to contamination. A detailed investigation will also need to be conducted as part of a remediation proposal. The objectives of a detailed investigation are to define the nature, extent and degree of contamination; to assess potential risk posed by contaminants to health and the environment; and to obtain sufficient information to develop a remedial action plan (RAP), if required.*

At 3.5.2 of the contaminated land planning guidelines it provides additional detail in relation to the extent of investigation required at the preliminary stage. Importantly it states in part:

> *"Where contaminating activities are suspected to have had an impact on the land, sampling and analysis will be required to confirm and support any conclusion reached from the site history appraisal. Through the assessment of sampling results, an assessment of contamination can be established."*

The GeoEnviro Consultancy Pty Ltd report contains both a Stage 1 and Stage 2 assessment of the proposed school site. The GeoEnviro Consultancy Pty Ltd report provides sufficient certainty to confirm the extent of the historic use of the site; to locate the presence of contamination within the site; and supports a conclusion as to the extent of site contamination remaining. A Remediation Action Plan has been prepared in response to the investigation, provided under separate cover. The contamination work undertaken in the case of the proposed school is in conformity with the provisions of SEPP 55. Having regard to the above, the consent authority can be satisfied that the land is suitable for the purposes of a primary school, pursuant to Clause 7 of SEPP 55.

Contamination is further addressed in this EIS, with mitigation measures detailed in Section 2 of the EIS.

Refer to **Appendix O** and **Appendix S** accompanying this EIS for further details regarding geotechnical conditions encountered and contamination issues.

3.2.5 State Environmental Planning Policy (Sydney Region Growth Centres) 2006

The Leppington Priority Precinct was gazetted for urban release and forms a part of *State Environmental Planning Policy (Sydney Region Growth Centres) 2006* (Growth Centres SEPP) and particularly, the provisions of Appendix 9- Camden Growth Centres Precinct Plan. Clause 6(1) of the SEPP states that this SEPP overrides any inconsistent planning instrument.

Zoning of the Project Site under Growth Centres SEPP

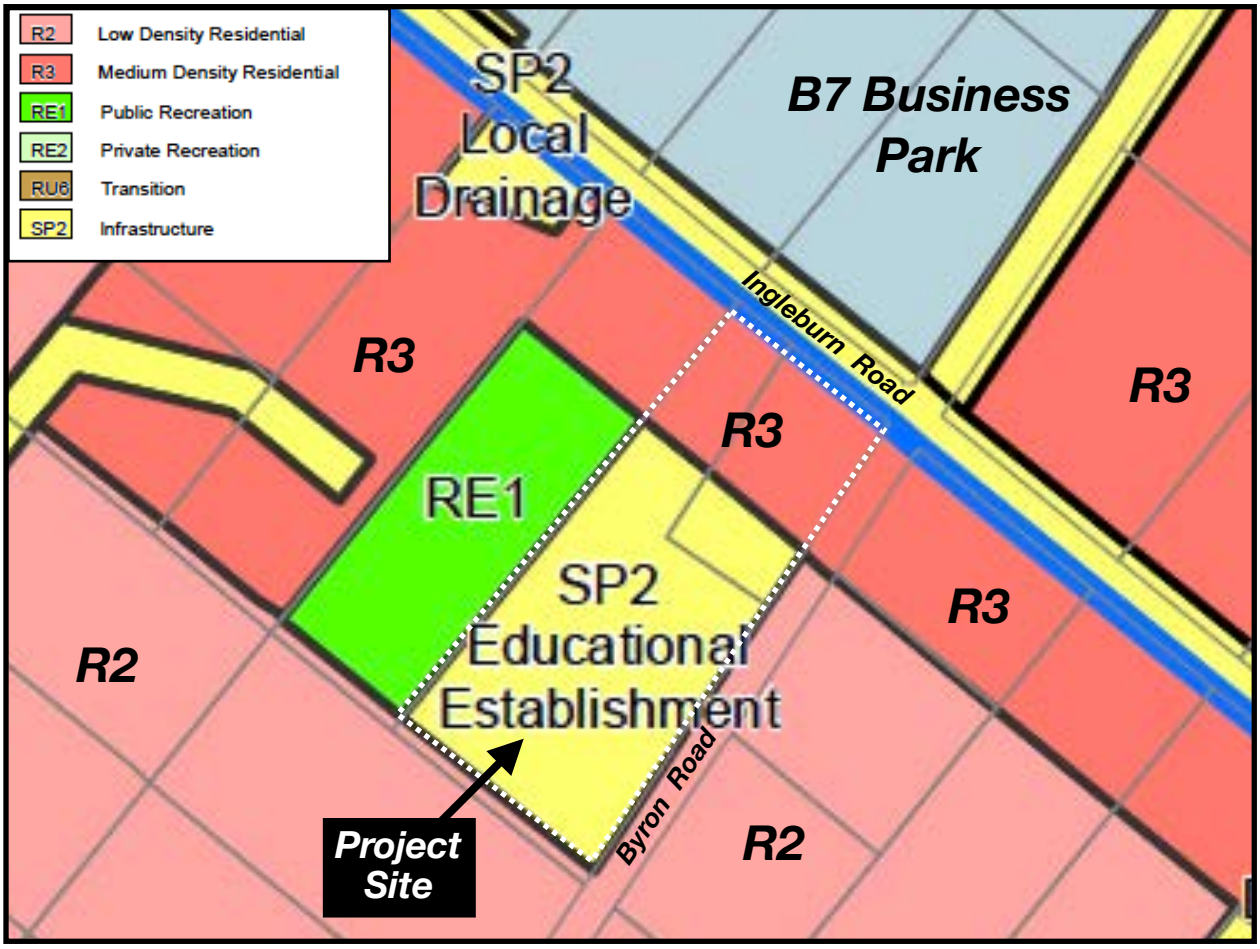


FIGURE 3.1 (above): The site of the proposed new school is specifically zoned for educational purposes

Source: State Environmental Planning Policy (Sydney Region Growth Centres) 2006 South West Growth Centre Land Zoning Map - Sheet LZN_008

The Land Use Table for the SP2 Infrastructure zone is reproduced below.

"1 *Objectives of zone*

- *To provide for infrastructure and related uses.*
- *To prevent development that is not compatible with or that may detract from the provision of infrastructure.*

2 Permitted without consent

Roads.

3 Permitted with consent

The purpose shown on the Land Zoning Map, including any development that is ordinarily incidental or ancillary to development for that purpose

4. Prohibited

Any development not specified in item 2 or 3 "

A smaller section of the project site, fronting Ingelburn Road, is zoned R3 Medium Density Residential. As a part of the application for the school campus it is proposed to subdivide off from the school all of the land zoned R3-to be the subject of separate application(s) for development for the purposes of medium density housing. Abutting the land to the north-west is land zoned for public open space, with adjoining land to the south-east and south-west zoned for lower density residential development and B7 Business Park zoned land to the north of Ingleburn Road.

Acquisition Clause under Growth Centres SEPP

Part 5.1 of Appendix 9 of State Environmental Planning Policy (Sydney Region Growth Centres) 2006: Camden Growth Centres Precinct Plan provides for the planned future acquisition of sites identified in the SEPP. Due to an apparent drafting error there is no provision for the acquisition of land zoned SP2 Infrastructure (Educational Establishment) by the Department of Education, the clause referring only to land within Zone B4 Mixed Use and marked "Educational establishment". Notwithstanding this apparent drafting error, the Department of Education has advised in writing that it no longer has an interest in acquiring the land zoned SP2 Infrastructure (Educational Establishment) on the project site- refer **Appendix B**.

Minimum Lot Sizes under Growth Centres SEPP

Minimum lot sizes are addressed in clauses 4.1-4.1AG. No lot size restrictions apply to the project site. Refer accompanying **Figure 3.2**.

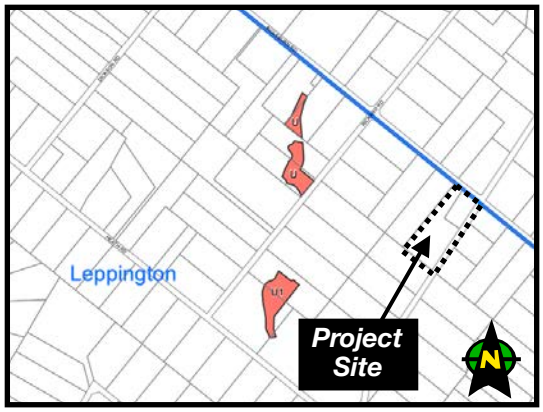


FIGURE 3.2 (right): No lot size restrictions apply to the the site of the proposed new school
Source: State Environmental Planning Policy (Sydney Region Growth Centres) 2006 South West Growth Centre Lot Size Map Sheet LSZ _008

Density Restrictions under Growth Centres SEPP

Residential densities are addressed in clauses 4.1B of the Growth centres SEPP.

In this regard no density restriction applies to land zoned SP2 Infrastructure (Educational Establishment)- shown blank on the relevant map.

A maximum density of 25 dwellings per hectare applies to land zoned R3 Medium Density Residential. Refer accompanying **Figure 3.3**.

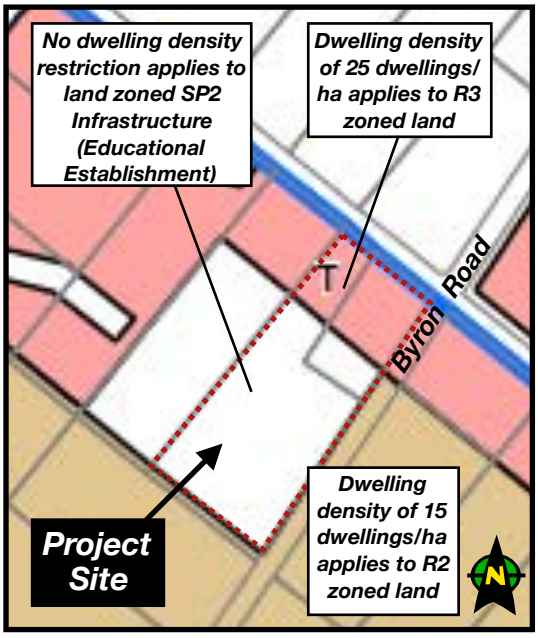


FIGURE 3.3 (right): No density restrictions apply to the the site of the proposed new school
Source: State Environmental Planning Policy (Sydney Region Growth Centres) 2006 South West Growth Centre Residential Density Map Sheet RDN_008

Heights of Buildings Restrictions under Growth Centres SEPP

Residential densities are addressed in clauses 4.3 of the SEPP.

In this regard no building height restriction applies to land zoned SP2 Infrastructure (Educational Establishment) and a maximum building height of 12m (4 storeys) applies to land zoned R3 Medium Density Residential. Three storey buildings are permitted in the neighbouring R2 zone.

[NOTE: Any school development would be subject to the various operative provisions of *State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017* including the requirement to comply with the design quality principles set out in Schedule 4 of that SEPP]

Refer to **Figure 3.4**.

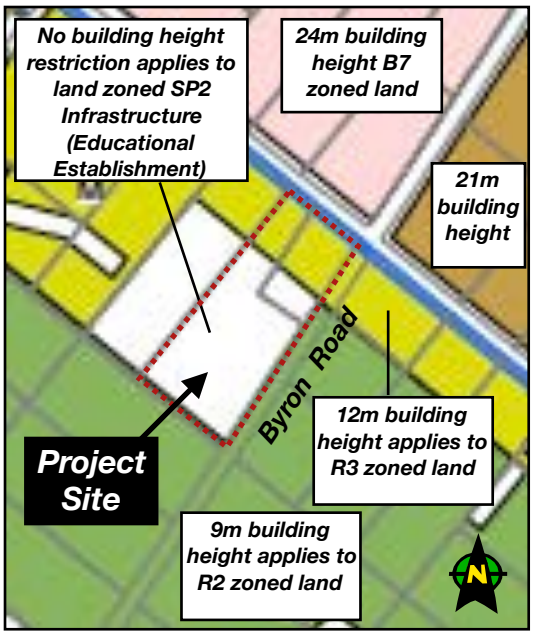


FIGURE 3.4 (right): No building height restrictions apply to the the site of the proposed new school

Source: State Environmental Planning Policy (Sydney Region Growth Centres) 2006 South West Growth Centre Height of Buildings Map Sheet HOB_008

Floor Space Ratio Restrictions under Growth Centres SEPP

Residential densities are addressed in clauses 4.4 and 4.5.

No floor space ratios apply to any part of the project site- or to any other part of the Leppington Priority Precinct. (source: *State Environmental Planning Policy (Sydney Region Growth Centres) 2006 South West Growth Centre Floor Space Ratio Map Sheet FSR_008).*

Preservation of Trees and Vegetation under Growth Centres SEPP

The preservation of trees is addressed in clause 5.9. Consent is required for the clearing of trees or vegetation- prescribed in the Development Control Plan for the Leppington Planning Precinct. Refer to arborists report for further details- **Appendix P**. The clearing of native vegetation is addressed in clauses 6.2 and 6.3 of the Growth Centres SEPP. The project site contains no 'native vegetation retention areas' as defined- refer **Figure 3.5**.

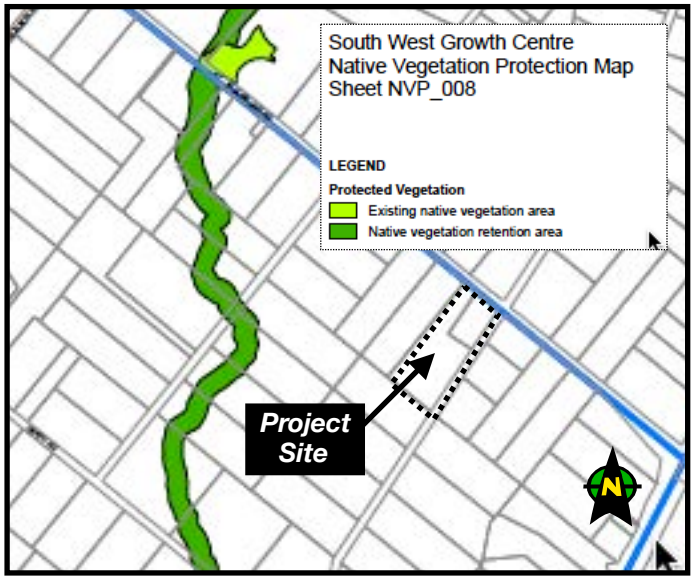


FIGURE 3.5 (right): No native vegetation on the the site of the proposed new school

Source: State Environmental Planning Policy (Sydney Region Growth Centres) 2006 South West Growth Centre Native Vegetation Protection Map Sheet NVP_008

Heritage under Growth Centres SEPP

Heritage features are addressed in clause 5.10. In this regard the project site is not listed as a heritage item. Refer to **Figure 3.6**.

FIGURE 3.6 (right): No listed heritage features on the the site of the proposed new school
Source: State Environmental Planning Policy (Sydney Region Growth Centres) 2006 South West Growth Centre Heritage Map Sheet HER_008

Services Provisions Contained in the Growth Centres SEPP

Services provision is addressed in clause 6.1 of Appendix 9 of *State Environmental Planning Policy (Sydney Region Growth Centres) 2006*. It states:

> *"6.1 Public utility infrastructure*
> *(1) The consent authority must not grant development consent to development on land to which this Precinct Plan applies unless it is satisfied that any public utility infrastructure that is essential for the proposed development is available or that adequate arrangements have been made to make that infrastructure available when required.*
> *(2) In this clause, public utility infrastructure includes infrastructure for any of the following:*
> *(a) the supply of water,*
> *(b) the supply of electricity,*
> *(c) the disposal and management of sewage."*

The report by services consultants Erbas confirms that the proposed school can be adequately serviced and satisfy the requirements of clause 6.1 above. Refer to Section 2.8 and **Appendix Q** of this EIS for further details.

3.2.6 State Environmental Planning Policy No. 64 – Advertising and Signage

State Environmental Planning Policy No. 64 - Advertising Signage (SEPP 64) requires a consent authority to consider advertising signage proposed as apart of any project.

The proposal includes the integration of the Amity College logo into the building facade at the main entry, with an illuminated sign above, as detailed in the Architectural Plans (**Appendix C**). Refer to Section 2.6.4 of the EIS for signage details.

An assessment of the proposed signage against these objectives and assessment criteria is provided in accompanying Table 3.6.

It shows that the proposed signage at the new school campus is capable of complying with the provisions of this SEPP.

Table 3.6: Compliance of project with provisions of State Environmental Planning Policy No. 64 – Advertising and Signage

Provision of SEPP 64	Compliance with SEPP 64
Clause 3 – Aims, Objectives of SEPP 64	
(a) to ensure that signage (including advertising): ***(i) is compatible with the desired amenity and visual character of any area, and*** ***(ii) provides effective communication in suitable locations, and*** ***(iii) is of high quality design and finish, and***	*The character of the Leppington locality in the vicinity of the project site is undergoing transition from a rural residential area to a more urban landscape, consisting of low density residential development to the south and to the east, with medium and higher densities adjoining to the north, the latter leading up to nearby Leppington Town Centre.* *The proposed signage comprises an illuminated sign at the top of the main administration building, at the main entrance, identifying the school. Below the illuminated sign the Amity College logo will be incorporated in a restrained fashion into the building facade. Both treatments are considered to be acceptable in terms of visual impact and amenity, providing effective communication in a suitable location, as well as being of high quality design and finish.*
(b) to regulate signage (but not content) under Part 4 of the Act	*An assessment of the proposed signage is provided within this section of the EIS.*
(c) to provide time-limited consents for the display of advertisements in transport corridors, and	*Not applicable. Not in a transport corridor.*
(d) to regulate the display of advertisements in transport corridors,	*Not applicable.*
(e) to ensure that public benefits may be derived from advertising in and adjacent to transport corridors.	*Not applicable.*
Schedule 1 Criteria	
Character of the Area	*See above. The proposed school is to be developed on land specifically set aside for the purpose of a school. As such, there is a reasonable expectation of signage associated with the operation of a school being established on the site. In this case, the proposed signage is considered to be simple and elegant and consistent with the developing visual character of the Leppington precinct.*
Special Areas	*Not applicable.*
Streetscape, Setting or Landscape	*Given the zoning of the site for the specific purpose of a school, the streetscape will reflect this fact. School buildings and associated signage will be an expected outcome. The signage proposed by Amity College are of a scale which is considered suitable for the scale and height of the school buildings facing Byron Road, the landscaping proposed and wide frontage to the road. The signage treatments are not considered to be elements that will dominate or out of place in the context of the streetscape.*
Site and Building	*The illuminated sign and glazing will not dominate the site or the school buildings., occupying only a small portion of the overall Byron Road street frontage.*
Associated devices and logos with advertisements and advertising structures	*An illuminated sign identifying Amity College is proposed. No advertising per se is proposed.The glazing will be of the school's logo, presented in an aesthetically pleasing manner.*
Illumination	*An illuminated sign identifying Amity College is proposed on top of the main administration building and, because of its elevation and modest size, should not present an adverse impact on road users or its neighbours.*
Safety	*The illuminated sign and glazed logo on the building faced will not present any adverse impacts in terms of adverse public safety concerns for pedestrians, cyclists or motorists.*

3.2.7 State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017

State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017 (Vegetation SEPP) commenced on 25 August 2017. The Vegetation SEPP is part of a package of land management reforms introduced in a bid by the NSW Government to create a framework to regulate the clearing and removal of vegetation on rural and non-rural land in NSW. The Vegetation SEPP works together with the *Biodiversity Conservation Act 2016* and the *Local Land Services Amendment Act 2016* to create a framework for the regulation of clearing of native vegetation in NSW.

The NSW Government's "FAQ Vegetation SEPP 2017" dated September 2017 states:

> "*The Vegetation SEPP will regulate clearing of native vegetation on urban land and land zoned for environmental conservation/management that does not require development consent*".

However, clearing of native vegetation that is ancillary to development requiring consent- which includes this development application- is to be assessed as part of the development assessment process under the EP&A Act, not under the Vegetation SEPP.

[NOTE: In addition, it is relevant to note that the project site enjoys Biodiversity Certification under the *Threatened Species Conservation Act 1995* (TSC Act) which was conferred upon the Growth Centres SEPP in December 2007 and confirmed in July 2008 via an amendment to the TSC Act. This will negate the need for any detailed ecological assessment of the project under this Act or any other related NSW Act.]

3.2.8 Deemed State Environmental Planning Policy No. 20 Hawkesbury Nepean River

The Greater Metropolitan Regional Environmental Plan No 2-Georges River Catchment (the REP) applies to the Georges River Catchment which is part of the region declared under the EPA Act as the Greater Metropolitan Region. The catchment includes parts of Camden LGA, including the project site. It is now taken to be a deemed State environmental planning policy under clause 120 of Schedule 6 to the *Environmental Planning and Assessment Act 1979*.

Clause 5 provides aims and objectives. A general aim and objective of the REP is to maintain and improve the water quality and river flows of the Georges River and its tributaries and ensure that development is managed in a manner that is in keeping with the national, State, regional and local significance of the catchment (cl 5(1)(a)). Clause 8 of the REP provides that when determining an application, a number of matters identified in the clause must be taken into account. These include the aims and objectives of the REP (cl 8(a)) and the likely effect on adjacent or downstream areas (cl 8(b)). Clause 9 identifies specific planning principles that must be taken into account. These provisions primarily relate to considering the impact of development on catchments, including cumulative impacts, managing water quality and quantity, protecting flora and fauna, protecting cultural heritage, protecting riverine scenic qualities, minimising the impact of urban development, and ensuring conformity with the Metropolitan Strategy. The proposed new school contains various environmental management measures in both the operational and construction phases that will ensure that downstream water quality will be maintained.

Clause 11 of the SEPP contains a list of land uses for which consent is required under the SEPP- in addition to those already requiring consent under an environmental planning instrument. Relevantly, educational establishments (as defined) are not listed as a clause 11 land use under the SEPP. It is considered that the environmental assessment within this EIS report satisfactorily considers these matters and that the proposal is acceptable in these regards.

3.2.9 Draft State Environmental Planning Policy

The Explanation of Intended Effect for draft *State Environmental Planning Policy* was exhibited from 31 October 2017 until 31 January 2018 and is yet to be gazetted. The objective of the new draft SEPP is protect and manage our natural environment. Changes proposed include consolidating various existing SEPPs, of most relevance here being the provisions of *Sydney Regional Environmental Plan No. 20 – Hawkesbury-Nepean River*.

The Explanation of Intended Effect explains that provisions in the Hawkesbury Nepean Regional Environmental Plan that are now satisfactorily addressed in other legislation or planning instruments can be repealed without impacting on the protections of the catchment. Provisions to be repealed in this environmental planning instrument include provisions relating to the Metropolitan Strategy (clause 6(12) and a range of land uses listed in clause 11.

However, the existing aims and objectives from the Hawkesbury Nepean Regional Environmental Plan are proposed to be transferred to the proposed new SEPP (Environment), with all existing SEPP prohibitions to be retained in the proposed new SEPP.

3.2.10 Draft Remediation of Land State Environmental Planning Policy

The Explanation of Intended Effect for draft *Remediation of Land State Environmental Planning Policy* was exhibited from 31 January 2018 to 13 April 2018 and is yet to be gazetted.

Changes to Category 1 works is proposed. Category 1 works includes remediation work that presents elevated risks, either during execution or in the event of unsuccessful or incomplete remediation. The draft SEPP proposes 16 new classes of remediation work that will fall within category (stage) 1 and therefore require development consent, as well as carrying over the category 1 provisions from SEPP 55. Some new classes of Category 1 works include excavation where the volume of soil to be excavated exceeds 3,000m^3, or where the area of excavation exceeds 3,000m^2.

SEPP 55 currently requires the relevant local council to be notified before commencement and after the completion of category 2 works. This provision will continue, however, Category 2 works must include a remediation proposal, followed by a remediation plan, with a requirement for post-work notification. The application is accompanied by a Category (stage) 1 and 2 assessment, as well as a remediation plan for those parts of the site with contamination potential.

Transitional provisions are also proposed to be included in the draft SEPP that will apply to development applications lodged, and category 2 work notified, before the draft SEPP commences (such as this application).

3.2.11 Camden Local Environmental Plan 2010

The Camden Local Environmental Plan 2010 (LEP) is the comprehensive environmental planning instrument applicable to most of the Camden local government area. Clause 1.3 of Camden Local Environmental Plan 2010 (LEP) states that the LEP "*applies to the land identified on the Land Application Map*".

Erroneously, the 'Land Application Map' accompanying the LEP, comprising Sheet LAP_001, includes the project site.

This is despite the fact that the site and surrounds are now subject to the provisions of *State Environmental Planning Policy (Sydney Region Growth Centres) 2006* (Growth Centres SEPP), a higher order planning instrument that includes significant amendments to planning controls applicable to the Leppington urban release area. This includes revised zoning controls under the Growth Centres SEPP, the locality is now zoned for urban development, not rural RU4 under the now out-of-date, superseded LEP.

Clause 1.8 of Appendix 9 of the Growth Centres SEPP provides clarity on this matter. It states:

"*1.8 Repeal of other local planning instruments applying to land*

(1) All local environmental plans and deemed environmental planning instruments applying only to the land to which this Precinct Plan applies are repealed.

(2) All local environmental plans and deemed environmental planning instruments applying to the land to which this Precinct Plan applies and to other land cease to apply to the land to which this Precinct Plan applies.

Note. Camden Local Environmental Plan 2010 ceases to apply to the land to which this Precinct Plan applies.

(3) This clause does not affect the operation of other provisions of this State environmental planning policy."

[our emphasis]

Accordingly, the LEP does not apply to the site of the proposed new school development. It thus follows, in accordance with the provisions of section 3.42 of the EP&A Act 1979, which requires that a DCP give effect to the applicable environmental planning instrument, that Camden Development Control Plan 2011 also does not apply to the site of the proposed new school development or to this DA.

▪ 3.3 Strategic Policy Context

3.3.1 NSW State priorities

The NSW Government has identified a series of state priorities: to grow the economy; deliver infrastructure; protect the vulnerable; and improve health, education and public services across NSW. It also includes creating jobs, improving education results, keeping our environment clean and protecting our kids. The proposed new school project at Leppington is consistent with a number of key planks of the above State priorities, as summarised in the accompanying table.

Table 3.7: NSW State Priorities and the Amity College School Project

NSW State Priorities	How the Project Satisfies State Priorities
Grow the economy, creating jobs	*The proposed school project will deliver:* ▸ *A revitalisation of an underdeveloped site and provide new jobs for construction workers, teachers, support staff and maintenance workers over the life of the school.* ▸ *The equivalent of some124 construction jobs spread out over the life of the staged school development.* ▸ *Up to 90 full-time equivalent staff required for the new school, once completed.* ▸ *Provide employment opportunities for people of all backgrounds, races or religion.*
Deliver infrastructure, transport	*The proposed school project will also deliver:* ▸ *Much-needed educational infrastructure to the Leppington urban release area that will take enrolment pressure off existing primary and secondary schools.* ▸ *Construction of improved infrastructure in and around the school. The development involves the construction and upgrading of roads, including the construction of two new local roads as identified in the Leppington Precinct Plan, as well as upgrading of Byron Road.* ▸ *The Project Site is located within easy reach of the Leppington railway station and to future planned cycleways. Accordingly, future students, parents and employees will be encouraged to access the site via public transport, cycling or walking. This will reduce reliance on cars, decrease road congestion and generally create a healthy built environment.* ▸ *Encourage further development and housing in the Leppington urban release area.*

Protect our kids and the vulnerable	*The school will offer a safe learning environment and education.* *It will also offer the necessary intellectual and physical education to children with the aim of reducing reliance on health services in the future.* *Amity College currently provides counselling facilities in all four campuses, primary and secondary, to ensure our students receive the support they need academically, emotionally and socially. The new campus will provide the same range of counselling services, including working directly with students individual/ and or in groups to assist students with their personal, social, academic and emotional growth, and parent consultations.* *The proposed design takes into account the established Crime Prevention through Environmental Design (CPTED) principles. These are addressed at Section 3.3.8 of this EIS.*
Improving educational facilities and results	*Significant population growth within South-West Sydney is well above the NSW state average. It has placed substantial pressure on surrounding public schools within the area. The proposed development will provide a high-quality facility to the community and take enrolment pressure off existing primary schools.* *The proposed school project will provide a choice of quality schooling for the expanding population of the Leppington area and South-West Sydney generally.* *Amity College currently provides at its existing three school campuses what can be considered as a multicultural 'family' with over 2,000 students from more than 40 nationalities.* *Amity College strives to foster a school environment that is conducive to learning in all aspects of life.* *The new school will offer (as the existing Amity College school campuses offer) state of the art facilities, spaces and equipment for use by students and staff. This will provide students with greater opportunities to learn and improve their numeracy and literacy skills.* *The Amity College curriculum follows the requirements of the Board of Studies, Teaching and Educational Standards NSW (BOSTES) and is designed to:* ▸ *Encourage each student to achieve at their highest level in a full range of subjects* ▸ *Encourage each student to achieve at their highest level in a range of subjects develop academic, artistic, musical, naturalist and sporting intelligence* ▸ *Equip each student with knowledge of a language (primary) and two languages (secondary) other than English* ▸ *Develop moral values and attitudes* ▸ *Amity College offers house sports at its campuses.* *In achieving the above, improved educational results will ensue.*
Keeping our environment clean	*The proposed school project will ensure the protection of water quality in downstream environments.* *It will also deliver the protection of our environment through the promotion of educational programs in the school curriculum- as is currently the case with Amity College's existing school campuses.* *Various environmental mitigation measures are proposed both during the (staged) construction and operation of the school.*

NSW 2021 is the NSW Government's strategic business plan for setting priorities for action and guiding resource allocation. NSW 2021 is a ten year plan to rebuild the economy, provide quality services, renovate infrastructure, restore government accountability and strengthen the local environment and communities. The proposal provides improved educational infrastructure within an existing school campus and proposed traffic and parking arrangements to minimise impacts on the surrounding community.

The proposed staged school development at Leppington will provide public benefits to the wider community through the generation of new jobs (operational and construction) and will secure school places. The proposal would also facilitate the planned development of the campus over a period of about 10-15 years or so.

3.3.2 Greater Sydney Region Plan, A Metropolis of Three Cities

The *Greater Sydney Region Plan* was released in March 2018 and replaces *A Plan for Growing Sydney*. The Plan encompasses a global metropolis of three cities – the Western Parkland City, the Central River City and the Eastern Harbour City. It envisions that people of Greater Sydney will live within 30 minutes of their jobs, education and health facilities, services and 'great places'. The project site forms a part of the Western Parkland City, proximate to the Leppington Strategic Centre, as shown in accompanying **Figure 3.7**.

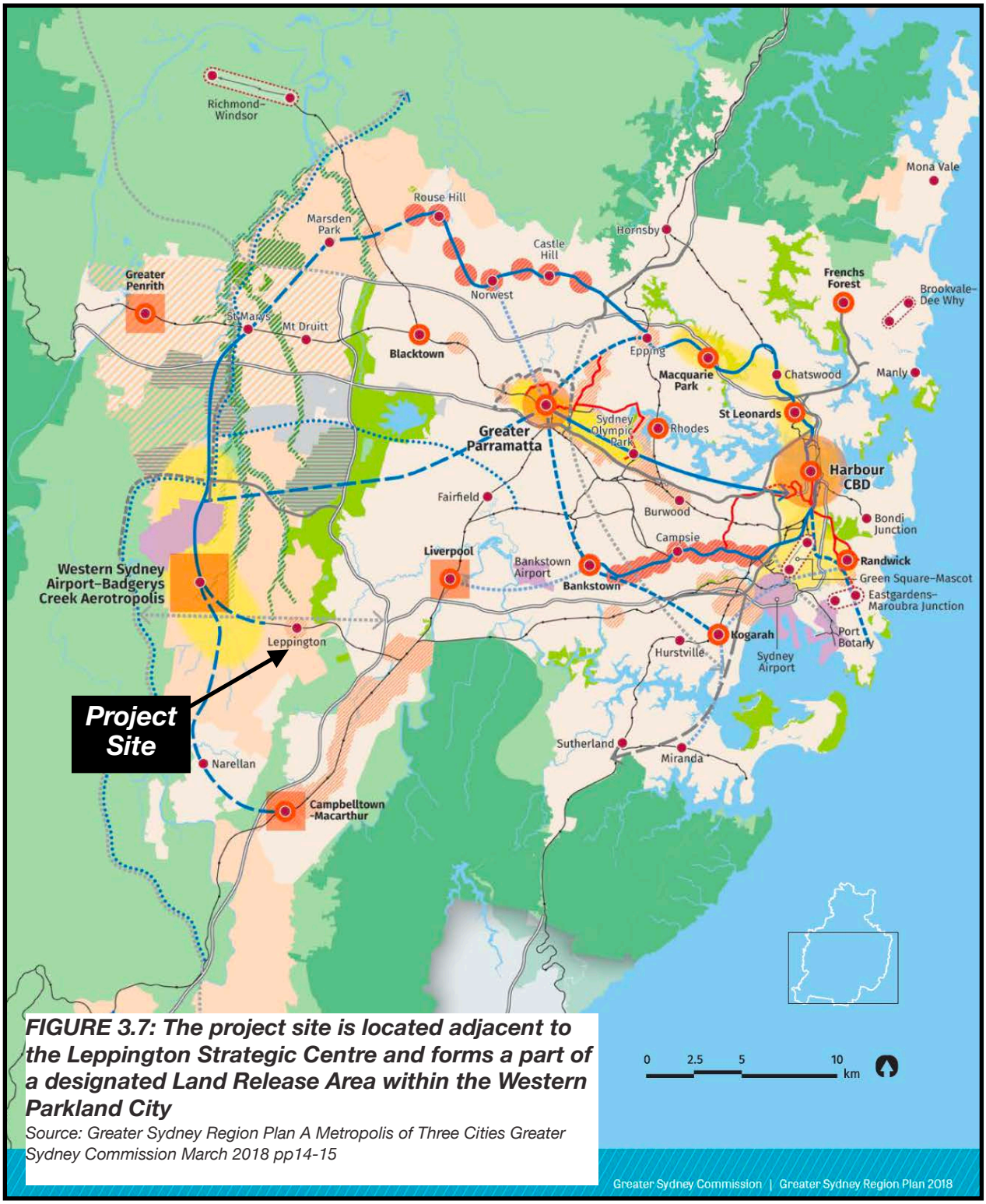


FIGURE 3.7: The project site is located adjacent to the Leppington Strategic Centre and forms a part of a designated Land Release Area within the Western Parkland City

Source: Greater Sydney Region Plan A Metropolis of Three Cities Greater Sydney Commission March 2018 pp14-15

Relevant sections of the Greater Sydney Region Plan are outlined in the accompanying Table 3.8.

Table 3.8: Consistency of Amity College School Project with the Greater Sydney Region Plan

Component	How the Project Satisfies Greater Sydney Region Plan
Vision	*The proposed school project lies within an area that was comprehensively master-planned by the State Government prior to its release for urban development, with a major railhead (Leppington) located a short distance away.* *Leppington is identified as a "Strategic Centre" in the Greater Sydney Region Plan. Strategic Centres are identified as areas of intense, mixed economic and social activity that are built around the transport network and feature major public investment in services such as hospitals, education and sports facilities.* *The project site lies within an area designated as "Western Parkland City". The population of the Western Parkland City is projected to grow from 740,000 in 2016 to 1.1 million by 2036, and to well over 1.5 million by 2056.* *The proposed school sits on a site specifically zoned for the purposes of a school, with parkland adjoining the site.*
Infrastructure and collaboration	*Leppington Priority Precinct has been released for urban development and new services infrastructure either being provided or planned in the short term.The proposed staged school project can be serviced by planned and/or existing infrastructure. The new school will also be providing additional infrastructure, including construction of new local streets and upgrading of Byron Road.* *Amity College has been working collaboratively with parents and teachers to come up with a design that will be capable of satisfying future educational needs of the school.* *Amity College has also been working collaboratively with services agencies to ensure that the various stages of the school can be adequately provided with infrastructure, and has been working with Camden Council regarding the delivery of the road upgrades and new Local Streets to be created, as well as providing enhanced parking and linkages to the adjoining local parkland once the school is approved.* *Galaxy Foundation on behalf of Amity College has purchased the site following a decision by the Department of Education not to proceed with a public school on the site-refer* ***Appendix F****.* *The proposed development will enhance the provision of education infrastructure in the locality, thereby supporting the actions of the Greater Sydney Region Plan.* *The new school also meets Objective 3 of the Greater Sydney Region Plan in offering flexible designs in the school and shared, community use of its halls/performing arts spaces, as well as car parking capable of out-of-hours usage by the wider community. In addition, the project also Western City District Plan in that it will:* ▸ *The school forms an integral part of the Leppington Priority Precinct and overall plan to develop the project site for educational facilities.* ▸ *Create jobs in the education sector.* ▸ *Meet the demand for educational facilities in what is planned to be one of the fastest growing area in Sydney. Non-government schools will be responsible for supplementing the State Government's efforts in achieving the delivery of the new schools forecast to be required in the coming decades.* ▸ *Related to the above, the project will support innovative school planning and delivery.* ▸ *The establishment of the new school meets the zoning of the site and, by implication, the community's expectations for new educational facilities here.*

Liveability	*The provision of an attractively designed, well-located school in any new community adds to its liveability.* *The new school is just over 1km away from a major rail head, at Leppington town centre. This should encourage walkability and use of bicycles for transport for students.* *The proximity of the school to an adjoining future public open space area will mean enhanced access to future recreational spaces and activities, as foreshadowed in NSW Department of Planning and Environment Leppington (Stage 1) Finalisation Report dated October 2015, thus satisfying one of the overall liveability goals of the Greater Sydney Region Plan. Amity College will offer additional on-street car parking facilities near this park, which will benefit not only students but also the wider community at large.* *The Greater Sydney Region Plan states that schools are essential local infrastructure and the NSW Department of Education estimates that an extra 270,000 students will need to be accommodated in government and non-government schools in Greater Sydney by 2036. The provision of a new school will assist in meeting this huge demand for new educational facilities in South West Sydney.* *Also in accordance with the Plan, the Amity College school project offers shared use of facilities, including parking spaces and halls, to make the school assets available to the wider community outside school hours.* *Approval of the school will mean that Amity College can continue to offer educational facilities to its existing, ethnically diverse student population, thus satisfying liveability Objective 8 of the Greater Sydney Region Plan. [NOTE: Amity College is a multi-campus, non-denominational school currently with more than 2,000 students from more than 40 nationalities].*
Productivity	*The proposed school is located in close proximity to the railway at Leppington town centre and to local businesses that will be established at that centre over time, thus satisfying two overall goals of the Greater Sydney Region Plan in this regard. The addition of educational job opportunities through the establishment of this school will further strengthen the economy in a sector that Sydney has a recognised, strong global advantage.* *Objective 22 of the Greater Sydney Region Plan aims to attract investment, business activity and jobs in strategic centres- like leppington- across Greater Sydney. It recognises that high levels of private sector investment will be required. In this regard Amity College will be funded by a mixture of (not-for-profit) private sector investment and government schools funding.*
Sustainability	*The proposed school project adopts various sustainability measures, discussed elsewhere in this EIS-refer to Section 2.6.4 of the EIS for further details, thus satisfying this goal of the Plan.*

3.3.3 NSW Future Transport 2056

The NSW *Future Transport Strategy 2056* (strategy) updates the *NSW Long Term Transport Master Plan.* It provides a framework for delivery of integrated and modern transport systems, and acknowledges the vital role transport plays in the development of towns and cities.

It includes issue-specific and place-based supporting plans that shift the focus away from individual modes of transport, toward integrated solutions. The strategy is the first plan to define how rapid advancements in technology and innovation can be harnessed to "*transform the customer experience and boost economic performance across NSW*".

The proposed Amity College school at Leppington generally satisfies the strategy as discussed below.

- All strategic planning within the Leppington Precinct plan assumes the provision of a school on the subject site; and all planned infrastructure to support the Plan has been identified and will be progressively implemented.

- A traffic assessment of the precinct has been conducted and included in the Transport and Access Strategy for the Draft Leppington Precinct Plan, which incorporated a school on the subject site. The intersection of Camden Valley Way, Ingleburn Road and Denham Court Road was upgraded in 2016 and Council is in the process of upgrading the intersection of Ingleburn Road and Byron Road to a signalised intersection.

- The local road network is planned to be upgraded as part of the Leppington Precinct Plan over the next 10 or more years.

- The project site is proximate to the Leppington "Strategic Centre" and railway station, located approximately 1.2km away from the proposed school campus. This close proximity should encourage more people to use public transport when accessing the school, and in particular by bike given the integrated cycleway system proposed for the Leppington Priority Precinct.In having a defined "Strategic Centre" so close to the school also means that parents and students alike will have good accessibility to the range of facilities- as well as job opportunities for parents-that will be available in such a centre. In the medium term, this will reduce reliance on cars, decrease road congestion and promote in sustainable outcomes.

Based on the above, the proposal is considered to be consistent with this strategy. Refer also to **Appendix M** for a further discussion of the above.

3.3.4 State Infrastructure Strategy 2018-2038

The *State Infrastructure Strategy 2018-2038*, required under the *Infrastructure NSW Act 2011*, is a 20-year strategy setting out Infrastructure NSW's advice on the current state of the State's infrastructure and the needs and priorities over the next 20 years. The proposed new school at Leppington complies with the above strategy , and in particular in regard to the following:

- The project site lies within a master-planned urban release area, at Leppington. The release of this area for urban development is a culmination of a State Government initiative to integrate land and infrastructure planning in this part of South-West Sydney (compliance with Strategic direction 1, Geographic directions, Infrastructure directions).

- Related to the above, as a part of this planning process the State Government has ensured that has suitably planned, prioritised and delivered an infrastructure program for Leppington that represents the best possible investment and use of public funds (compliance with Strategic directions 2,3).

- The proposed new school sits within the designated Western City Parkland. The provision of a new school on the project site satisfies one of the relevant aims, for the Western City Parkland, namely to: "Provide health, **education** and social infrastructure to support population growth" [our emphasis].

- The school site is also located in close proximity to a major rail head, at Leppington, thus satisfying one of the transport objectives of the *State Infrastructure Strategy 2018-2038.*

- The establishment of a new school campus on the project site will also satisfy the following education strategic objective of *State Infrastructure Strategy 2018-2038*, namely: "*Deliver infrastructure to keep pace with student numbers, and provide modern, digitally-enabled learning environments for all students*" and in particular the recommendation to: "*Support the non-government school sector to meet its growth challenges and to identify, and where possible, remove barriers to that sector growing its student share*." and "*Embed consideration of joint and shared used, partnership, and place-making opportunities in Schools Community Planning*." The above recognises the important role that the non-government schools sector will play in delivering future educational facilities. It also recognises the need for sharing of school facilities with the community, as proposed by Amity College in the case of this development project.

Based on the above, the proposed new school development is considered to be consistent with this strategy.

3.3.5 Sydney's Cycling Future 2013

Sydney's Cycling Future (2013) seeks to make bicycle riding a feasible transport option within Sydney by encouraging in the use of Sydney's existing bicycle network. It was released by Transport for NSW in 2013 and provides steps for a connected bicycle network within Sydney, encouraging customers to travel via bike through the following initiatives:

- Investing in separated cycleways and providing connected bicycle networks to major centres and transport interchanges.
- Promoting better use of our existing network.
- Engaging with our partners across government, councils, developers and bicycle users.

The Leppington Priority Precinct has a comprehensive plan for the provision of on-road and off-road cycleways that will benefit the proposed new school. these cycleways will be constructed as the release area is progressively developed. As part of the project Amity College will be building new local streets, which will include provision for cycleways.

The project site benefits from being near planned dedicated cycleway and cycling lanes on Ingleburn Road. An on-road cycleway is planned for Byron Road. Future parents, students and employees of the School will be able to use these roads to access the site via bike. This should reduce reliance on cars, decrease congestion and promote sustainable outcomes generally.

Amity College is supportive of students and staff using bicycles and provision has been made in the design of he new school for bike storage facilities. Over time, it is envisaged that as Leppington is progressively developed for residential and other allied land uses, with an integrated cycleway system implemented, the demand for bicycle usage will increase.

3.3.6 Sydney's Walking Future 2013

Sydney's Walking Future aims to promote walking as a means of effective transport within Sydney by encouraging investment in safe, permeable walking networks. The proposed school will draw on a residential catchment for future students, including the Leppington area. Thus, it is envisaged that as residential subdivision and development occurs in the surrounding Leppington Priority Precinct, and as more students attend the new school, walking to the school will increase with a likely corresponding decrease in vehicular use. The following residential developments are noted in close proximity to the project site:

- A staged 84-allotment residential subdivision has been approved and is under construction on land abutting the school site to the south-west.
- Another 31-lot residential subdivision is also under construction on land at No. 27 Ingleburn Road, approximately 230m away from the corner of Ingleburn Road and Byron Road.
- Another 37-lot residential subdivision has been approved at No. 35 Ingleburn Road, on land located approximately 110m away from the corner of Ingleburn Road and Byron Road.
- Construction is about to commence on a 57-lot residential subdivision of land at No. 26 and 36 Byron Road, located approximately 250m away from the Project Site.

All of the above residential subdivisions are within easy walking distance of the proposed Amity College school campus.

Whilst the development does not propose any walking infrastructure on the site, the school's location near Leppington railway station, only 1.2km away, and future system of public paths, means that students and staff will have safe walking and cycling access to transport and amenities. The proposal will promote walking to school through the Site's location close to residential areas and provision of pedestrian facilities.

3.3.7 Sydney's Bus Future 2013

Sydney's Bus Future 2013 identifies rapid bus routes connecting existing and new major centres and rail stations as well as suburban bus routes. Currently the site is serviced by a number of bus routes, with a bus stop on the project Site's Ingleburn Road frontage- refer to Traffix report at **Appendix M** for details. More suburban services will be implemented as the urbanisation continues. Sydney's Bus Future was released by Transport for NSW in 2013 and aims to deliver a "*simpler, faster a better bus service for customers*" through an integrated bus network approach.

The school is supportive of students and staff using buses as a mode of transport. The school will continue to encourage public transport use. The proposal provides for bussing of students to the new school, as well as in the provision of bus facilities including indented bus lay-bys that will enable students to embark and disembark in a safe and efficient manner. This matter is further discussed in the Traffic Assessment undertaken by Traffix including a review of existing and future public transport networks serving this area of the South West sector of Sydney-refer to **Appendix M** for a further discussion.

3.3.8 Crime Prevention Through Environmental Design (CPTED) Principles

Crime Prevention Through Environmental Design (CPTED) provides that if development is appropriately designed it can reduce the likelihood of crimes being committed. This is particularly necessary in the schools, given that they accommodate a particularly vulnerable segment of the community: young children.

Introducing CPTED measures in the design of the proposed new school development is anticipated to assist in minimising the incidence of crime and contribute to perceptions of increased safety, not only for students and staff but also for the public generally. When CPTED is put into practice, the resulting environment - including the building and its surroundings - will discourage or impede criminal behaviour, and at the same time encourage the community to keep a watchful eye. Refer also to Section 4.5.8 of this EIS for details of the crime profile of the area.

The planning, layout and proposed materials of the proposed new school has taken into consideration the principles of CPTED, discussed further in the following.

The proposed school development arranges the school buildings around the perimeter of the site, with sports field and courts located in the central portion of the site. The proposed school will have frontage to Byron Road, with vehicular access to the proposed primary and secondary campuses from the two new Local Streets, located on the northern and southern boundaries of the school site. Pedestrian access will be provided to these new streets, with a main entry provided from Byron Road near the bus bays. The western boundary will be fenced, thus restricting access from the public open space area adjoining the school site. Amity College will implement a lighting strategy to active the perimeter of the site outside of school hours, including at grade (ground level) car parks and halls (to be shared with the community) as well as school buildings and play areas.

During construction, all construction areas will be suitably fenced off and made secure to ensure that unauthorised access by members of the public, as well as by students, is restricted. As a further safety measure, school students, parents and staff are to be briefed on construction activities that may present a safety or health risk, outlining the management measures that will need to be adhered to for each stage of construction.

Table 3.9: Consistency of Amity College School Project with CPTED principles

The Four Principles of CPTED	CPTED Measures Proposed
Territorial Reinforcement: *The purpose of this principle is to create a clear distinction between public and private property- in this case, between school-only areas and those that may be accessed by the general public. This is important for two reasons: legitimate occupants (in this case Amity College, its staff and students) have a sense of ownership and will notice, and even challenge, people who don't belong; intruders, on the other hand, have a harder time blending in.*	*The School will implement territorial reinforcement using a range of measures including:* ▸ *Use of fencing, gating and signage to clearly define the extent of the school-only area of the site. All entry/exit points should be clearly identifiable to discourage entry/exit at unauthorised points. Fencing will be located on the outer edge of the ground level car parks, thus making it clear where public areas and school-only areas begin and end. The school buildings will thus become the "edge" of the school territory.* ▸ *The striking facade at the main building clearly defines the school entry.The reception at the main entry will have clear sight-lines to the street (Byron Road).* ▸ *Security signage will be clearly visible at all entrances to the school.* ▸ *As is current practice at other campuses of Amity College, there will be a visitor badging system, to make sure that all visitors are identified and properly escorted.* ▸ *Staff, students and parents will be educated as to pick up/drop off procedures, and management of the proposed pedestrian crossing on Byron Road.* ▸ *An operational plan will be implemented in the case of shared-use facilities, at the same time as access to the reminder of the school grounds is restricted.*
Natural Surveillance: *Natural surveillance occurs by designing the placement of physical features, activities and people in such a way as to maximise visibility of the space and its users. A person is less likely to commit a crime if they think someone will see them do it.* *Lighting and landscape play an important role in achieving this objective.*	*The proposed school will benefit from a high level of natural surveillance from the public domain and from nearby residential development, once the area is more fully developed.* *The Crownland residential development to the south, currently being constructed, adjoins the proposed primary school proposed for the early stages of the school development. The proximity of this residential development will thus maximise natural surveillance, even in the early stages of the development of the school.* *The following additional natural surveillance measures will be applied in and around the school:* ▸ *The school will be well lit. In particular, building entrances will be bright at all times and provide a clear line of sight from both inside and outside the school.* ▸ *Car parking areas and other spaces proposed for shared community use will also be well lit.* ▸ *Blind spots or potential hiding spaces will be minimised.* ▸ *The construction of the central administration building as well as the new classroom building along the frontage of Byron Road will further add to the natural surveillance to and from the public domain and will ensure that the pedestrian crossing, bus stop and main entry has a high degree of natural surveillance before, during and after school hours.* ▸ *The presence of a permanent security staff near the Byron Road entry will also act as an ongoing form of active surveillance. In addition, all entry/exit points to school buildings are to be secured outside of school operating hours in order to prevent unauthorised access to school buildings and school facilities on the school campus.* ▸ *Use of CCTV cameras and access card entry on the campus.*

Natural Access Control: *The goal with this CPTED principle is not necessarily to keep intruders out, but to direct the flow of people while decreasing the opportunity for crime. Natural access control limits the opportunity for crime by taking steps to clearly differentiate between public space and private space. This objective relies on selectively placing signage, entrances and exits, fencing, lighting and landscape to to clearly guide people and vehicles to and from the proper entrances.*	*The following additional natural access control measures will be applied in and around the school:* ▸ *The school campus will utilise permeable physical barriers (i.e. fences and gates) to all access points and boundaries to provide access control without restricting surveillance opportunities. In particular, such physical barriers will be employed to the basement car parking areas, intended for school staff only.* ▸ *Restrictive access to the school before and after-school hours will be provided to approved community groups/individuals at established times.* ▸ *Kerbing and landscaping will be employed to direct automobile and foot traffic into a controlled, visible areas of the school campus.* ▸ *Blind spots or potential hiding spaces will be minimised.*
Maintenance of spaces: *Regular maintenance of buildings and spaces has a positive image in the community and shows a sense of pride and self-worth in that property. It is also a way to develop and maintain natural (School) community control over spaces. Neglected and poorly maintained properties tend to potentially become breeding grounds for criminal activity or anti-social behaviour.*	*As is the current practice at existing Amity College campuses, all open space and school buildings will be regularly maintained and kept in good condition, with the the school campus regularly cleared of dangerous items, such as broken glass or other material.* *[NOTE: Maintenance is related to territorial reinforcement. A well - maintained area sends the message that people notice and care about what happens in an area.].* *The proposed development achieves control over spaces through the design of school buildings oriented to the exterior of the site and the promotion of most school playing areas to the interior of the site, not accessible or visible from the public domain.* *This is with the possible exception of the terraced outdoor learning area near the intersection of the southern Local Street and Byron Road. This area is, however, planned to be physically separated from Byron Road and nearby street due to a significant variation in topography, screened by proposed plantings, and will be separately fenced off from the adjoining primary school car park.* *External lighting will also be provided both within and along the boundaries of the school campus, to assist in deterring the carrying out of any potential criminal and/or anti-social activities.*

Amity College already operates three other school campuses and has already in place a raft of measures to ensure compliance with Crime Prevention through Environmental Design (CPTED) principles, including CCTV and access card entry.

In conclusion, the proposed new school development at Leppington incorporates various CPTED measures, including use of fencing, lighting, gating and signage, as well as passive surveillance, in order to achieve a safe school environment for students, staff and parents alike. The shared, out-of-hours use of school facilities provides a further opportunity for improved surveillance of the school outside of school hours, at the same time as ensuring that during these times unauthorised access to the rest of the school grounds is restricted.

3.3.9 Healthy Urban Development Checklist, NSW Health

The *Healthy Urban Development Checklist* (HUDC) was prepared by NSW Health to facilitate an understanding of health issues relative to urban development plans and proposals with the objective of promoting healthy communities in NSW. The document is primarily aimed towards officers of NSW Health to provide an understanding of the planning system and the manner for assessing and providing input into development plans and proposals with consideration to numerous health related checklist items.

The proposed development is consistent with the HUD checklist in that it provides recreation facilities within the school campus which promotes and encourages physical activity and exercise. The school site also adjoins land zoned for open space. once this land is developed the school will abut land capable of being used by students for sport and other recreational activities.

The proposed development is consistent with the Healthy Urban Development checklist in that it:

- Amity College will provide recreation and play facilities within the new school campus that will promote and encourage physical fitness and exercise. This includes provision on-site for playground areas, outdoor shade structures, two sports courts and multi-purpose halls, to be provided over various stages of the school development.
- Related to the above point, the school proposes to provide for well designed and accessible break-out and recreational spaces for students to play and socialise.
- The project has been designed with the aim of preventing crime and promoting a sense of security for students and teachers alike in accordance with CPTED principles. Refer to section 3.2.8 for further details.
- The proposed school is strategically positioned in that it abuts a future designated public open space area that can be used for students- a stated planning aim of the the Department of Planning & Environment in the *Leppington (Stage 1) Finalisation Report* dated October 2015, released just prior to the gazettal of the Leppington area for urban development. This designated open space area forms a part of the zoned open space network of the Leppington Priority Precinct.
- The design of healthy learning environments through the use of appropriate design features to create classrooms that will benefit from access to natural light and ventilation. Related to this point, the design provides for an innovative terraced outdoor learning area in the south-east corner of the school site.
- The school is close to housing and residential-zoned areas, thereby reducing the potential for trip generation and car dependence for those in the immediate catchment using this school.
- Promotes bus transport use through provision of bus lay-bys at the Byron Road street frontage, with bus access also provided at the outset of the overall school development in the Stage 1 (primary school) drop-off and pick-up zone.
- The design provides for a kitchen garden, situated adjoining the primary school hall, in the south-west corner of the school site. This design features will encourage the use of outdoor areas by students as well as encouraging them to make healthy food choices, by planting and growing vegetables in their own schoolyard. The provision of kitchen gardens/veggie patches in schools is a fun and practical initiative that will teach children first-hand about how plants grow, the food they eat, and the importance of including vegetables in their daily diet. The provision of a kitchen garden for primary school students will thus further assist in the achievement of Healthy Urban Development outcomes.

3.3.10 Better Placed – an integrated design policy for the built environment of NSW

Better Placed was released by the Government Architect New South Wales (GANSW). The document seeks to deliver good design across NSW by guiding best practice design processes and aligning with a clear set of objectives. It aims to steer projects toward delivery of the best possible design outcomes and advocates early integration, connection and collaboration between design, planning and development of any project.

In this regard, the project team have held two meetings with the GANSW in the design phases of the project to specifically address design issues associated with the proposed new Amity College school at Leppington. the meetings were productive and helped confirm the design principles underpinning the project. These design principles have been further refined since these meetings were held.

The compliance of the proposed school development with relevant *Better Placed* design objectives are considered in the accompanying Table 3.10.

Table 3.10: Consistency of Amity College School Project with Better Placed Objectives

Better Placed Objective	Compliance of the Project with Objective
Objective 1 Better Fit: Contextual, local and of its place. *"Good design in the built environment is informed by and derived from its location, context and social setting. It is place-based and relevant to and resonant with local character, heritage and communal aspirations. It also contributes to evolving and future character and setting."*	*The design of the proposed new school achieves the 'better fit' design objective in terms of the following:* ▸ *The site is specifically zoned for the purposes of a school.* ▸ *There is a community expectation of a school development- rather than residential development- being established on the site.* ▸ *Related to the above, there is a community expectation that the character of development on the site will be that of institutional (school) buildings.* ▸ *No heritage values are affected.* ▸ *The trees on site need not be retained per the Department of Planning & Environment Leppington Stage 1 Finalisation Report. Existing trees will be removed and will be replaced with trees native to the area to maintain biodiversity and to provide shade.* ▸ *The design of the school opens up to the north, enabling future direct access to the adjoining public park, as envisaged in the Department of Planning & Environment Leppington Stage 1 Finalisation Report.* ▸ *Landscaping has been designed with the concepts of Shelter, Play and Learning as underlying principles. The ground floor classrooms, particularly in kindergarten and early Primary, have been designed to open out and extend into external spaces. Trees and planting around the perimeter of the school will articulate the various entries and external spaces around the school and will provide a visual gradient from the street edge to the buildings.*
Objective 2 Better Performance: Sustainable, adaptable and durable. *"Environmental sustainability and responsiveness is essential to meet the highest performance standards for living and working. Sustainability is no longer an optional extra, but a fundamental aspect of functional, whole of life design."*	*The design of the proposed new school achieves the 'better performance' design objective in terms of the following:* ▸ *The project will incorporate passive heating and cooling principles – high openable windows with interior clerestory and double height circulation spaces provide cross ventilation and vertical extraction (stack effect). Profiled ceilings will assist in light control and ventilation.* ▸ *School buildings are generally oriented towards the north-east, taking advantage of the sun's passage through the day. Deep eaves will provide shading in summer while admitting winter sun. Mechanical heating and cooling, where provided will be interfaced with these passive systems to minimise energy use.* ▸ *Materials have been carefully selected reduce embodied energy.* ▸ *The school has been designed to be durable, resilient and adaptable, enabling it to evolve over time to meet future requirements.Timber will be used in a variety of internal and teaching spaces.* ▸ *The school will provide parking for 78 bicycles and will be connected to the planned pedestrian and bicycle network planned to serve the Leppington Precinct.* ▸ *Solar panels are proposed on the rooftop of the school.*

Objective 3 Better for the Community: Inclusive, connected and diverse. *"The design of the built environment must seek to address growing economic and social disparity and inequity, by creating inclusive, welcoming and equitable environments. Incorporating diverse uses, housing types and economic frameworks will support engaging places and resilient communities."*	*The design of the proposed new school achieves a 'better for the community' design objective in terms of the following:* ▸ *The school will provide for community use outside of school hours.* ▸ *The new at grade parking provided will be capable of use by the community outside of school hours.* ▸ *The design incorporates appropriate levels of security for students.* ▸ *The street elevations have been carefully designed to provide articulated faces that respond in scale to the domestic surroundings. They are set back from the street edges with a mix of landscaping and parking/drop-off. This maintains a sense of openness and welcoming while maintaining security.*
Objective 4 Better for People: Safe, comfortable and liveable. *"The built environment must be designed for people with a focus on safety, comfort and the basic requirement of using public space. The many aspects of human comfort which affect the usability of a place must be addressed to support good places for people."*	*The design of the proposed new school achieves a 'better for people' design objective in terms of the following:* ▸ *The design incorporates passive heating and cooling principles.* ▸ *As parts of the school will be available for community use, circulation to and within these areas will be carefully controlled to maintain school security.* ▸ *The circulation routes provide accessibility for people with disabilities linking the separate primary and secondary blocks with the central "Heart of School" containing the administration. Internal vertical movement for people with disabilities will be provided by lifts. External changes of level will all incorporate accessible ramps.*
Objective 5 Better Working: Functional, efficient and fit for purpose. *"Having a considered, tailored response to the program or requirements of a building or place, allows for efficiency and usability with the potential to adapt to change. Buildings and spaces which work well for their proposed use will remain valuable and well-utilised."*	*The modular structural and functional grid of the building will allow for a variety of different uses as well as different spaces as the school develops in size and complexity. As can be seen from the staging diagrams, different parts of the school are to be used for different functions in different stages of the development.* *It is recognised that learning methods constantly change over time. The flexibility of the modular system will support the evolving education system.*
Objective 6 Better Value: Creating and adding value. *"Good design generates ongoing value for people and communities and minimises costs over time. Creating shared value of place in the built environment raises standards and quality of life for users, as well as adding return on investment for industry."*	*The design of the proposed new school achieves a 'better value' in that it offers community use of various components of the school, including at grade car parking. Additionally, the School will be building much-needed local infrastructure in the form of local streets, to service not only the School but other residents of the Leppington Precinct.*
Objective 7 Better Look and Feel: Engaging, inviting and attractive. *"The built environment should be welcoming and aesthetically pleasing, encouraging communities to use and enjoy local places. The feel of a place, and how we use and relate to our environments is dependent upon the aesthetic quality of our places, spaces and buildings. The visual environment should contribute to its surroundings and promote positive engagement."*	*The design of the proposed new school achieves a 'better look and feel' design objective in terms of the following:* ▸ *The modulated heights of the proposed school buildings have been designed to relate to the topography and to adjoining residential living areas.* ▸ *A covered entry structure provides a welcoming gesture to the street to all entry points.* ▸ *Trees and planting around the perimeter of the school will articulate the various entries and external spaces around the school and will provide a visual gradient from the street edge to the buildings.*

3.3.11 Camden Growth Centres Precincts Development Control Plan & Indicative Layout Plan for Leppington Precinct

The *Camden Growth Centre Precincts Development Control Plan* (also referred to as the DCP) was prepared pursuant to the provisions of (then) Section 72 of the *Environmental Planning and Assessment Act 1979.* It was adopted for the Leppington Priority Precinct on 8 December 2015. The Leppington Precinct, covering an area of 655 hectares, is located wholly within the Camden Local Government Area (LGA).It has an overall capacity for about 7,200 homes and a population of around 24,000 people. The *Camden Growth Centre Precincts Development Control Plan* applies to the Leppington Precinct and provides detailed planning and design guidelines for development in the Leppington Precinct, contained in a new schedule (Schedule 5) to the DCP. Given the extensive master planning that was undertaken prior to the release of this precinct for urban development, and notwithstanding the fact that Clause 11 of State and Regional Development SEPP excludes the application of Development Control Plans to SSD development applications, the provisions of this DCP are particularly relevant to this site and to this development application. Refer **Figures 3.8** and **3.9**.

Apart from the Precinct Planning vision, Schedule 5 provides figures only. These figures are for the Leppington Priority Precinct and support the objectives, controls and design principles for development planning and design in Part 2 of the main body of the DCP. It is noteworthy, however, that Section 1.2 of Schedule 5 states that: "*In the event of an inconsistency between this Schedule and the main body of this DCP, this Schedule takes precedence*." The Indicative Layout Plan for the Leppington Precinct forms a part of the DCP. The DCP objective is to ensure that development in the Precinct occurs in a coordinated manner consistent with the Precinct's Indicative Layout Plan. The DCP Controls relating to the Indicative Layout Plan are as follows:

"*1. All development applications are to be generally in accordance with the Indicative Layout Plan.*

2. When assessing development applications, Council will consider the extent to which the proposed development is consistent with the Indicative Layout Plan.

3. Any proposed variations to the general arrangement of the Indicative Layout Plan must be demonstrated by the applicant, to Council's satisfaction, to be consistent with the Precinct Planning vision in the relevant Precinct Schedule."

Refer to **Figure 3.9** showing how the Indicative Layout Plan affects the Project Site and immediate surrounds.

The excerpt from the Indicative Layout Plan in Figure 9 shows the following:

- An "Indicative School Location" for the southern portion of the Project Site, covering an area of approximately 2.2ha (source: *State Environmental Planning Policy (Sydney Region Growth Centres) 2006 South West Growth Centre Floor Space Ratio Map Sheet FSR_008).* Reflected in Figure 2-10 of Schedule 5 of the DCP.
- A "Medium Density Residential" area over the smaller, northern portion of the Project Site, covering an area of approximately 1.4ha.
- A "Local Road" (Local Street) runs along the southern boundary of the Project Site as well as between the lands designated in the Indicative Layout Plan as "Indicative School Location" and "Medium Density Residential"- the two Local Streets straddling the respective zoning boundaries. [NOTE: The Local Road/Local Street shown on the southern periphery of the property is zoned R2 Low Density Residential. The Local Road shown bisecting Lots 1 and 2 is half zoned R3 Medium Density Residential and half zoned SP2 Infrastructure (Educational Establishment).]
- "Low Density Residential" areas have been designated on land to the east and to the south of the Project Site.
- A "Major Road" runs along the Byron Road and Ingleburn Road frontages of the Project Site.
- A "Passive Open Space" area abuts the north-west boundary of the Project Site.

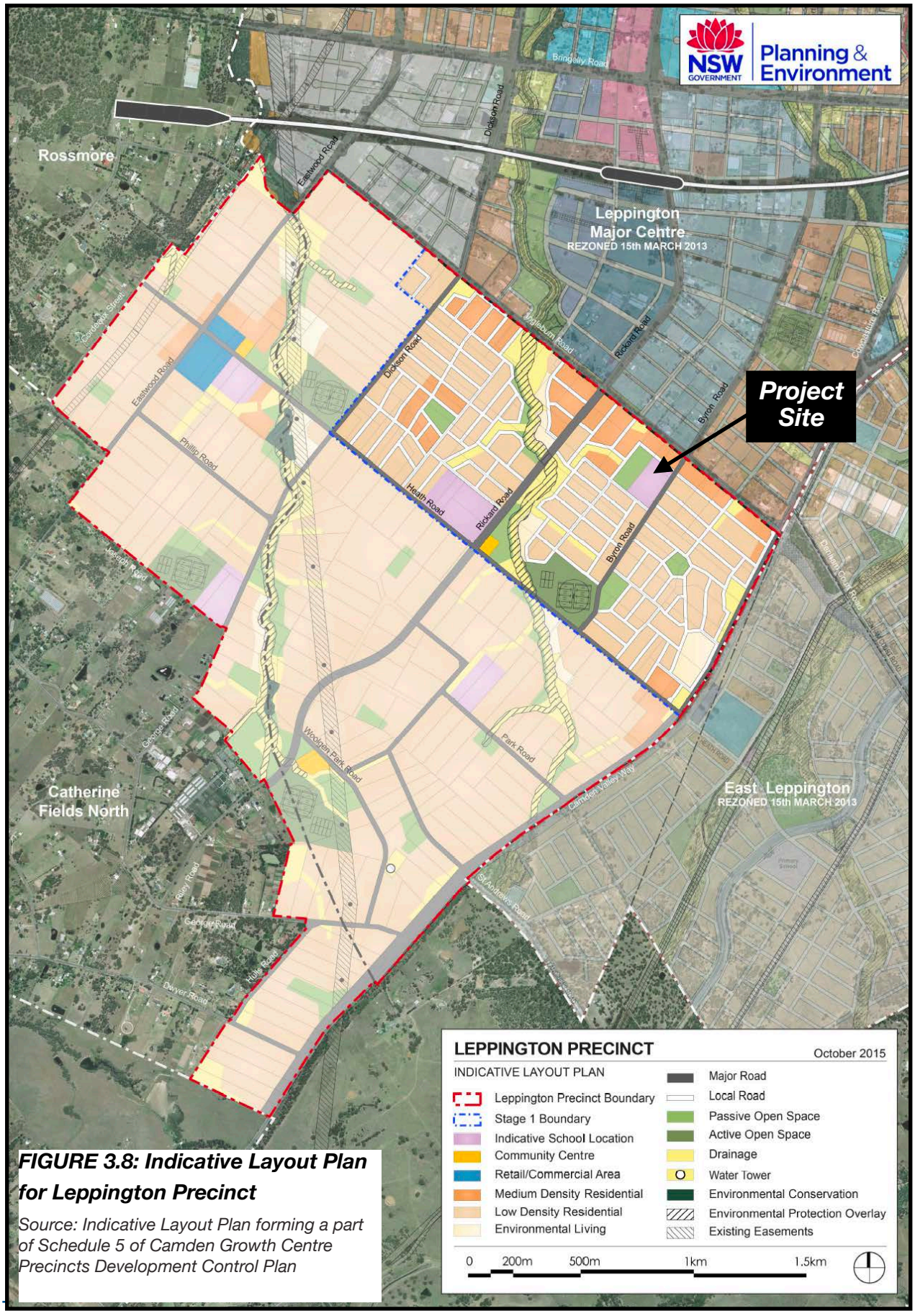


FIGURE 3.8: Indicative Layout Plan for Leppington Precinct

Source: Indicative Layout Plan forming a part of Schedule 5 of Camden Growth Centre Precincts Development Control Plan

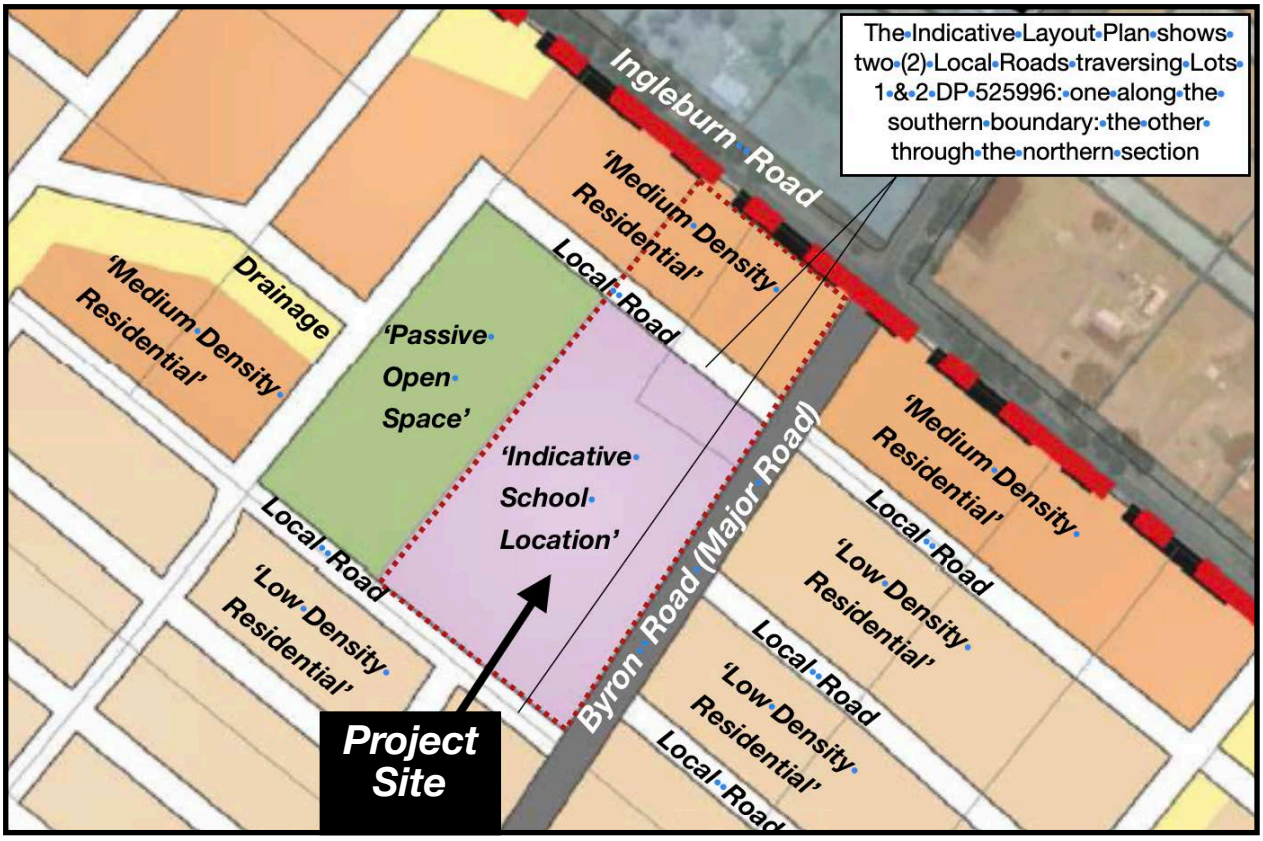


FIGURE 3.9: Detail Indicative Layout Plan for Leppington Precinct & Project Site

Source: Indicative Layout Plan forming a part of Schedule 5 of Camden Growth Centre Precincts Development Control Plan

The main body of *Camden Growth Centre Precincts Development Control Plan* provides for a road hierarchy for the Leppington Precinct as follows:

- Every "Local Road" will have a typical road reserve width of 14.4m and a carriageway width 7.4m, with footpaths either side of the road. Refer to accompanying **Figure 3.10**.

- Byron Road will be a 2 lane Collector road, with an on-road cycleway. It will have a typical road reserve width of 20m and a carriageway width 13.0m, with footpaths either side of the road. Refer to accompanying **Figure 3.11**.

- Ingleburn Road will be a 4 lane Sub-Arterial road with an off road cycleway and a roundabout at the intersection of Byron Road and Ingleburn Road. Refer to accompanying **Figure 3.11**.

[NOTE: It is relevant to note that the *Camden Growth Centre Precincts Development Control Plan* refers to **typical** widths of the above roads. This implies flexibility in terms of final design of any of the above road types- in particular local streets]

On the southern boundary of the proposed new school campus a half-width Local Street is currently being constructed, servicing the adjoining Crownland residential subdivision. It is proposed that in Stage 1 Amity College will complete the construction of this road, back to Byron Road. Refer **Figure 3.9**. Vehicular access to the proposed primary school, including on-site pick up/drop off zone and bus bay, will be from this road. The footpath will service students attending the school.

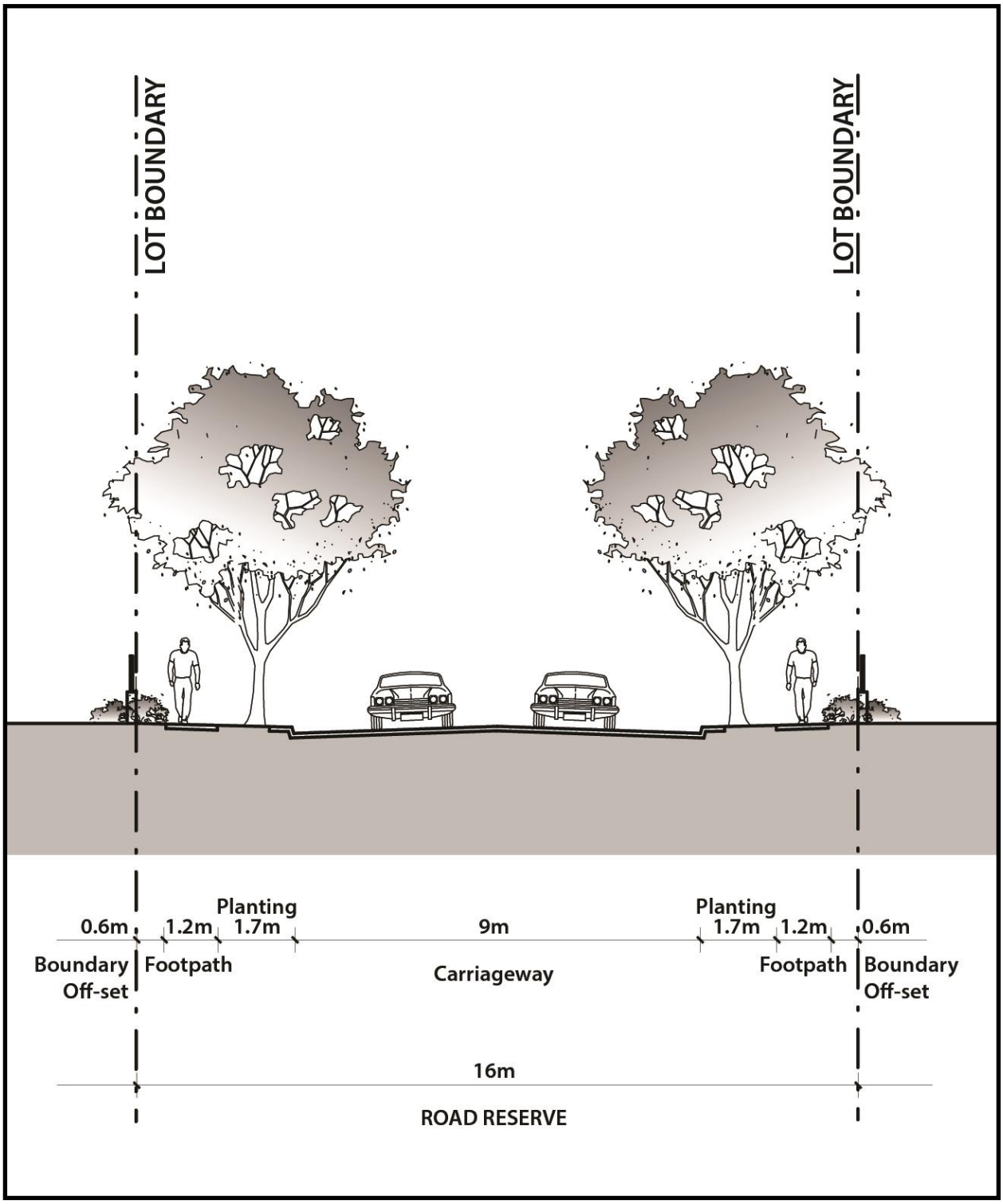


FIGURE 3.10: Typical Local Street section.

NOTE: Two Local Streets are designated at either end of the proposed school, with the northern local street also providing on-street parking (which will require additional land to be dedicated as a road)

Source: Main body of Camden Growth Centre Precincts Development Control Plan

On the northern boundary of the proposed new school campus another Local Street has been identified- refer **Figure 3.9**. It is proposed that this local road will service the proposed secondary school campus, however, it will provide on-street parking for school users during school times and parking for users of the adjoining public open space in out-or-school hours. As a result, the standard design template for this particular road will need to be suitably amended, widening the road in order to accommodate the on-street parking proposed.

A school bus bay is proposed on the Byron Road street frontage. Once constructed, this bus bay, including adjoining footpath, will be dedicated to Camden Council.

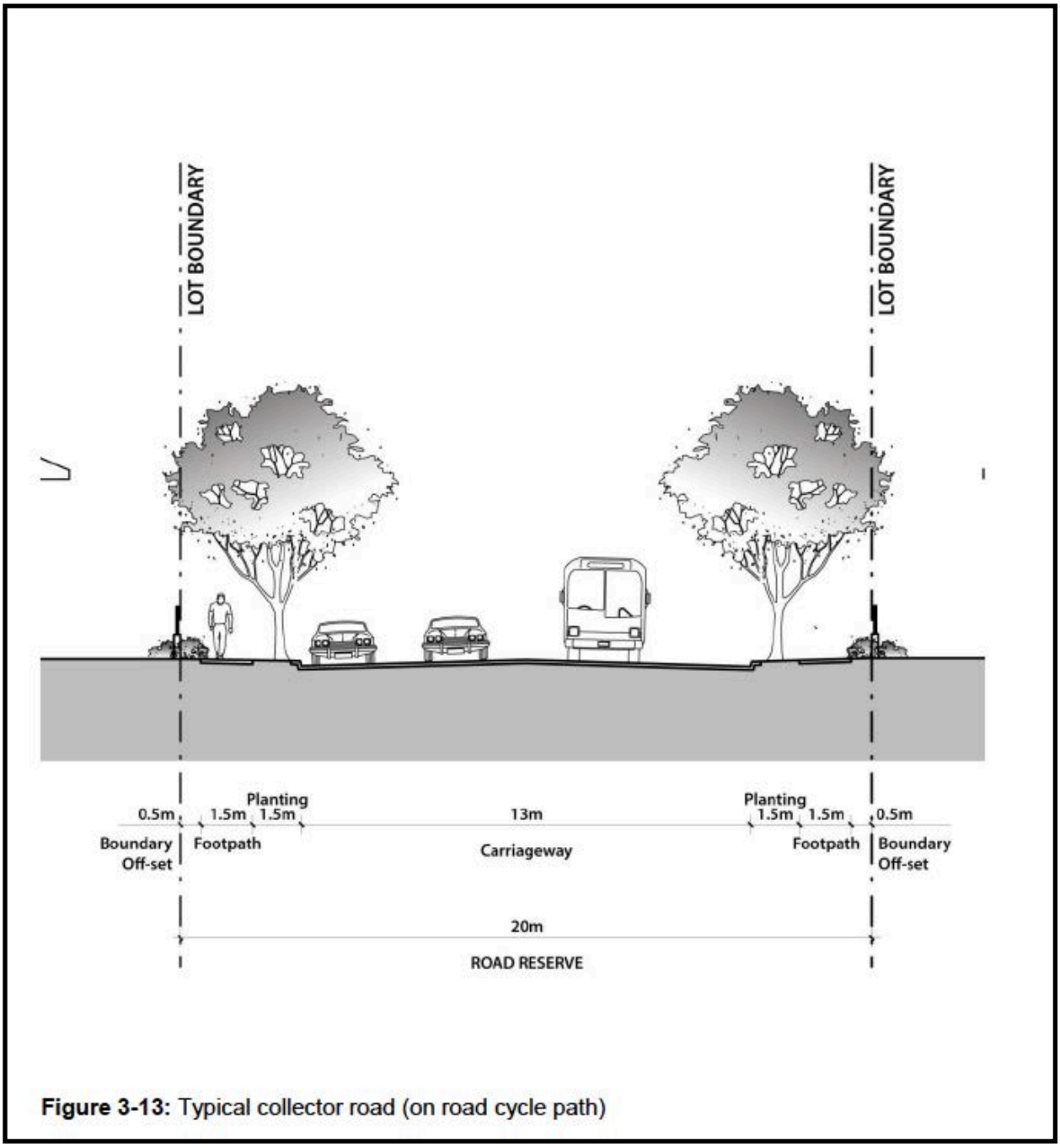


Figure 3-13: Typical collector road (on road cycle path)

FIGURE 3.11: Typical Collector Road section (ie. Byron Road frontage of the project site)

Source: Main body of Camden Growth Centre Precincts Development Control Plan

The figures accompanying Schedule 5 of the *Camden Growth Centre Precincts Development Control Plan* specifically apply to the Leppington priority Precinct, and are considered in the following.

Water Cycle Management & Ecology

Reference to Figure 2-2 of Schedule 5 of the *Camden Growth Centre Precincts Development Control Plan* confirms that the project site:

- Adjoins a nominated open space area.
- Is not affected by any proposed future drainage and infrastructure.
- Is not identified for environmental conservation or riparian corridor.

Refer **Figure 3.12**.

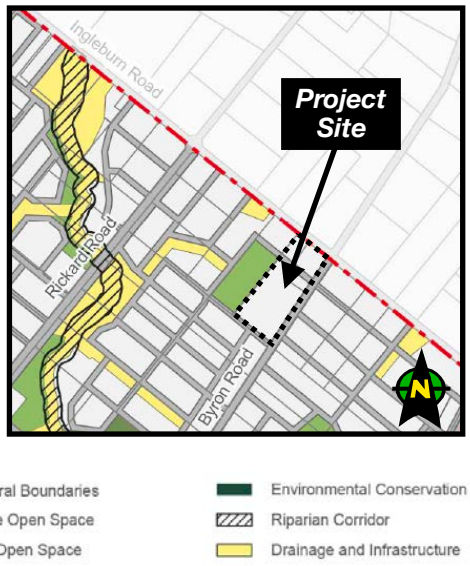


FIGURE 3.12 (right): Water cycle management & ecology

Source: Figure 2-2 of Schedule 5 of Camden Growth Centre Precincts Development Control Plan

Flood Affectation

Reference to Figure 2-3 of Schedule 5 of the *Camden Growth Centre Precincts Development Control Plan* confirms that the project site is not flood prone land.

Refer **Figure 3.13**.

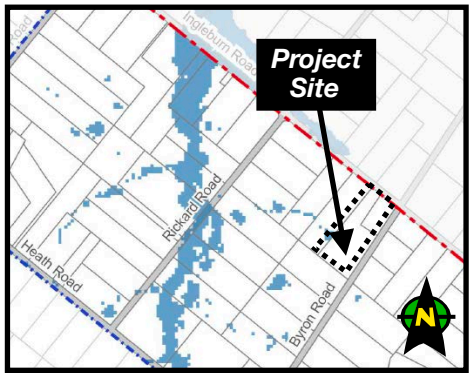


FIGURE 3.13 (right): Flood prone land

Source: Figure 2-3 of Schedule 5 of Camden Growth Centre Precincts Development Control Plan

Potential Salinity Risk

Reference to Figure 2-4 of Schedule 5 of the *Camden Growth Centre Precincts Development Control Plan* confirms that the project site has a low to moderate salinity potential. This is broadly in keeping with the salinity investigations of the project site undertaken by GeoEnviro Consultancy, which found non-saline soils in the topsoil, with non-saline to slightly saline soils down to 1m in depth, with slightly saline to moderately saline soils below 1m in depth.

Refer **Figure 3.14**.

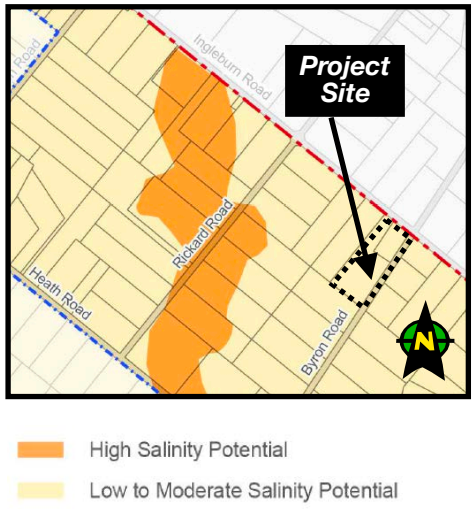


FIGURE 3.14 (right): Salinity potential

Source: Figure 2-4 of Schedule 5 of Camden Growth Centre Precincts Development Control Plan

Aboriginal Cultural Heritage

Reference to Figure 2-5 of Schedule 5 of the *Camden Growth Centre Precincts Development Control Plan* confirms that the project site has a zero to moderate archaeological sensitivity. Refer **Figure 3.15**.

The site survey by AMBS Ecology &Heritage found no Aboriginal objects, sites or areas with potential to retain subsurface archaeological deposits on the project site.

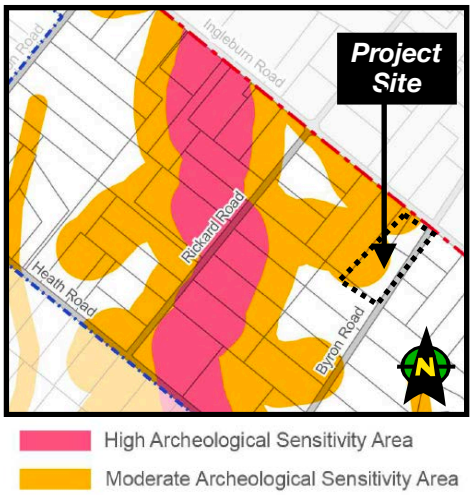


FIGURE 3.15 (right): Aboriginal sites potential

Source: Figure 2-5 of Schedule 5 of Camden Growth Centre Precincts Development Control Plan

European Cultural Heritage

Reference to Figure 2-6 of Schedule 5 of the *Camden Growth Centre Precincts Development Control Plan* confirms that the project site does not contain any heritage sites of European cultural heritage.

Refer **Figure 3.16**.

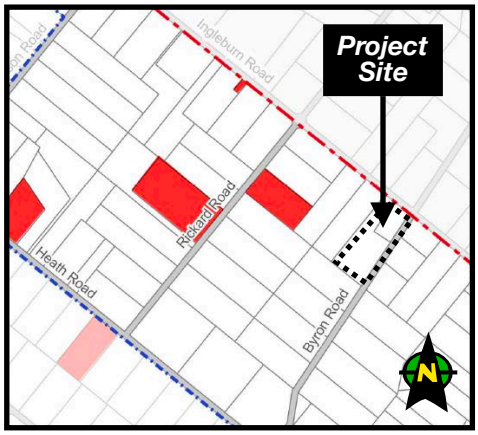


FIGURE 3.16 (right): Heritage items

Source: Figure 2-6 of Schedule 5 of Camden Growth Centre Precincts Development Control Plan

Properties containing Heritage Items

Bushfire Risk

Reference to Figure 2-7 of Schedule 5 of the *Camden Growth Centre Precincts Development Control Plan* confirms that the project site does not contain any bushfire risk and/or asset protection zones.

Refer **Figure 3.17**.

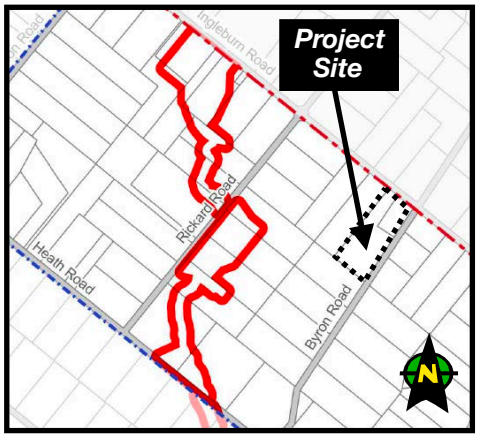


FIGURE 3.17 (right): Bushfire risk

Source: Figure 2-7 of Schedule 5 of Camden Growth Centre Precincts Development Control Plan

Bushfire Risk & Asset Protection Zones

- Precinct Boundary
- Land to which this Precinct Plan applies
- SWRL
- 25m APZ
- 15m APZ
- 10m APZ

Contamination Potential

Reference to Figure 2-8 of Schedule 5 of the *Camden Growth Centre Precincts Development Control Plan* confirms that the project site is located within an area of Medium risk for contamination.

Stage 1 and Stage 2 contamination studies were undertaken over the project site. The contamination investigations, undertaken by GeoEnviro Consultancy, found incidences of contaminated or potentially contaminated soil in some sections of land on the project site. A Remediation Action Plan has since been prepared over these affected lands.

Refer **Figure 3.18**.

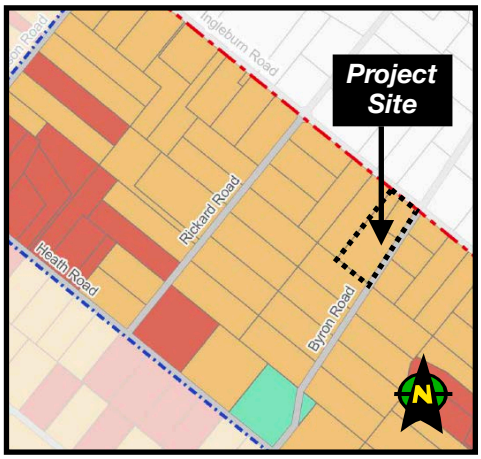


FIGURE 3.18 (right): Contamination potential

Source: Figure 2-8 of Schedule 5 of Camden Growth Centre Precincts Development Control Plan

Offsets for Road Noise

Reference to Figure 2-9 of Schedule 5 of the *Camden Growth Centre Precincts Development Control Plan* confirms that the proposed school site is not subject to any likely road noise requiring offsets from either Byron Road or from adjoining Local Streets. Refer **Figure 3.19**.

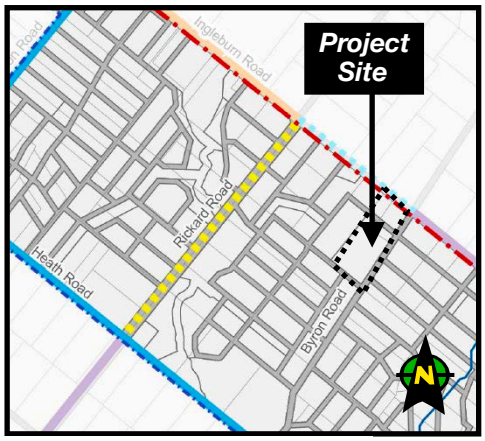


FIGURE 3.19 (right): Road noise- no offsets for site

Source: Figure 2-9 of Schedule 5 of Camden Growth Centre Precincts Development Control Plan

Urban Structure

Reference to Figure 2-10 of Schedule 5 of the *Camden Growth Centre Precincts* confirms that the proposed school site is earmarked for the purposes of a school, with the northern section earmarked for medium density housing.Refer **Figure 3.20**.

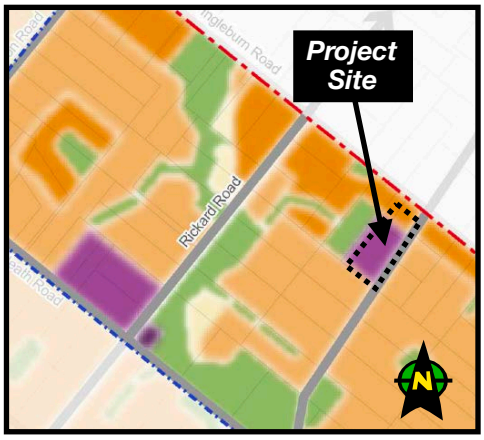


FIGURE 3.20 (right): Urban structure

Source: Figure 2-10 of Schedule 5 of Camden Growth Centre Precincts Development Control Plan

Precinct Road Hierarchy

Reference to Figure 2-11 of Schedule 5 of the *Camden Growth Centre Precincts* confirms that the proposed school site has frontage to a 2-Lane Collector: Byron Road. Ingleburn Road is planned to be a 4-lane Sub-Arterial Road. A signalised intersection is shown at the intersection of Ingleburn Road and Byron Road.Refer **Figure 3.21**.

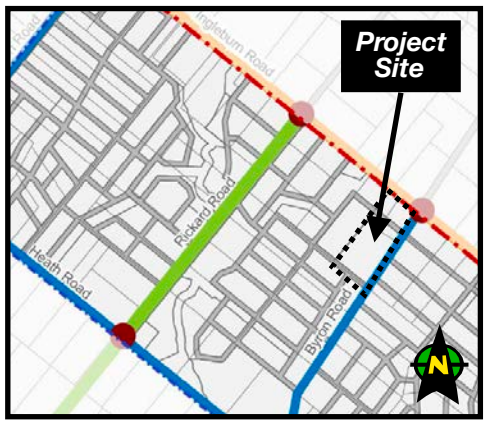


FIGURE 3.21 (right): Precinct road hierarchy

Source: Figure 2-11 of Schedule 5 of Camden Growth Centre Precincts Development Control Plan

Precinct Pedestrian & Cycle Network

Reference to Figure 2-12 of Schedule 5 of the *Camden Growth Centre Precincts* confirms that the proposed school site has frontage to a 2-Lane Collector: Byron Road, proposed to accommodate an on-road pedestrian/cycle route. Ingleburn Road is planned to accommodate an off-road pedestrian/cycle route. Refer **Figure 3.22**.

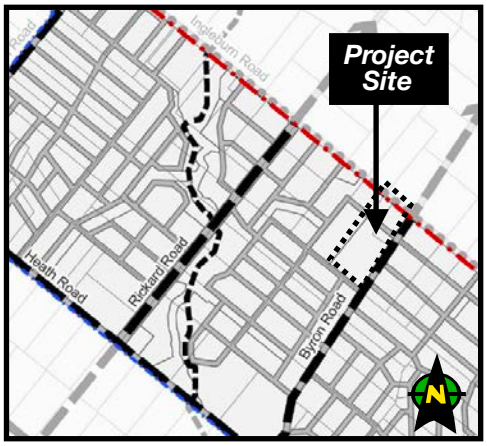


FIGURE 3.22 (right): Pedestrian & Cycle Network

Source: Figure 2-12 of Schedule 5 of Camden Growth Centre Precincts Development Control Plan

3.3.12 Camden Development Control Plan 2011

Clause 11 of State and Regional Development SEPP excludes the application of development control plans to SSD development applications.

Moreover, Clause 35(9) of *State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017* states that any development control plan that specifies a requirement, standard or control in relation to a development application for a school is of no effect.

As *Camden Local Environmental Plan 2010* does not apply to the project site it follows that *Camden Development Control Plan 2011* also does not apply. The reason for this conclusion is to be found in Section 3.42 of the EP&A Act 1979 which states, inter alia:

> " *3.42 Purpose and status of development control plans (cf previous s 74BA):*
>
> *(1) The principal purpose of a development control plan is to provide guidance on the following matters to the persons proposing to carry out development to which this Part applies and to the consent authority for any such development:*
>
> *(a) giving effect to the aims of any environmental planning instrument that applies to the development,*
>
> *(b) facilitating development that is permissible under any such instrument,*
>
> *(c) achieving the objectives of land zones under any such instrument.*
>
> *……*"

The Growth Centres SEPP, being the relevant environmental planning instrument applying to the site, is supported by its own DCP. The *Camden Development Control Plan 2011* relies on the *Camden Local Environmental Plan 2010*, an environmental planning instrument which does not apply to the site. As such,*Camden Development Control Plan 2011* also does not apply to the site of the proposed new school development, or to this DA.

Notwithstanding the above, the following table summarises the proposed development against the provisions of the *Camden Development Control Plan 2011.*

Table 3.11: Camden DCP provisions and the proposed development

Camden DCP provision	Consistency of project with Camden DCP
B1.1 Erosion and sedimentation	*Consistent. The erosion and sediment control measures proposed to be employed in all stages of the school development are in accordance with Council requirements.* *Refer to Martens & Associates report and drawings (**Appendix U**) and to the Preliminary Construction Management Plan (**Appendix I**) for further details.*
B4.1 General requirements for signs	*Consistent. Signage proposed will be sensitive to the amenity of the locality and the intended use of the site.*
B5.1 Car parking	*The Camden DCP requires 1 car parking space per full time equivalent (FTE) staff member, 1 car parking space per 5 students in Year 12, and 1 car parking space per 100 students. The proposal comprises 90 FTE staff (i.e. 90 spaces), 70 students in Year 12 (i.e. 14 spaces) and a total of 1,000 students (i.e. 10 spaces), requiring a total of 114 car parking spaces.* *The Project provides for 110 car parking spaces, however, this does not include the 34 pick-up and drop-off spaces proposed. Including drop off and pick up spaces, total car parking provided exceeds the DCP requirements for parking.* *Moreover, and based on travel survey data from Amity College's Prestons campus, it is predicted that the demand for car parking on site should be an adjusted (predicted) requirement of 107 spaces, and this will be sufficient to account for all staff, visitor and year 12 parking demands*

4. Existing Environment

4.1 Regional Context and Site Description

The project site is legally described as forming a part of Lots 1 and 2 in Deposited Plan 525996 No. 85 Byron Road and No. 63 Ingleburn Road, at Leppington (Project Site or Site). It is situated within the Leppington Priority Precinct, a part of the NSW Government's South West Priority Growth Area, within the Camden Local Government Area. It is located approximately 39km south-west of the Sydney CBD and approximately 1.2km away from the Leppington Major Centre railway station. Refer **Figures 4.1, 4.2** and **4.3**.

The proposal seeks to establish a new school (the Project) on that part of the project site zoned SP2 Infrastructure (Educational Establishment), as well as roadworks on designated roads as identified in the Indicative Layout Plan referred to in *Camden Growth Centre Precincts Development Control Plan.* Refer **Figure 4.4**.

The project site is roughly rectangular in shape and has an area of approximately 3.2ha, bounded to the south-east by Byron Road and to the north-east by Ingleburn Road. The area of land proposed for the new school, excluding new roads, is approximately 2.23 ha and has a frontage to Byron Road of just over 190m. Refer **Figure 4.5**.

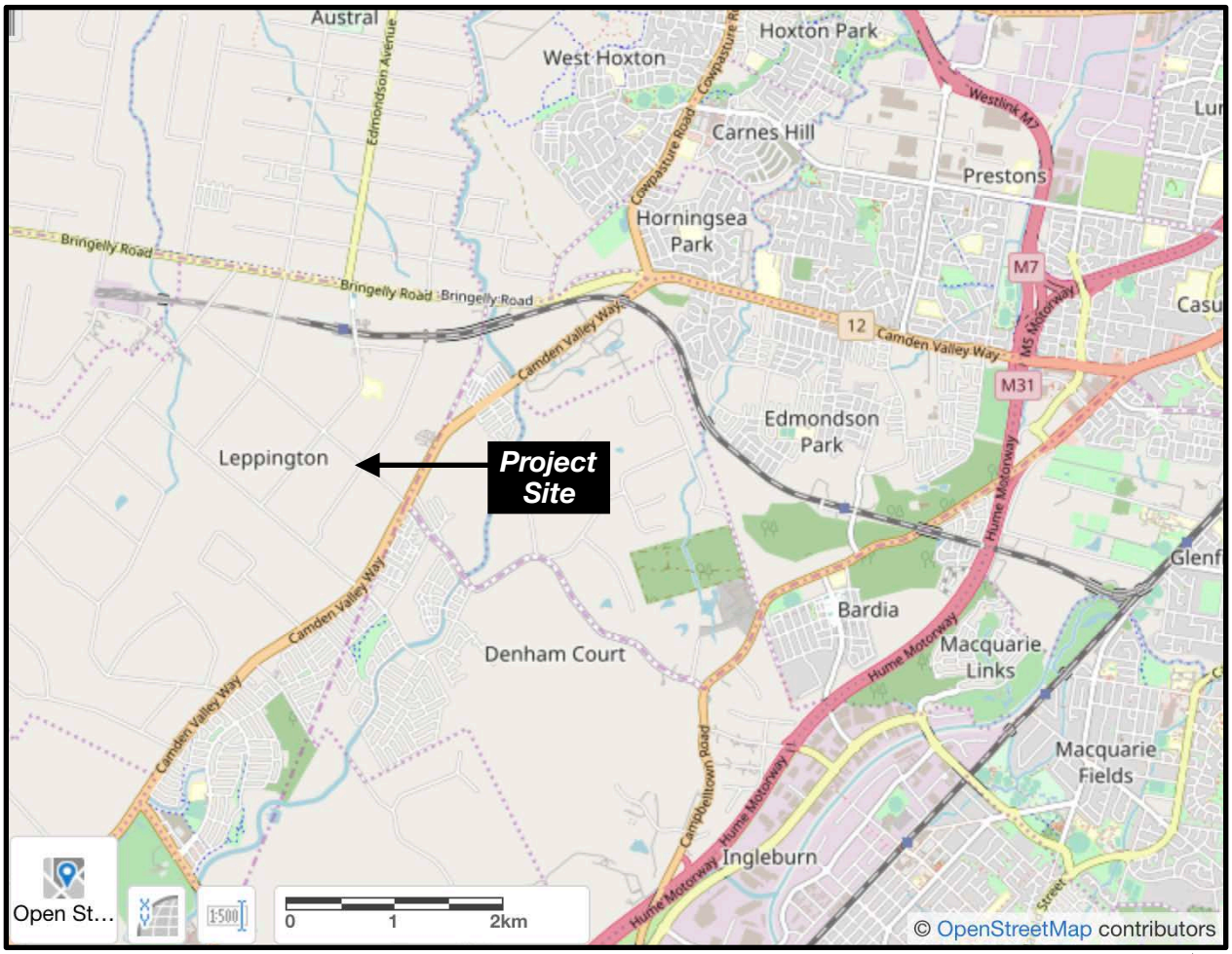


FIGURE 4.1: Location of Project Site & regional context

(Map Base Source: NSW Land and Property Information OpenStreetMap)

FIGURE 4.2: The Project Site is located on the edge of the zoned Leppington Major Centre, in Sydney's South West Priority Growth Area, some 1.2km away from the Leppington Major Centre railway station

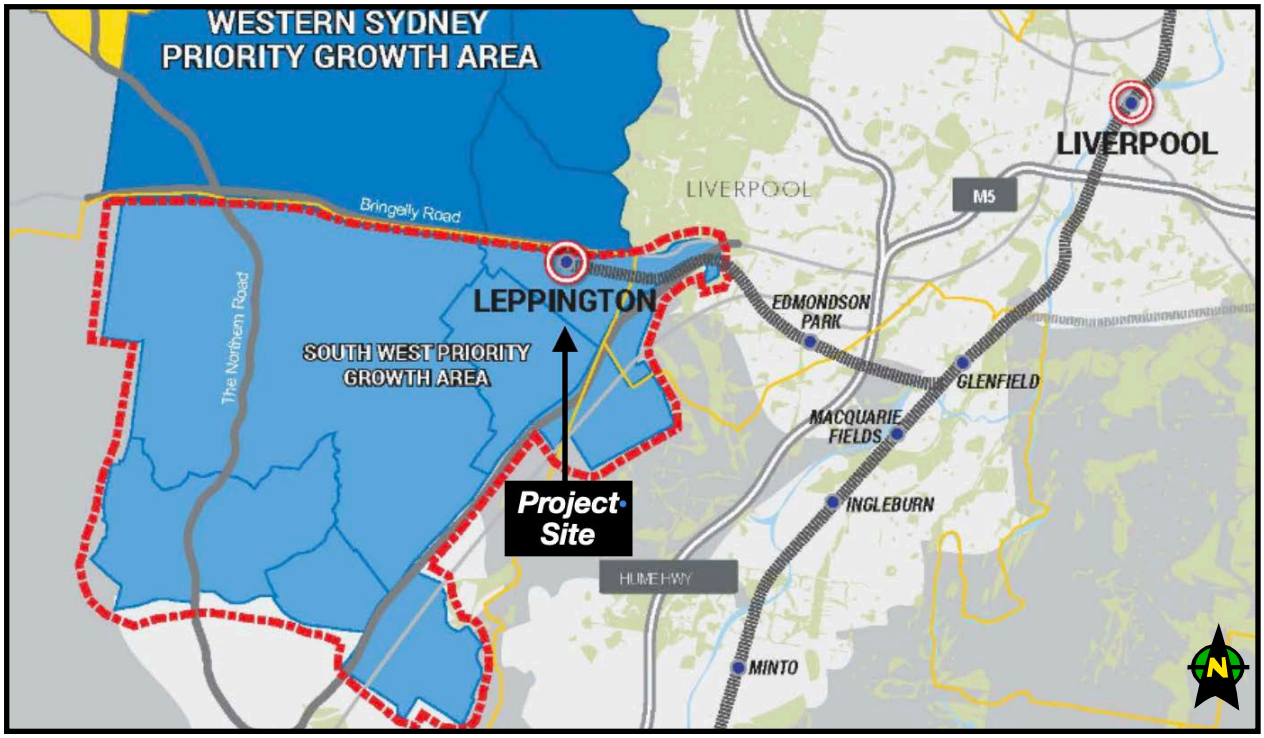


FIGURE 4.3: The Project Site is located within Leppington, in Sydney's South West Priority Growth Area *(Map Base Source: NSW Department of Planning & Environment)*

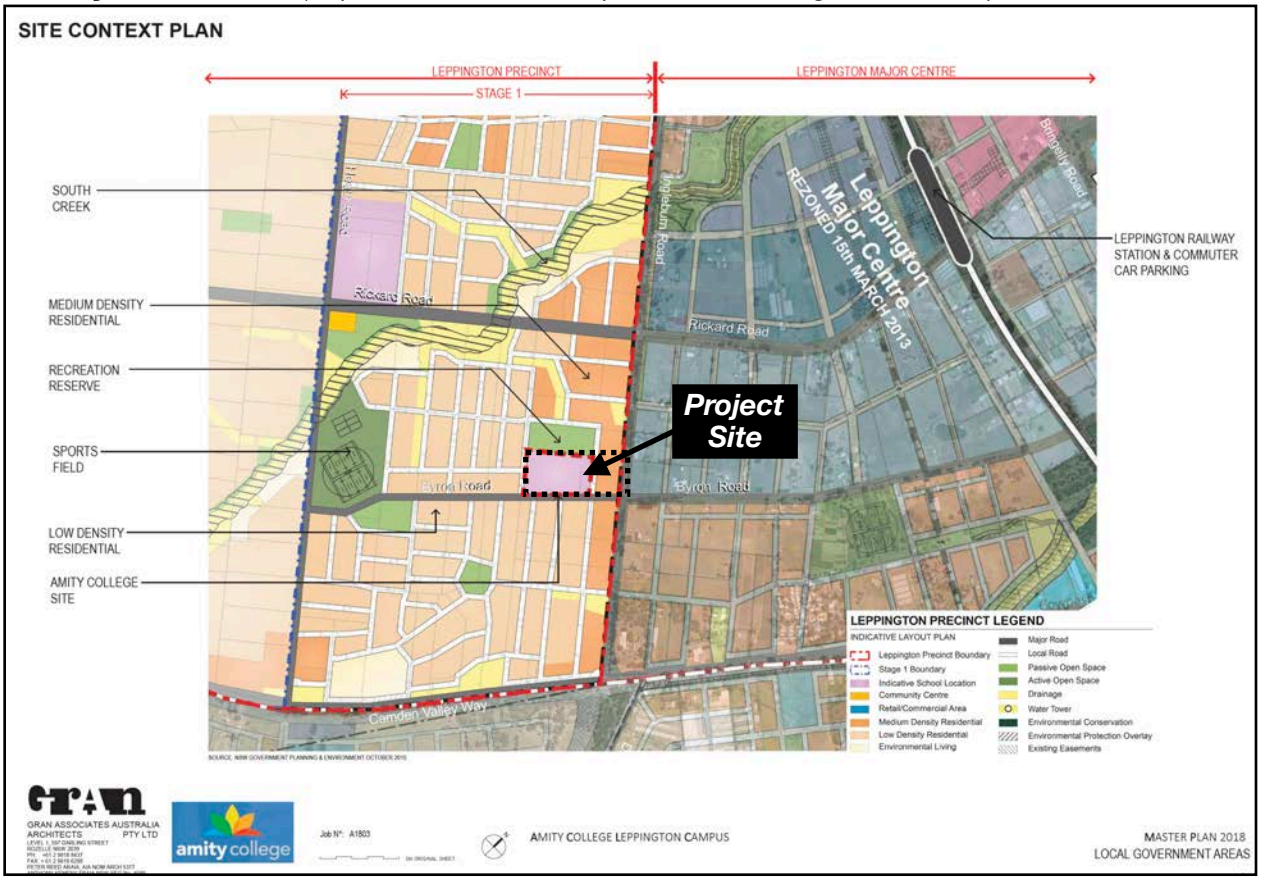


FIGURE 4.4: The Project Site & Leppington Precinct Indicative Layout Plan

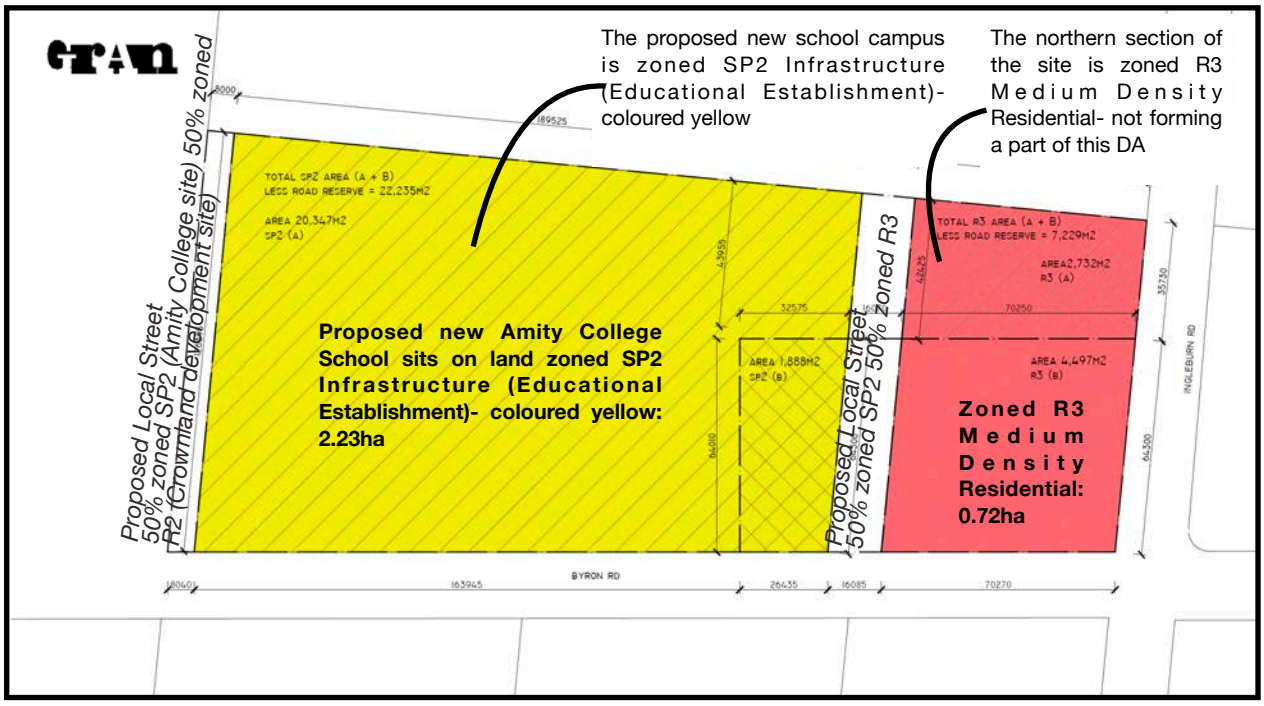


FIGURE 4.5: The Project Site & Zonings
(Map Base Source: Gran Associates Australia)

▪ 4.2 Site Features

The environmental impact of any project needs to be cognisant of the features of the site that is being proposed for development. These site features are considered in the following.

4.2.1 Site topography and geological setting

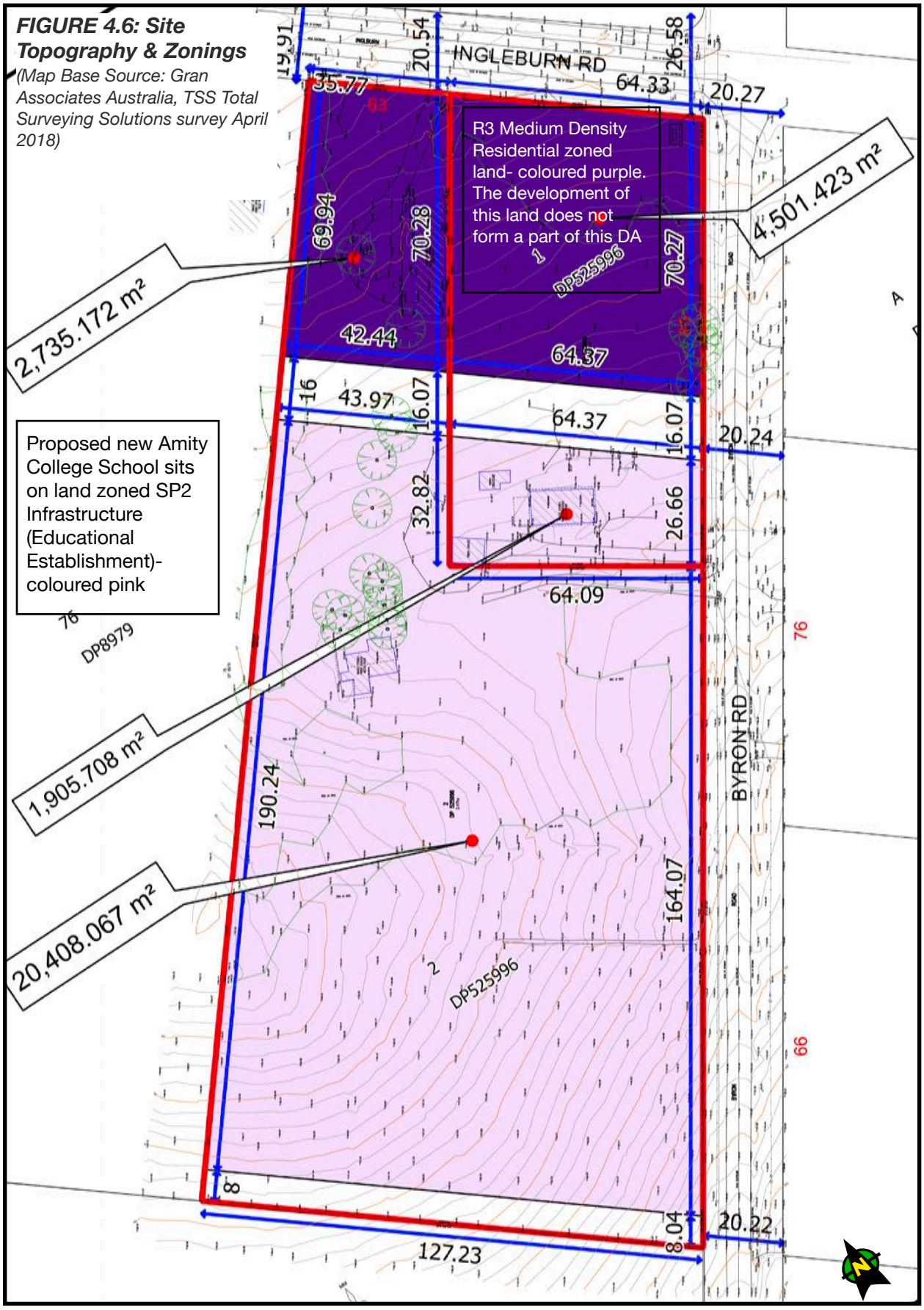
The central portion of the project site is relatively flat, with slopes of 1:50 or flatter. In the southern portion of the project site undulating topography with slopes of between 1:20 and 1:50 are encountered. Natural ground surface within the site has a gentle slope of about 3 degrees dipping towards Ingleburn Road.

The highest point on the project site is at RL102.25m AHD, in the south-east corner of the site near Byron Road. The land dips back to the north-west corner of the site to about RL 93.0m AHD, near Ingleburn Road. Refer **Figure 4.6,** showing the site contours, extent of vegetation and zoning of the land.

The 1:100,000 Geological Map of Penrith Series 9030 (Reference 2) indicates the underlying bedrock to consist of Bringelly shale of the Wianamatta Group. The geotechnical investigations by GeoEnviro Consultancy, involving more than 40 test boreholes and follow up laboratory tests, find a base geology of siltstone, generally encountered at a shallow depth, typically at a depth of between 1m-3m below ground level. Refer **Figure 4.7** for bore locations.This base geology is overlain generally by clays and silty clays.

GeoEnviro Consultancy conclude that based on the extensive borehole samples taken, the topsoil encountered on the surface is not considered suitable to support permanent structures such as pavements, slabs and buildings and therefore should be excavated and removed. The topsoil and topsoil/fill, however, may be reused in future landscaping areas (eg earth mounds and footpaths). [NOTE: Thickness of the topsoil and topsoil/fill was found to range from 200mm to 400mm.]

FIGURE 4.6: Site Topography & Zonings
(Map Base Source: Gran Associates Australia, TSS Total Surveying Solutions survey April 2018)



Following detailed geological tests GeoEnviro Consultancy conclude that the underlying natural clayey soil and siltstone are generally considered suitable for reuse as structural fill provided the fill is well graded with maximum particle size of not greater than 75mm. The existing topography of the project site will be modified in a staged manner in order to accommodate the school development, including earthworks to provide for all new school building platforms, site access, car parking areas (including basement car parking), open space areas (open and covered), landscaped areas and stormwater drainage features. All disturbed areas will be managed, with appropriate soil and erosion sediment control measures to be implemented in order to control environmental impacts, both on and off-site. Refer to Sections 2 and 6 of the EIS, as well as the draft Construction Management Plan, accompanying this EIS, for further details.

FIGURE 4.7: Project Site- Borehole Location Plan (40 boreholes)
(Map Base Source: GeoEnviro Consultancy Geotechnical and Salinity Investigation Proposed New Amity College Campus Lot 1 DP 525996 No 85 Byron Road and Lot 2 DP 525996 No 63 Ingleburn Road Leppington NSW dated May 2019 Drawing No. 9)

4.2.2 Hydrogeology

The Project Site lies within the Hawkesbury-Nepean Catchment. The Hawkesbury-Nepean River system is the second-largest in NSW and has its headwaters located within largely pristine regions including the Blue Mountains World Heritage Area and Sydney Catchment Authority's lands in the NSW Southern Highlands. Surface run off and groundwater in the area generally drains to the north west into the Kemp and Bonds Creeks, which are approximately 1.6km from the project site. Minor tributaries of Bonds Creek flow through the south western end of the study area, to a dam adjacent to the north western boundary of the property, outside of the Project Site. The majority of the Project Site has relatively flat topography, which slopes gently to the north east.

There are no groundwater dependent ecosystems within or proximate to the project site. [NOTE: Consultants GeoEnviro Consultancy found that all boreholes were found to be dry during and shortly after completion of the site investigation].

FIGURE 4.8: Contamination-Additional Boreholes January 2019 (38 boreholes)
(Map Base Source: GeoEnviro Consultancy Stage 1 and 2 Contamination Assessment Proposed New Amity College Campus Lot 1 DP 525996 No 85 Byron Road and Lot 2 DP 525996 No 63 Ingleburn Road Leppington NSW dated May 2019 Drawing No. 10)

The proposed school sites does not lie within a flood prone land and no permanent water bodies or watercourses traverse the project site. It lies more than 40 metres from the top of a river bank.(source: Ecological Australia *Leppington Rezoning Assessment Biodiversity and Riparian Studies* prepared for NSW Department of Planning and Infrastructure dated June 2014, *State Environmental Planning Policy (Sydney Region Growth Centres) 2006 South West Growth Centre Development Control Map (Edition 2) Sheet DVC_008).*

4.2.3 Salinity

Following on site investigations and laboratory testing of soils consultants GeoEnviro Consultancy found that:

- The topsoil on the project site was assessed as Non Saline.
- The soil in the upper 1m was assessed as Non Saline, except one bore (No.35, in the southeast corner of the site, near Byron Road) where Slightly Saline soil was encountered.
- The natural soil below 1m was assessed to be Slightly Saline to Moderately Saline.

Based on the foregoing, GeoEnviro Consultancy concluded that the project site is not significantly impacted by saline soil. Nonetheless, GeoEnviro Consultancy recommend that the proposed development should adopt various management strategies to address salinity generally. Refer to Sections 2 and 6 of the EIS, as well as the draft Construction Management Plan, accompanying this EIS, for further details.

4.2.4 Site Land Use & Contamination

A Stage 1 and Stage 2 contamination assessment was undertaken by GeoEnviro Consultancy in order to investigate the likelihood of ground contamination on the site, in accordance with the requirements of SEPP 55. The investigation consisted of a review of site history, a site inspection and soil sampling and analysis program. A Remediation Action Plan was also prepared by GeoEnviro Consultancy for the project site, following the above investigations.

Soil sampling for initial screening was carried out on the 23 and 24 April 2018 and involved drilling of forty boreholes (BH 1 to BH 40)- refer **Figure 4.7**. An additional detailed investigation was subsequently carried out on the 8 January 2019 to assess the extent of contamination more accurately and this involved excavation and sampling of an additional thirty-eight boreholes (TP 1 to TP 38)- refer **Figure 4.8**.

Selected soil samples were analysed for a range of potential contaminants consisting of Heavy metals (As, Cd, Cr, Cu, Hg, Pb, Ni and Zn), Organochlorine pesticides, Polychlorinated Biphenyls, Total Recoverable Hydrocarbons, Benzene, Toluene, Ethyl Benzene and Xylene, Polycyclic Aromatic Hydrocarbons and asbestos. The results were interpreted by comparison with guideline Criteria recommended by the NSW EPA. Importantly, the laboratory test results indicated that all concentrations of contaminants of concern found on the project site- shaded in red on Figure 4.6- were within applicable contamination site criteria or had negligible concentrations of contaminants.

Site Land Use

The project site was previously used for residential with the southern rear portion of the site consisting of medium dense trees. The site has a number of buildings and sheds (Site Features C and E) used for general storage associated with agricultural activities including nursery and machinery maintenance works. In the middle of the site, historical review indicates numerous buildings and sheds (Site Feature F) to have once existed and the rear portion of the site near the western boundary appeared to be originally part of a drainage depression (ie Site Feature G) which has been backfilled. Refer **Figure 4.9**.

Site Feature	Description
A	Driveway constructed of crushed rock.
B	Single-storey brick, weatherboard and tile dwelling with a metal garage to the rear.
C	Single-storey fibro/metal dwelling with a number of small metal, timber and fibro sheds to the west. Sheds used for storage of miscelaneous items. Some minor hydrocarbon staining visible on surface
D	Driveway constructed of crushed rock, sandstone and traces of building debris (eg bricks and asphalt lumps)
E	Metal, timber and fibro shed with building extensions.
F	Area of previous numerous small buildings and sheds. Previous market garden area (1950s)
G	Backfilled depression with rubbish fill consisting of concrete boulders, bricks, glass and asbestos fragments
H	Recent Market Garden beds
I	Previous market garden/agricultural area

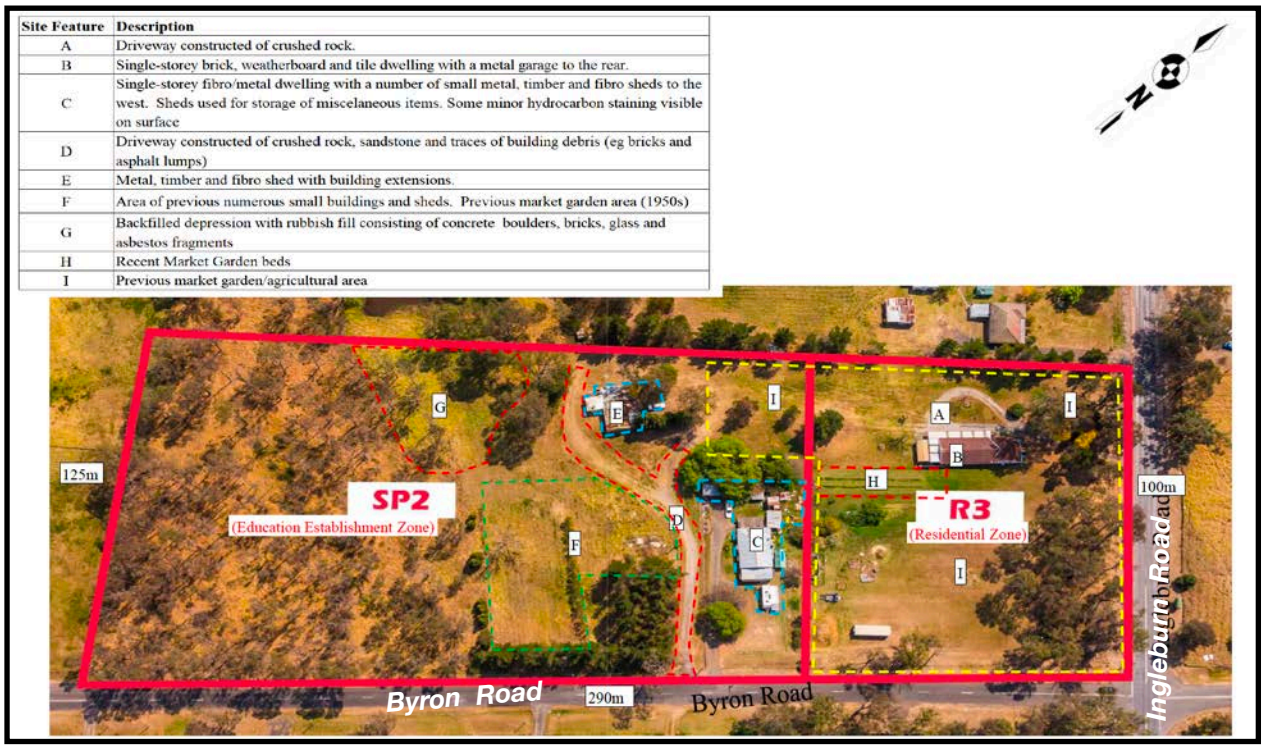


FIGURE 4.9: Site Features

(Map Base Source: GeoEnviro Consultancy Stage 1 and 2 Contamination Assessment Proposed New Amity College Campus Lot 1 DP 525996 No 85 Byron Road and Lot 2 DP 525996 No 63 Ingleburn Road Leppington NSW dated May 2019 Drawing No. 2)

Fill ranging from 0.3m to greater than 2.3 thick was encountered in BH 17, 18, 28, TP 3 to 8, 10, 27 to 29 and 31 comprising of Clayey Silt/Silty Clay, Clayey Silt/Gravelly Silt, Gravelly Silt, Silty Clay and Silty Gravel Silt with some asphalt lumps, tiles and brick fragments. BH 17, 18, TP 27 and 29 were excavated in the access way (Site Feature D). Rubbish including concrete, brick, plastic metal and glass was encountered within the fill in BH 28, TP 4, 6 to 8 and 10 and this fill appeared to have been placed in the previous drainage depression area (ie Site Feature G). Some asbestos fragments were encountered in the fill in BH 28, TP 6 to 8 and 10.A trace of plastic was encountered in the topsoil/fill in TP 21 which was excavated in the previous building/shed locations (Site Feature F) and in TP 23 some asphalt lumps and crushed rock were encountered noting that TP 23 was excavated along the edge of the access

way (Site Feature D). The remainder of the project site was generally found to be underlain by topsoil and topsoil/fill overlying natural to medium plasticity Silty Clay. (Source: GeoEnviro Consultancy *Stage 1 and 2 Contamination Assessment Proposed New Amity College Campus Lot 1 DP 525996 No 85 Byron Road and Lot 2 DP 525996 No 63 Ingleburn Road Leppington NSW* dated May 2019).

Contamination

GeoEnviro Consultancy concluded that the site has a low risk of gross chemical contaminations, however buried rubbish/asbestos fill and elevated concentrations of Zinc were found in the backfilled depression area (Site Feature G) shown as Area 4 with depth of fill ranging from 0.2m to greater than 2.3m. GeoEnviro Consultancy also identified the following areas which will require environmental monitoring during the development stages, as illustrated in accompanying **Figure 4.10**:

- Area 1 - Building and shed areas with hydrocarbon staining and asbestos buildings (Site Feature C).
- Area 3 - Gravel driveway with some fill and building debris (Site Feature D).
- Area 4 - Buried rubbish fill and asbestos encountered in BH 28, TP 4 to 8 and 10 in the backfilled drainage depression area (Site Feature G).
- Area 5 - A spread of localised fill and topsoil with a trace foreign inclusion such as plastics and tile fragments, encountered in the previous building and shed location (Site Feature F) as encountered in BH 21, BH 24, BH 25, TP 16 and TP 27 with thickness ranging from 0.2m to 0.4m.

Figure 4.8 also shows the approximate location of the above sections of the site in terms of zoning boundaries.

[NOTE: Laboratory test commissioned by GeoEnviro Consultancy found that all concentrations of contaminants in the above sections of the project site were within applicable contamination site criteria or had negligible concentrations of contaminants.]

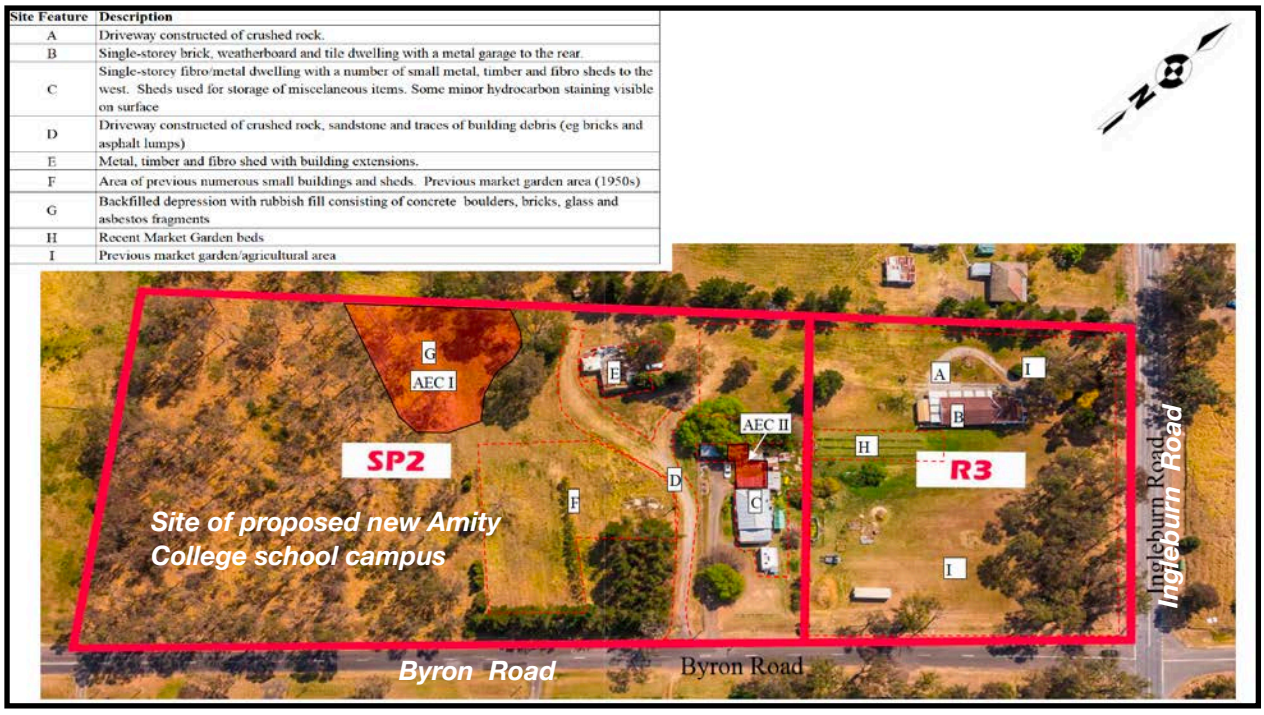


FIGURE 4.10: Sections of site which may need remediation (shaded orange)
(Map Base Source: GeoEnviro Consultancy Remediation Action Plan Proposed New Amity College Campus Lot 1 DP 525996 No 85 Byron Road and Lot 2 DP 525996 No 63 Ingleburn Road Leppington NSW May 2019 Drawing No. 1A "Area of Environmental Concern (AEC) Plan")

PHOTOGRAPH: Photograph of the two existing dwellings on the Project Site from Byron Road. The dwelling on the right lies on land zoned R3. The dwelling on the left lies on the land zoned SP2, proposed to be developed for the purposes of a new school campus

GeoEnviro Consultancy conclude that site remediation is required to clean up Area 4 and this will involve excavation and removal of all rubbish and asbestos impacted fill, screening of asbestos fill to reduce landfill disposal and remediation of hydrocarbon impacted soil. In addition the areas of hydrocarbon stained soil encountered between the dwelling and sheds (Area 1 - Site Feature C) will also need to be remediated.

Following the Stage 1 and 2 investigations, a Remediation Action Plan (RAP) has been prepared by GeoEnviro Consultancy, outlining a remediation strategy to clean up the site to a suitable level for the proposed school development. Refer to Sections 2 and 6 of the EIS, as well as the preliminary Construction Management Plan, accompanying this EIS, as well as **Appendix O**, for further details.

GeoEnviro Consultancy conclude that:

> *"Subject to successful remediation works and implementation of the RAP and validation works, the site would be suitable for the proposed school development and comply with SEPP55 Remediation of Land …"*

4.2.5 Aboriginal Heritage

AMBS Ecology and Heritage (AMBS) was commissioned to prepare an Aboriginal Cultural Heritage Assessment (ACHA) for works associated with a proposed new school development in Leppington.

An extensive search of the OEH Aboriginal Heritage Information Management System (AHIMS) undertaken on 9 July 2018 identified 38 previously recorded Aboriginal sites in the local area, but none on the project site itself.

An Aboriginal archaeological survey of the study area was undertaken on 28 August 2018 by AMBS archaeologists and RAP representatives from Darug Land Observations, Cubbitch Barta Native Title Claimants, and Tharawal Local Aboriginal Land Council. No Aboriginal sites, places or objects, or areas or potential Aboriginal archaeological sensitivity were identified within the study area or immediate surrounds during the archaeological survey. The survey identified that the study area has been extensively disturbed by land clearing, impacts from construction of residential buildings, outbuildings and shed, and by agricultural impacts from market gardens and animal grazing.

The archaeological survey found no Aboriginal objects, sites or areas with potential to retain subsurface archaeological deposits on the project site. Soils on the site have been disturbed through construction and use of residential buildings and outbuildings, vegetation clearing and subsequent erosion, and market gardening and livestock grazing. Further, no Aboriginal cultural issues or sensitivities associated with the project site were identified by the Aboriginal groups (RAPS) consulted with during this assessment. Refer also to **Appendix L**.

4.2.6 Site Vegetation

The vegetation of the project site was previously mapped as a part of the master panning process for the Leppington Priority Precinct, undertaken on behalf of the (then) Department of Planning & Infrastructure in 2014. These investigations found the Project Site to contain trees forming a part of the Cumberland Plain Woodland (CPW) in poor condition (source: Ecological Australia on behalf of the Department of Planning & Infrastructure *Leppington Rezoning Assessment Biodiversity and Riparian Studies* June 2014). The more recent assessment of the existing tree stands on the site confirms their generally poor health (source L&Co Consultancy Aboriculture Plant Pathology *Arboricultural Impact Assessment* - refer **Appendix P**).

Lot 2 is predominantly bush land in the south western and north western quadrants with cleared paddocks, outbuildings and a residential dwelling towards the eastern quadrant. Lot 1 is predominantly a cleared paddock with a residential dwelling and small area of bush land adjacent to Ingleburn Road.

PHOTOGRAPH: Photograph of the vegetated part of the project site, looking south along Byron Road. Existing dwelling on the Project Site is on right hand side of photograph.

Importantly, prior to final release of the Leppington Precinct, a decision was made by the Department of Planning & Environment to zone the larger stand of this vegetation for the purposes of a school and, once rezoned, to not require this vegetation stand to be retained (source: NSW Department of Planning and Environment *Leppington (Stage 1) Finalisation Report* October 2015). Additionally, no part of the site is zoned for environmental protection purposes or the preservation of trees- refer *State Environmental Planning Policy (Sydney Region Growth Centres) 2006 South West Growth Centre Native Vegetation Protection Map Sheet NVP_008.*

4.2.7 Bushfire

Section 100B of the *Rural Fires Act 1997* requires a bush fire safety authority for sensitive uses, like schools. The project site is not affected by the RFS bush fire mapping (source: confirmed by online search RFS website on 31 January 2019).[NOTE: Figure 2-7 of Schedule 5 of *Camden Growth Centre Precincts Development Control Plan* confirms that no part of the project site is affected by and APZs (or subject to bushfire hazard).]

PHOTOGRAPH: Photograph of trees on the Project Site, looking north from Byron Road with existing Crownland residential subdivision, currently under construction, in foreground. The trees are in poor condition. The NSW Department of Planning and Environment Leppington (Stage 1) Finalisation Report October 2015 identifies this treed area to be developed as a school, with no mandatory requirement to retain any of these trees

4.2.8 Air quality

An air quality assessment undertaken in association with a DA for a proposed residential subdivision on the adjoining land to the south shows acceptable odour levels prevail, below the most stringent NSW EPA odour impact assessment criterion of 2 Odour Units (OU) at the Project Site (source: Air Sciences 5 May 2017 *Odour Assessment 55 Byron Road and 36-56 Rickard Road, Leppington).* Accordingly, given that the air quality meets acceptable background criteria, no further air quality assessment of the proposed school development is required.

4.2.9 Other site features

The Project Site also has the following features:

- The land does not comprise critical habitat and is not within a conservation area.
- The land does not contain an item of the environmental heritage.
- The land is not affected by any road widening or road realignment proposals.
- The land is not affected by any policy relating to landslip hazard.
- The land is not affected by mine subsidence.
- The land has no acid sulphate soils potential.
- No property vegetation plans approved under Part 4 of the *Native Vegetation Act 2003* applies.
- The land is not listed as a a potential asbestos source (loose-fill asbestos insulation only).
- The land is not registered as significantly contaminated land or any similar affectation within the meaning of section 59 (2) of the *Contaminated Land Management Act 1997*.

▪ 4.3 Surrounding Development

The Leppington locality surrounding the project site is currently in the early stages of transition. The locality is currently used for rural residential and agricultural uses. To the north of the Leppington is the Liverpool local government boundary. [NOTE: Amity College's largest school campus is situated at Prestons, in the Liverpool LGA]. To the east of Camden Valley Way is the East Leppington release area, which has been the subject of numerous approvals and wide scale construction for the purposes of low density residential and associated uses.

The likely future character of the land in the vicinity of the project site can be gauged by the number of properties nearby that are either proposed for residential development, or are approved or are currently being developed for residential or school developments. In addition to approved projects, a DA has been for a 4-storey 148-unit medium density development at No.47 Ingleburn Road, situated on the corner of Byron and Ingleburn Roads, opposite the project site. A DA has been lodged for a 19-lot subdivision at No. 66 Byron Road, opposite the project site. A DA for a 31-lot subdivision is proposed at No. 27 Ingleburn Road. Additionally, land fronting Byron Road, to the south of the project site, has been approved by Camden Council for the purposes of an Anglican school. Refer **Figure 4.11**.

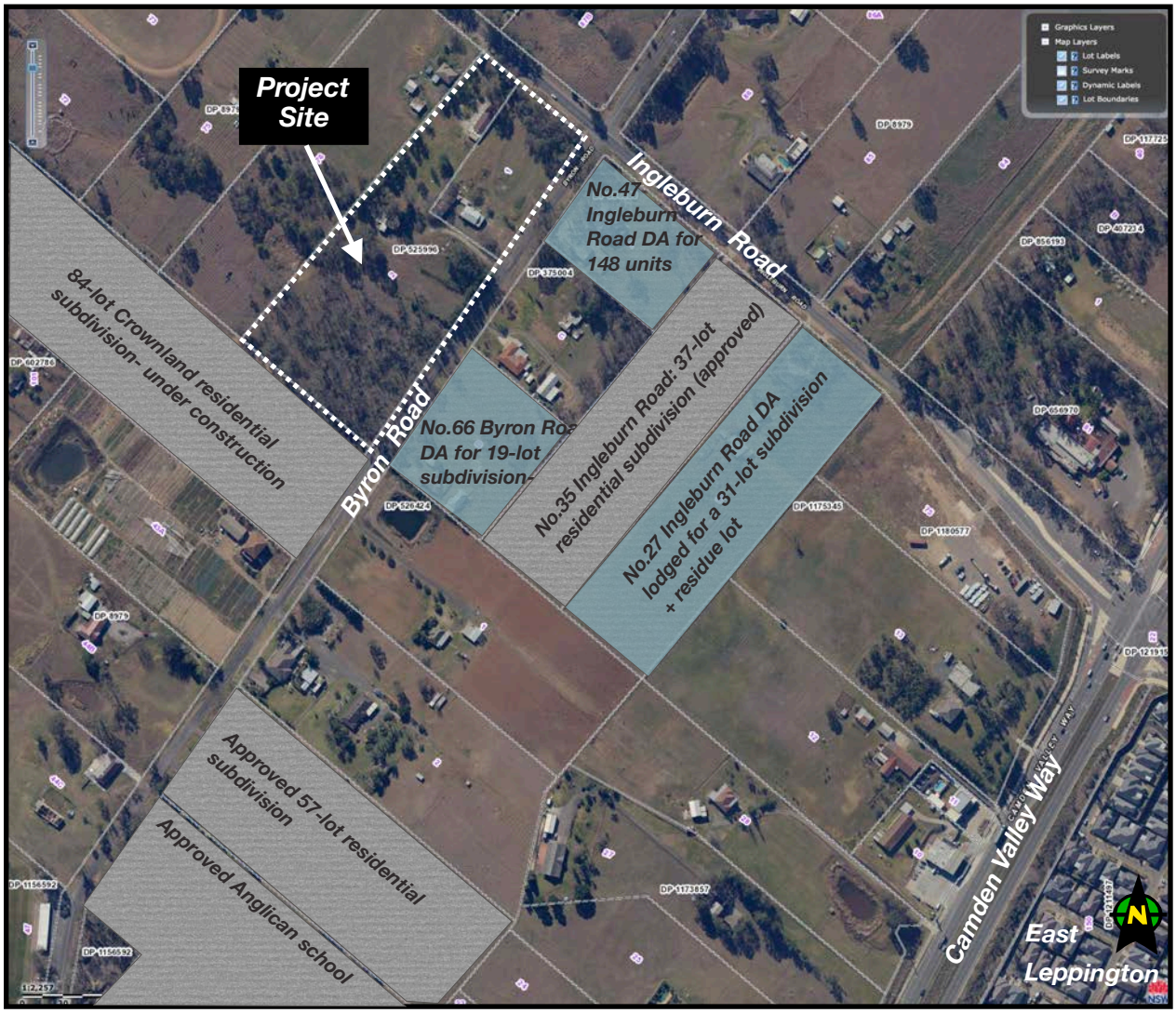


FIGURE 4.11: Project Site & Surrounding Area, with Approved/Proposed Developments
(Map Base Source: Six maps)

Some of the nearby properties approved for, or are being developed for, density residential development include the following:

Crownland residential land subdivision, adjoining the project site to the south, at Lot 102, DP 602786, No.56 Rickard Road and Lot 43B, DP 8979, No.55 Byron Road, Leppington- advertised as the "Sumo Enclave Leppington". The residential subdivision, approved on 15 June 2018, is being undertaken by Crownland Leppington No.3 Pty Ltd (Crownland). Approval has been granted for 84 residential lots, 4 residue lots, and associated civil works including new roads. The residential allotments range in area between 261.4m^2 and 382.6m^2. Currently under construction. This includes temporary half road construction of a designated Local Street along the northern boundary of the subdivision, abutting the Amity College site.

The Statement of Environmental Effects for this project states that "*A total road width of 9m is proposed to facilitate vehicles along this boundary until the ultimate road is constructed on the along this boundary neighbouring property. The carriageway of this road measures 5.5m*." (source: GLN Planning *Statement of Environmental Effects Subdivision to create 84 residential lots and 4 residue lots within 2 stages and new roads with associated civil works Lot 102, DP 602786, 56 Rickard Road and Lot 43B, DP 8979, 55 Byron Road Leppington* dated 24 May 2017). The 5.5m carriageway is also shown in the construction certificate (cc) drawings for this project- refer **Figure 4.12**.

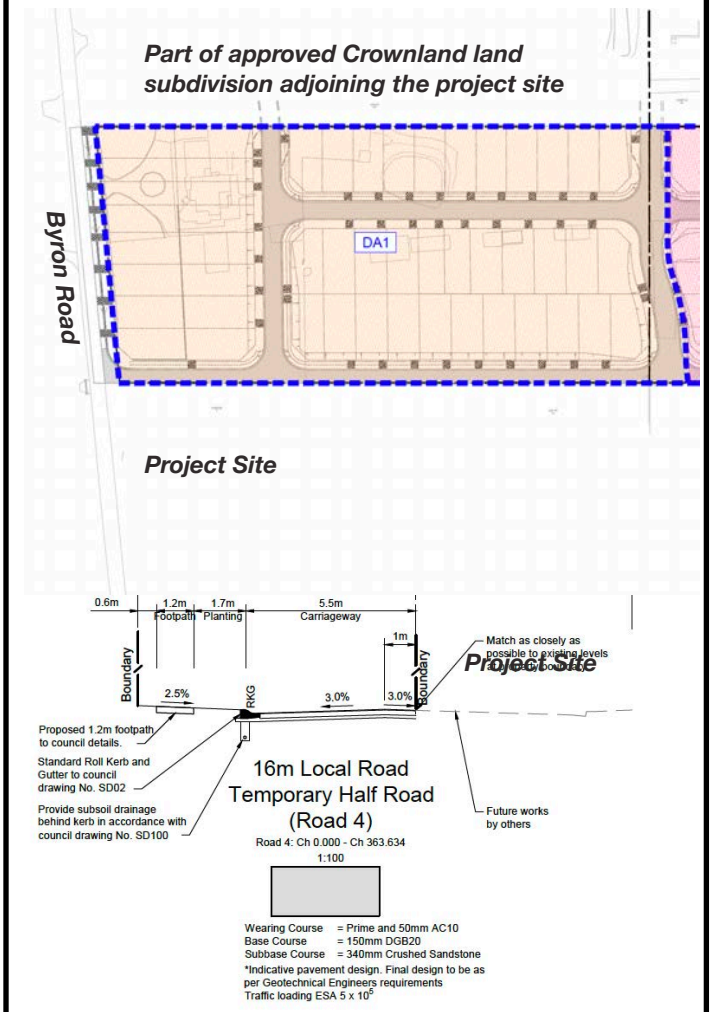


FIGURE 4.12: Approved Crownland land subdivision adjoining the project site
(Source: Mott MacDonald cc drawings dated August 2018)

Based on the cc drawings prepared by consulting engineers Mott MacDonald dated August 2018 no roadworks are to be undertaken on Byron Road, other than to match the existing pavement of this road (refer to Mott MacDonald cc drawing MMD-370101-C-DR-CV-CC-1140). The temporary half road running along the common boundary with the project site will be constructed to match as closely as possible existing levels on the Amity College site- refer to Figure 4.12 above. [NOTE: To be confirmed by survey]

A 79-lot residential subdivision at No. 140, 146 and 154 Heath Road and Nos. 25 and 31 Rickard Road Leppington, to the south of the project site, also proposed to be developed by Crownland, was approved in October 2018.

Sunshine Property Developers No. 35 Ingelburn Road 37-lot residential subdivision (DA2016/1335). The residential subdivision, currently under construction, is situated near the corner of Ingleburn Road and Byron Road, close to the project site. A 4 storey 97-unit development is proposed on a residue lot fronting Ingleburn Road - yet be be approved.

Sunshine Property Developers also have consent for a multi-unit residential development at No.76 Rickard Road, Leppington, to the north west of the project site. The approval is for a development comprising 220 residential apartments.

The same developer has lodged development applications for a 90-unit residential flat development at No.215 Rickard Road and a 534-unit residential flat development at No.202 Byron Road, Leppington

PHOTOGRAPH: Sunshine Property Developers subdivision under construction Ingleburn Road, Leppington

Approved subdivision No.36 Byron Road, Leppington

Approved 57-allotment subdivision of Lot 50B DP 8979 at No. 36 Byron Road, Leppington. This subdivision was approved by Camden Council on 14 May 2018 (DA 2017/594/1, granted to North Western Surveys on behalf of Residale Developments.

Approved subdivision Heath Road, Leppington: "Leppington Heights"

Approved 48-allotment subdivision of land fronting Heath Road adjoining the approved Anglican church site. The subdivision comprises 37 small allotments- currently home sites ranging in size from 250 to 312m2 are being marketed off the plan. This subdivision was approved by Camden Council on 14 May 2018 (DA 2017/594/1, granted to North Western Surveys on behalf of Residale Developments.

▪ 4.4 Relationship of Project Site with Immediate Surrounds

As a planning principle, recognition needs to be given to the zone interface between a development in one zone and existing or proposed development in an adjoining different zone. These considerations were carefully considered and provided the basis for the zone changes to the project site prior to the eventual release of the Leppington Priority Precinct for urban development and the zoning of the site for the purpose of a school. This is detailed in the Department of Planning & Environment report entitled Leppington (Stage1) Finalisation Report dated October 2015. Refer to Section 5.1 for an excerpt from this report relating specifically to the project site, explaining these planning principles in detail.

Residents living on undeveloped rural land in the Leppington Priority Precinct must accept that the Leppington area will be progressively developed for urban uses, now that the locality has been released for urban development and, as such, the likely future character of those lands must be taken into account.

The school site will be buffered from noise from Ingleburn Road in the future by intervening medium density development. The tallest buildings on the project site will be near this zone interface, with lower school buildings proposed at the other, southern side of the project site where it interfaces with the low density residential zone.

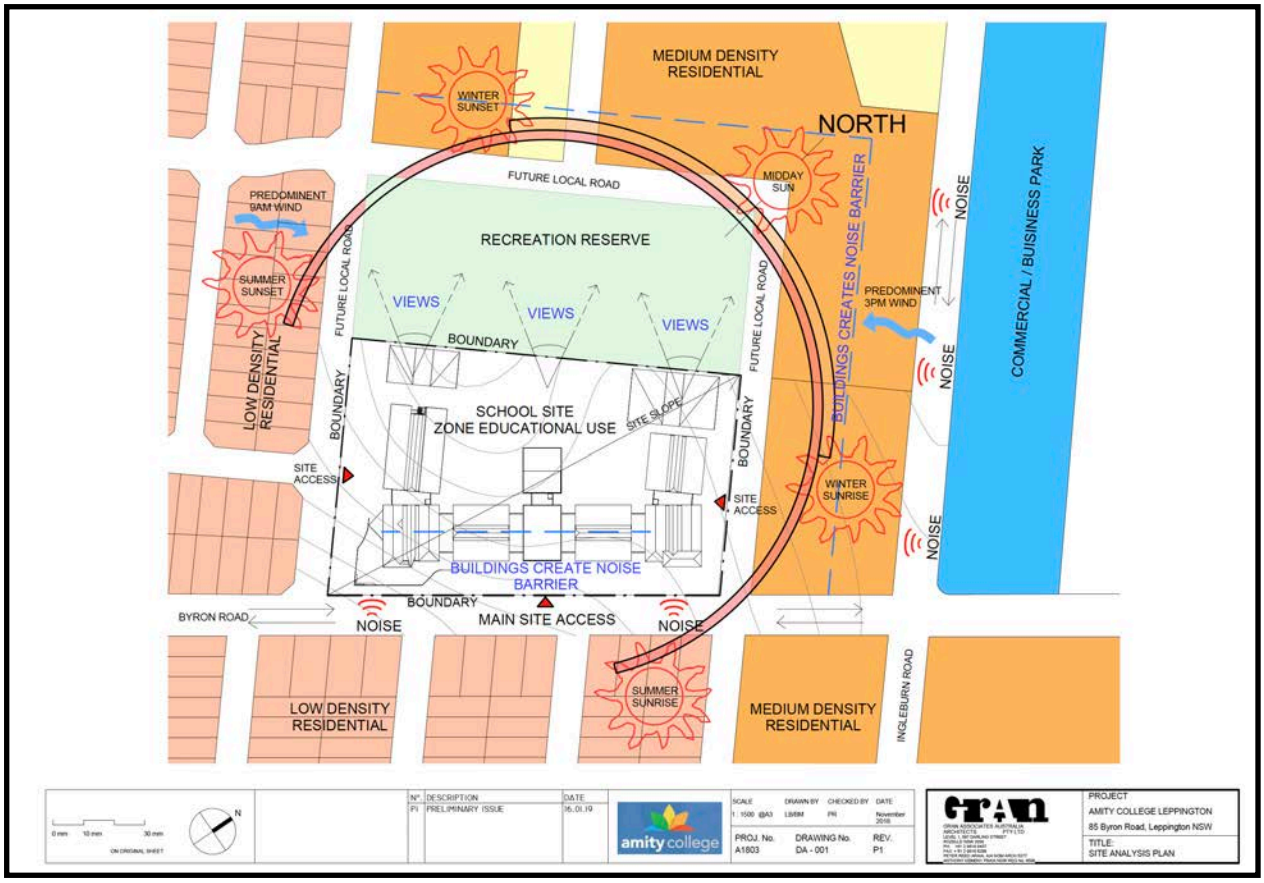


FIGURE 4.13: Relationship of the the project site to its surrounds
(Source: Gran Associates Australia)

To the north-west, the School will be able to take advantage of the fact that it adjoins a zoned public open space area, which offers the potential for use by the school once the open space area is ultimately acquired by Camden Council and developed for this purpose. The design of the new school has regard for this adjoining zone and buildings and spaces have been designed to take advantage of this proximity to future open space.

The relationship of the project site with its immediate surrounds is summarised in the accompanying **Figure 4.13**.

▪ 4.5 Population and Community Profile

4.5.1 Regional context and population growth

Most of the students projected to attend the proposed new school will come from the Camden local government area (LGA). The Camden LGA is located in Sydney's south-western suburbs, about 60 kilometres from the Sydney CBD. The Camden Council area is bounded by Liverpool City in the north, Campbelltown City in the east, and Wollondilly Shire in the south and west. The Camden LGA has a land area of 201 square kilometres. The Leppington Priority precinct lies in the far north-east corner of the LGA. Neighbouring East Leppington, on the east side of Camden Valley Way, lies predominantly within the Campbelltown LGA. The Camden LGA is one of the fastest growing local government areas in Sydney, containing the urban release areas of Oran Park, Harrington Park, Currans Hill, Gregory Hills and Gledswood Hills.

The population of the Camden LGA has rapidly increased in a short period of time, increasing from 58,439 persons (estimated resident population) in 2011 to 80,264 (estimated resident population) in 2016, and increase of 21,825 residents or more than 37% in just 5 years. Forecasts suggest that this trend will continue into the near future (Department of Planning & Environment 2016 *NSW State and Local Government Population and Household Projections, and Implied Dwelling Requirements*), with forecast growth in population of 28,500 persons between 2016 and 2021, or a 35% growth in population.

Between 2021 and 2036 there is a predicted to be a a more than doubling of the population, by another 115,150 persons, equivalent to a growth of more than 105%.

Table 4.1: Population & projected population growth Camden LGA 2011-2036

Totals	2011	2016	2021	2026	2031	2036
Total Population	58,450	80,900	109,400	147,850	185,600	224,550
Total Households	19,050	27,050	37,000	50,300	63,450	77,300

(Source: Department of Planning & Environment 2016 *NSW State and Local Government Population and Household Projections, and Implied Dwelling Requirements*)

Such rapid growth puts enormous strain on local facilities and social infrastructure, including schools.

4.5.2 Ethnicity

The Camden LGA has a high level of ethnicity, with 17.6% of the estimated 2016 population born overseas. Higher levels were recorded in the north-east corner of the Camden LGA, including Leppington and neighbouring East Leppington- the latter area experiencing rapid population growth following the release of this area for urban development. Refer **Figure 4.14**.

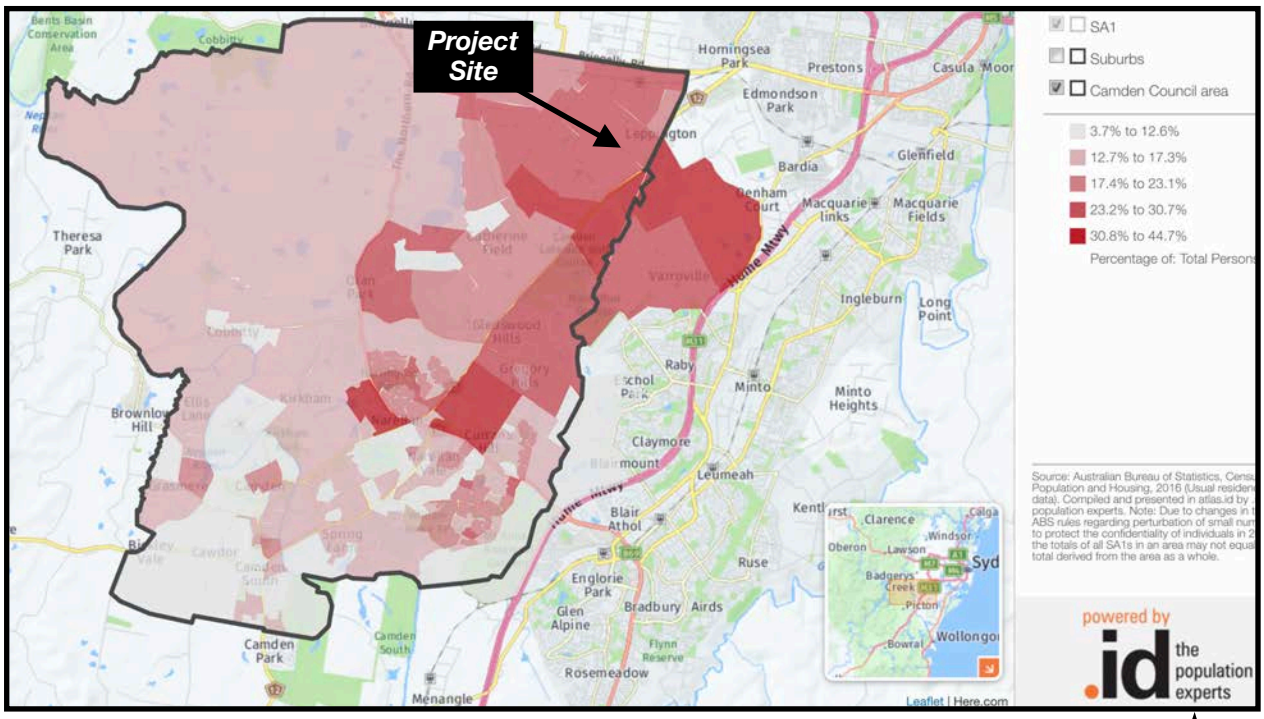


FIGURE 4.14: People Born Overseas Camden LGA 2016
(Source: ABS Census powered by .id the population experts)

Amity College was originally established to cater to the Turkish-speaking residents of Sydney and Wollongong, however, over time the school now caters to a much broader ethnic population, its three existing school campuses currently providing educational facilities for students from more than 40 nationalities.

4.5.3 Household structure

The Camden LGA is broadly characterised as a family area, based on 2016 census results, with the majority of the population (69.8%) living in family households, more than the rate of Greater Sydney family households (57.7%). [NOTE: Includes 'couples with children' and 'couples without children' but not 'one parent families'].

Of the Camden LGA households, couples with children (46.3%) are most common, significantly greater than the Greater Sydney average of 35.3%. Additionally, the rate of one parent families (11.0%) is marginally above that of the Greater Sydney average of 10.4%.

In all, households with children accounted for 57.3% of all households in the Camden LGA, significantly more than that of the Greater Sydney region (45.7%). This would tend to indicate that the demand for schools is significantly greater in the Camden LGA than for the Greater Sydney region as a whole.

4.5.4 Education and employment

At the time of the 2016 Census 40,013 people living in Camden Council area were employed, of which 67% worked full-time and 31% part-time. Unemployment in the Camden LGA (4.0%) was lower than the rate for Greater Sydney (6.0%).

Reflecting the rapidly growing population and corresponding need for new housing, it is noteworthy that in 2016 more Camden Council area residents worked in construction (12.3%) than any other industry (Greater Sydney average of 8.2%). This was followed by workers in the retail sector (10.6%) and health care and social assistance (10.3%).

4.5.5 Income

In 2016 there was a larger proportion of high income households (those earning $2,500 per week or more) in Camden LGA (32.3%) compared to Greater Sydney (28.3%) and a lower proportion of low income households (those earning less than $650 per week) in Camden LGA (9.7%) compared to Greater Sydney (15.1%).

4.5.6 SEIFA Index of Disadvantage

The Socio-Economic Indexes for Areas (SEIFA) has been developed by the Australian Bureau of Statistics (ABS) to provide an overview of social and economic well-being and welfare of communities across a range of spatial scales. The index is derived from attributes that reflect disadvantage such as low income, low educational attainment, high unemployment, and jobs in relatively unskilled occupations.

SEIFA is widely used by organisations, particularly at the State Government level, to allocate funding or services by ranking areas by their need. SEIFA is primarily used to compare across areas on this measure. A higher score on the index means a *lower* level of disadvantage. A lower score on the index means a *higher* level of disadvantage.

The ABS has determined that the SEIFA Index of Disadvantage for Camden Council area in 2016 was 1056. This is similar to the local government areas on the far western fringes of Greater Sydney. The most disadvantaged areas are found in the western suburbs of Sydney, adjoining the Camden LGA.

The least disadvantaged areas in Sydney are in the Lower North Shore, North Shore, Northern beaches, Eastern Suburbs and Sutherland.

4.5.7 Age structure and demand for schools

The age structure of Camden LGA, of which Leppington forms a part, provides key insights into the level of demand for age based services and facilities such as schools. Government at all three levels appears supportive of schools growing to meet changing demographic needs.

As the population grows the need for extra schools also grows. ABS statistics show that between 2011 to 2016, Camden Council area's population increased by 21,516 people (37.9%). This represents an average annual population change of 6.64% per year over the period.

Populated areas with a higher than average school-aged population also puts pressure on the need for new schools to be established. At the 2016 Census Camden LGA had 30.8% of its population aged 0-19 years, significantly greater than that of the Greater Sydney region (24.6%) and a lower proportion of people in the older age groups (65years+).Refer **Figure 4.15**.

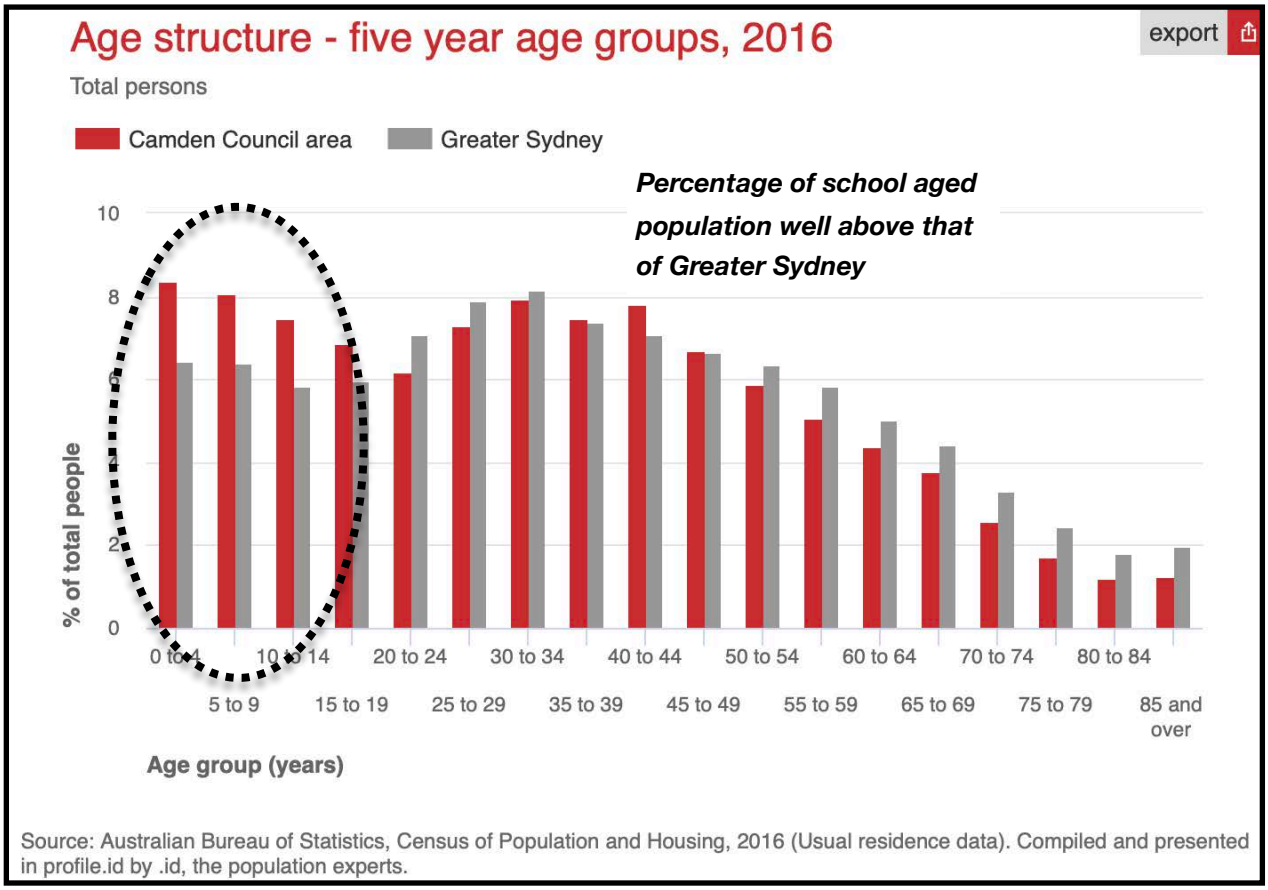


FIGURE 4.15: Camden LGA 2016 Census Age Structure
(Source: ABS Census powered by .id the population experts)

The high demand for educational facilities, including primary and secondary schools, in the Camden LGA can be gauged by the fact that between 2011 and 2016 the number of persons aged 0-19 years increased by more than 33%, thus putting more pressure on local schools to provide for more student accommodation. In 2011 the the number of persons aged 0-19 years was 17,996. In 2016 this age cohort had grown to number 24,040.

Refer **Figure 4.16**.

The largest increases were recorded in:

- 0-4 years: more than 43% growth between 2011 and 2016.
- 5-9 years: more than 35% growth between 2011 and 2016.
- 10-14 years: more than 28% growth between 2011 and 2016.

(Source: Australian Bureau of Statistics website, Census of Population and Housing 2011 and 2016. Compiled and presented by .id, the population experts)

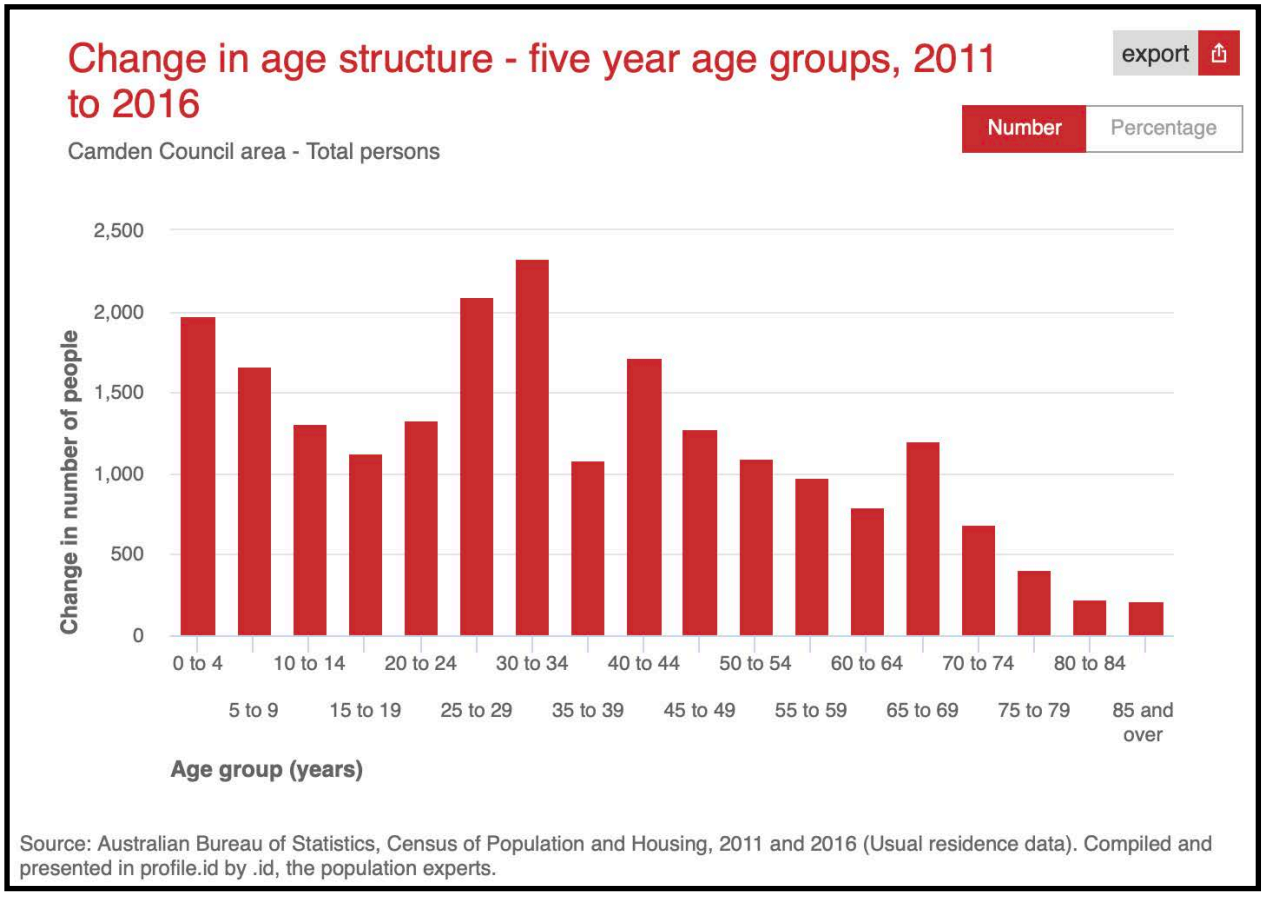


FIGURE 4.16: Camden LGA Change in Age Structure 2011-2016
(Source: ABS Census powered by .id the population experts)

The ABS predicts that the population of the Camden LGA will more than double by 2036.

Based on these population forecasts, the Camden LGA will continue to experience a boom in school-age children, for both primary school and secondary school students.

Refer **Figure 4.17**.

In short, new school accommodation needs to be provided- and quickly- in order to meet this forecast growth.

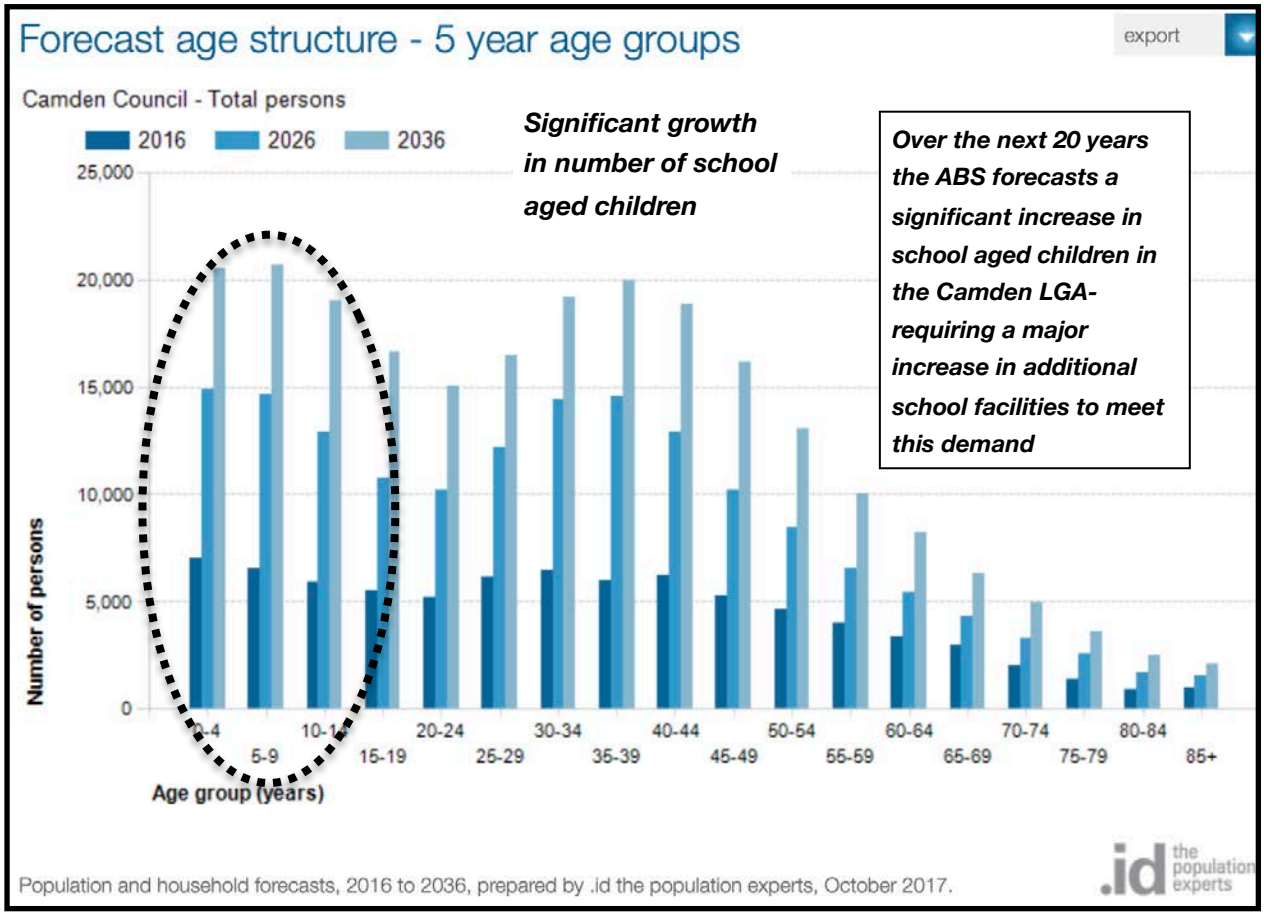


FIGURE 4.17: Forecast Change in Age Structure 2016-2036 Camden LGA
(Source: ABS Census powered by .id the population experts)

The predicted growth in school age children in Camden LGA during this time is also reflected in broader Australian population forecasts- refer **Figure 4.18**.

In a January 2016 publication the ABS notes that:

> *"Since 2011 the education sector has been in a state of disruption. Following over 30 years of relatively stable student numbers, the school age population has grown dramatically and we forecast a further 705,000 will be added to the school age population by 2026.*
>
> *This puts unprecedented demand on schools and education resources and calls for careful long-term planning. It also means that … there are more opportunities for expansion in the school sector than there have been in the last 30 years."* (Source: ABS .id the population experts Planning Education Provision in a Changing Australia January 2016)

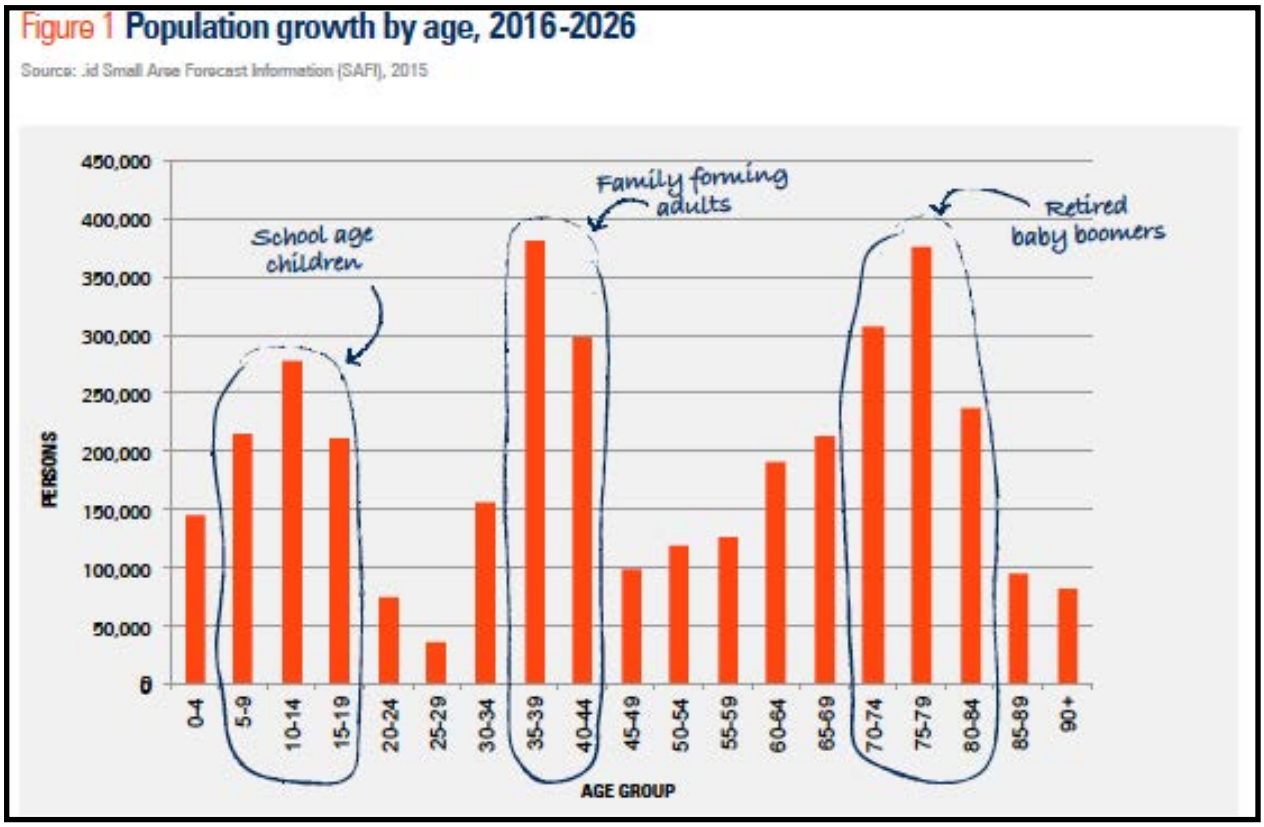


FIGURE 4.18: Forecast Change in Australia's School-Age Population 2016-2026
(Source: ABS Census powered by .id the population experts Planning Education Provision in a Changing Australia January 2016)

4.5.8 Crime profile

Crime data from the NSW Bureau of Crime Statistics and Research (BOCSAR) was analysed to identify the crime profile within Leppington and CamdenLGA.

This was compared to the NSW average to help assess risk compared to state-wide averages.

The categories of crime considered of most relevance to a school are in the following categories:

- *'Theft-break and enter non-dwelling'* (which could include schools).
- *'Assault'.*
- *'Sexual Assault'.*
- *'Malicious damage to property'.*
- *'Disorderly conduct (trespass)'.*

Leppington generally has lower rates of crime per 100,000 people compared to NSW, with the exception of 'assault' and 'malicious damage to property'. Refer to accompanying Table 4.2.

Table 4.2: Crime rates per 100,000 people October 2017 to September 2019

Crime Type	Rate per 100,000 population:Leppington	Rate per 100,000 population:Camden	Rate per 100,000 population:NSW
Theft- break and enter (non-dwelling)	*104.0*	*64.6*	*133.3*
Assault	*921.1*	*652.4*	*822.0*
Sexual assault	*0.0*	*43.5*	*75.1*
Malicious damage to property	*891.4*	*550.5*	*765.8*
Disorderly conduct (trespass)	*29.7*	*139.2*	*128.7*

(Source: NSW Bureau of Crime Statistics and Research (BOCSAR) *NSW Crime Tool* website)

BOSCAR publishes 'hotspot' maps to illustrate areas of high crime density relative to crime concentrations across NSW.

A review of the 'hotspot' maps indicates the project site at Leppington is within a crime hotspot for malicious damage to property, but not for break-and-enter thefts. [NOTE: No BOSCAR 'hotspots' mapping is available for assault, sexual assault or disorderly conduct (trespass)] Refer **Figures 4.19** and **4.20**.

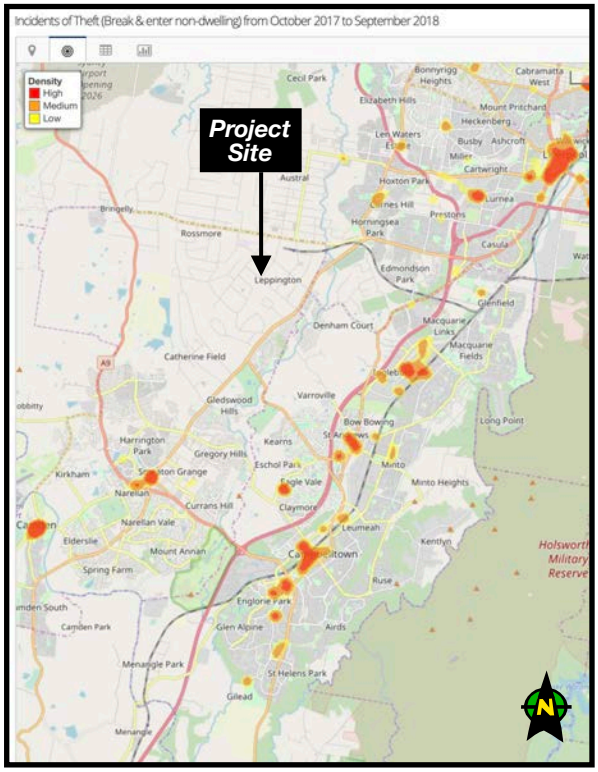


FIGURE 4.19: Theft (break & enter) hotspots October 2017-September 2018
(Source: NSW Bureau of Crime Statistics and Research (BOCSAR) *NSW Crime Tool* website)

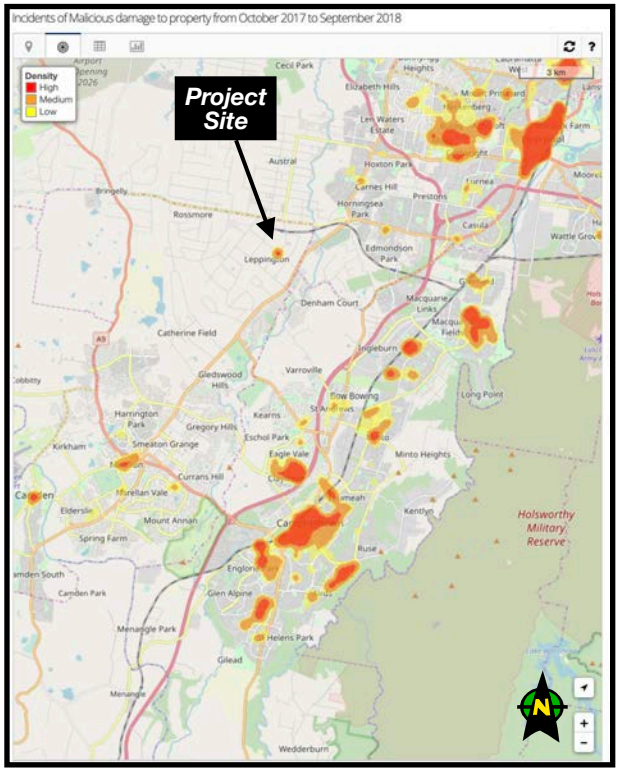


FIGURE 4.20: Malicious property damage hotspots October 2017-September 2018
(Source: NSW Bureau of Crime Statistics and Research (BOCSAR) *NSW Crime Tool* website)

High crime rates are typically concentrated in the larger and more densely populated centres of Liverpool and Green Valley to the north, Ingleburn and St Andrews to the south-east, and Campbelltown, Narellan, Eagle Vale and Camden to the south. However, this is likely to change in the near future as Leppington is progressively developed for urban residential purposes, with a forecast potential ultimate population of 5,800 residents predicted for the Stage 1 Leppington Priority Precinct. Conceivably, the rate of 'break and enter' crimes in Leppington may reduce over time, reverting back to the much lower Camden LGA average.

The above crime statistics are relevant in any consideration of the vulnerability of the site to future criminal activity- refer to the Crime Prevention through Environmental Design (CPTED) assessment in Section 3.3.8 of this EIS for further details.

The project incorporates various design measures in accordance with CPTED guidelines to reduce the risk of crime in and around the proposed new school, including securing of proposed entry and exit points outside of operating hours to prevent unauthorised access to school buildings and facilities, as well as lighting of car parking areas and perimeter areas outside of school hours.

▪ 4.6 Climate

The nearest Bureau of Meteorology (BoM) site is at Liverpool approximately 9km to the north east of the project site. Based on this data, the site and surrounds would be characterised as having a temperate climate, with cool winters and hot summers. A summary of climate data for this location from the Bureau of Meteorology (BoM) is presented in the accompanying Table 4.3.

Table 4.3: Annual weather conditions Liverpool BoM Station 067020

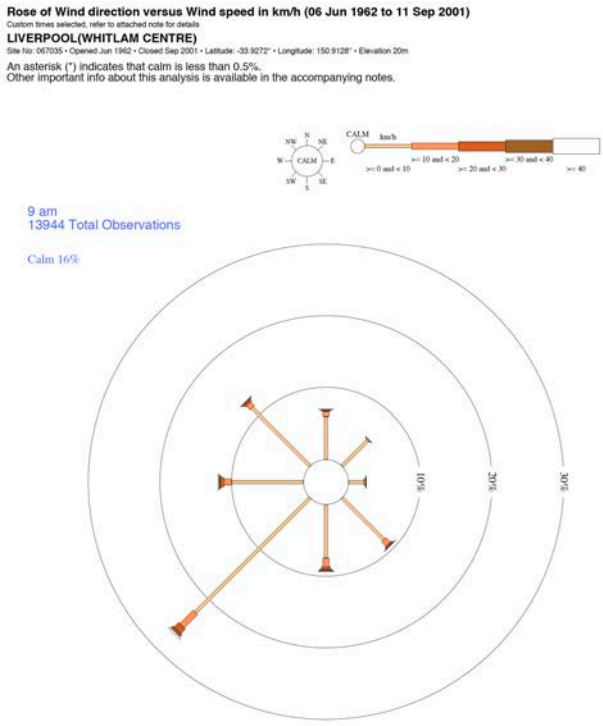
Weather conditions	***Liverpool BoM Station (BOM Site 067020)***
Annual rainfall	*865.8mm*
Highest monthly (average) rainfall	*101.1mm (March)*
Lowest monthly (average) rainfall	*40.2mm (July*
Annual minimum/maximum temperature	*11.6^{0}C/23.2^{0}C*
Highest mean monthly maximum temperature	*28.2^{0}C (January)*
Lowest mean monthly minimum temperature	*4.7^{0}C (July)*

(Source: BoM website February 2019)

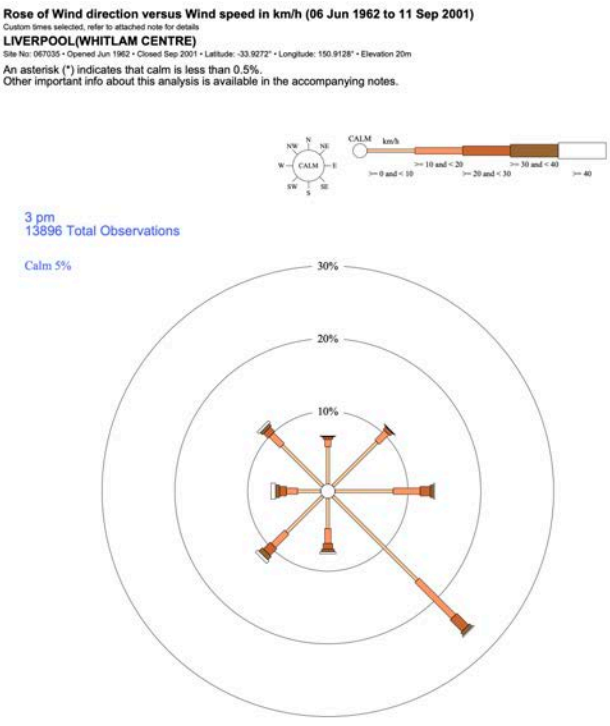
Wind records are available for the Liverpool BoM station (067020) for 9.00am and 3.00pm observations- refer to accompanying **Figure 4.21**.

Wind records from the Liverpool Bureau of Meteorology observation station show winds from almost all vectors in the mornings (9.00am), with predominant (and strongest) winds from the south-west, followed by winds from the north-east, west south-west and south.

Afternoon winds (3.00pm) are more pronounced from the south-west wind vector, followed by winds from the east, south-west and north-west, however, the strongest wins are from the north-west and south-west.



9am Wind Rose Liverpool (yearly average)



3pm Wind Rose Liverpool (yearly average)

FIGURE 4.21: Wind Roses Liverpool
(Source: NSW Bureau of Meteorology website February 2019)

▪ 4.7 Landscape

The landscape character and visual significance of a property needs to be considered in the context of a range of factors, including landscape features, visual prominence and context in the overall landscape. The general visual character of land is established through an assessment of its topographic characteristics, land use and settlement pattern, ability to be viewed by others and vegetation cover.

The aim of the landscape and visual impact assessment is to identify, evaluate and predict potential key visual impacts arising from the proposed school development.

The assessment of visual impact combines sensitivity with predicted magnitude of change to establish the significance of residual landscape and visual effects.

The visual impact of the proposed new school is assessed in detail in Section 7 of the EIS.

Landscape sensitivity relates to the nature of the landscape itself, its scenic qualities, and sensitivity to change. Visual sensitivity is the ability of the landscape to be seen by others and and sensitivity to change. Refer accompanying Table 4.4.

Table 4.4: Landscape and visual sensitivity criteria & relevance to project site

Sensitivity Class	Landscape Sensitivity Criteria (and relevance to the project site)	Visual Sensitivity Criteria (and relevance to the project site)
High	*Landscape characteristics or features with little or no capacity to absorb change without fundamentally altering their present character. Landscape designated for its international or national landscape value. Outstanding example in the area of well cared for landscape or set of features. Not relevant to the project site.*	*Users of outdoor recreational facilities, on recognised national cycling or walking routes or in national designated landscapes. Not relevant to the project site.*
High-Medium	*Landscape characteristics or features with a low capacity to absorb change without fundamentally altering their present character. Landscape designated for regional or county-wide landscape value where the characteristics or qualities that provided the basis for their designation are apparent. Good example in the area of reasonably well cared for landscape or set of features. Not relevant to the project site.*	*Road users in nationally designated landscapes or on recognised scenic routes, likely to be travelling to enjoy the view. Not relevant to the project site.* *Users of outdoor recreational facilities, in locally designated landscapes or on local recreational routes that are well publicised in guide books. Not relevant to the project site.*
Medium	*Landscape characteristics or features with moderate capacity to absorb change without fundamentally altering their present character Landscape designated for its local landscape value or a regional designated landscape where the characteristics and qualities that led to the designation of the area are less apparent or are partially eroded or an undesignated landscape which may be valued locally. An example of a landscape or a set of features which is neutral or mixed character. The project site has not been designated as having landscape features of any local significance, notwithstanding the fact that it is partially vegetated.*	*Dwellings with oblique views of the proposed development. Relevant to the project site.* *Users of primary transport road network, orientated towards the development, likely to be travelling for other purposes than just the view. The project site is located on a minor road, which will be upgraded as the precinct is developed. Not relevant to the project site at present, but may have applicability in the future (however, by then the site will have been cleared and developed for the purposes of a school).*
Medium-Low	*Landscape characteristics or features which are reasonably tolerant of change without detriment to their present character. Usually of little local landscape value. An example of an un-stimulating landscape or set of features. Relevant to the project site.*	*Primary transport road network users likely to be travelling to work with oblique views of the development or users of minor road network. Relevant to the project site at present.*
Low	*Landscape characteristics or features which are tolerant of change without detriment to their present character. Usually of little local landscape value. An example of monotonous unattractive visually conflicting or degraded landscape or set of features. Relevant to the cleared sections of the project site.*	*Road users on minor access roads travelling for other purposes than just the view. Relevant to the project site.* *People engaged in work activities indoors, with limited opportunity for views of the development. Currently not relevant to the project site, with no planned employment zones within the immediate visual catchment of the site in the future.*

The project site is partly cleared land with a small patch of trees in the southern section. This stand of vegetation is in a generally poor state of health and has Medium-Low landscape significance. This stand of vegetation is viewed by dwellings opposite it, on the other side of Byron Road, and by motorists travelling along Byron Road. Overall, the project site has minimal landform variety, given the flat to undulating nature of the topography encountered, with cleared areas being of minimal landscape value. These cleared areas have a Low Scenic Quality. The treed section of the project site has a higher landcover value, however, due to the poor condition of the trees encountered here, the density of trees and and terrain, it would, at best possess a Moderate or Low-Moderate Scenic Quality.

The above findings are not inconsistent with the results of either the *Leppington Precinct Planning Report* (Department of Planning and Environment June 2014) or *Leppington (stage 1) Finalisation Report* (Department of Planning and Environment October 2015), neither of which identifying the project site as possessing any visual significance or visual features worthy of retention.

▪ 4.8 Traffic Environment

4.8.1 Overview

A detailed traffic assessment of the project has been undertaken by traffic consultants Traffix, the results of which are summarised in the following. Refer to **Appendix M** for further details.

A detailed traffic assessment of the Leppington Precinct was conducted and included in the *Transport and Access Strategy for the Draft Leppington Precinct Plan* (AECOM Australia Pty Ltd on behalf of NSW Department of Planning & Infrastructure *Leppington Precinct Transport and Access Strategy* dated March 2014), which incorporated a school on the project site.

Infrastructure planning has been undertaken for the whole precinct, and includes a sequenced program for infrastructure delivery to support demand up to 2036. Refer to **Figure 4.22**. The strategic modelling accounts for future roads and traffic impacts, including the relative staging for upgrades. The strategy-except where modified later by the *Camden Growth Centre Precincts Development Control Plan*- is summarised in the following:

Road Network

The proposed road hierarchy for Leppington Precinct is based upon the South West Growth Centre Road Network Strategy, neighbouring precincts and the expected traffic flows on the road network. Traffic is to be distributed through the Leppington precinct via the hierarchical network of Sub-Arterial, Transit Boulevard and Collector Roads, then via Local Streets to individual land parcels. All strategic roads identified within the South West Growth Centre Road Network Strategy are assumed to occur at ultimate development.

- Ingleburn Road is designated as a 4-lane Sub-Arterial Road.
- Byron Road is designated as a 2-lane Collector Road.
- The Transport and Access Strategy provides that all collector roads and local roads within the Leppington Precinct require only one traffic lane in each direction, with localised widening at intersections and parking lanes if required. [NOTE: Parking lanes are proposed in the local road on the northern side of the proposed school campus, necessitating widening of this road].

Refer to **Figure 3.21** of the EIS for the road hierarchy for the precinct in proximity to the project site, as set down in the *Camden Growth Centre Precincts Development Control Plan*.

Intersection Treatment

In regard to intersections, the Transport and Access Strategy provides that:

> "*Intersections within the Leppington Precinct have been designed to accommodate future year traffic demands and wider regional development at 2036*."

The Transport and Access Strategy shows a roundabout at the intersection of Ingleburn and Byron Roads, however, a signalised intersection is now identified in the *Camden Growth Centre Precincts Development Control Plan*. Signalised intersections best manage heavy conflicting movements, and provide increased priority to buses.

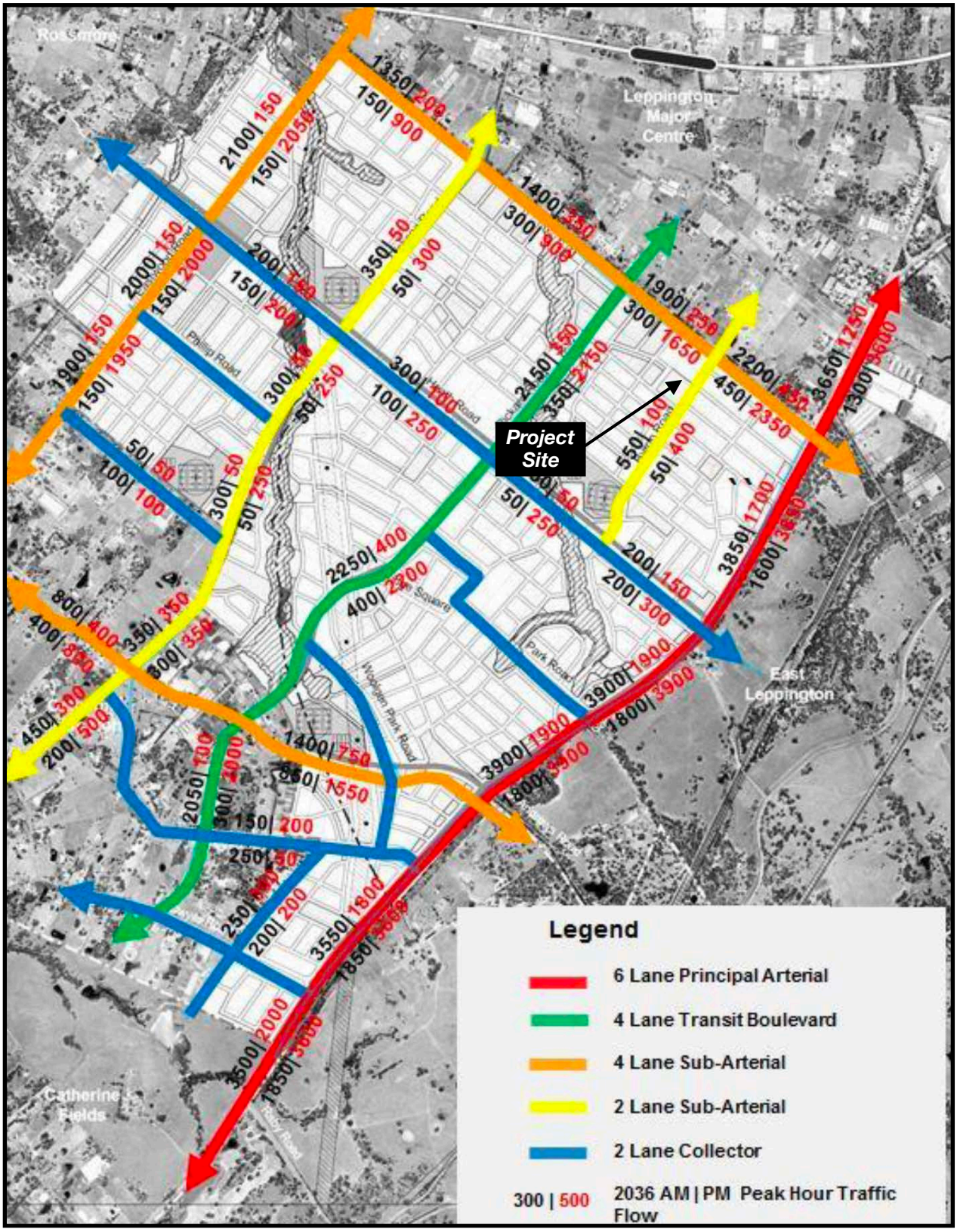


FIGURE 4.22: Leppington Precinct Proposed Road Hierarchy and Peak Hour Mid-Block Flows for 2036

(Source: Figure 7 AECOM Australia Pty Ltd on behalf of NSW Department of Planning & Infrastructure Leppington Precinct Transport and Access Strategy dated March 2014)

Pedestrian and Bicycle Networks

The Transport and Access Strategy has Byron Road accommodating an on-road pedestrian/cycle route, with Ingleburn Road planned to accommodate an off-road pedestrian/cycle route. Refer to **Figure 3.22** of the EIS for the planned pedestrian and cycle network for the precinct in proximity to the project site, as set down in the *Camden Growth Centre Precincts Development Control Plan*.

4.8.2 The project site and road access

The project site partially encompasses two land parcels at No.85 Byron Road and No.63 Ingleburn Road, on the south-west corner of the intersection of these two roads. As part of the Leppington Priority Precinct urban release, the NSW Department for Planning & Environment has published an Indicative Layout Plan. The plan illustrates the future road hierarchy and zoning for Leppington, where it is evident that the site will be bound by three existing or proposed street frontages:

- A south-east frontage to Byron Road measuring approximately 180m. A 2-lane bitumen sealed road.
- A south-west frontage to a proposed Local Street measuring approximately 124m. Not constructed.
- A north-east frontage to a proposed Local Street measuring approximately 106m. Not constructed.

The project site is presently used for rural residential uses, with a single dwelling house positioned on 85 Byron Road (the dwelling on 63 Ingleburn Road is located external to the site). Two (2) vehicular accesses are provided to the site along Byron Road.

4.8.3 Existing road network

The road hierarchy in the vicinity of the project site (refer **Figure 4.23)** is as follows:

- **Camden Valley Way**: an RMS Main Road (MR620) that generally runs in a north-south direction between the Hume Highway in the north and Narellan Road to the south. Camden Valley Way provides two lanes of traffic in each direction separated by a median and is subject to an 80km/h speed zoning.
- **Ingleburn Road**: presently serving as a local road that generally runs in an east-west direction between Camden Valley Way in the east and Eastwood Road to the west. It provides a single lane of traffic in each direction and carries a 70km/h speed zoning. Under the precinct road hierarchy plan published in the *Camden Growth Centre Precincts Development Control Plan* Schedule 5, Ingleburn Road will be upgraded to a four lane sub-arterial road.
- **Byron Road**: presently serving as a local road that traverses in a north-south direction between Rickard Road in the north and Heath Road to the south. It provides a single lane of traffic in each direction and is subject to a 70km/h speed zoning. Under the precinct road hierarchy plan published in the *Camden Growth Centre Precincts Development Control Plan* Schedule 5, Byron Road will be upgraded to a two lane collector road.

By way of reference to the Indicative Layout Plan for Leppington it is clear that the project site is planned to continue to enjoy a high level of connectivity within Leppington precinct and to the Leppington town centre, with convenient access to the arterial road network on Camden Valley Way provided via Ingleburn Road, and planned upgraded roads and cycleways to the north. Under the Leppington precinct road hierarchy plan published in Schedule 5 of the *Camden Growth Centre Precincts Development Control Plan*, the intersection of Byron Road and Ingleburn Road is planned to be upgraded to a signalised intersection.

The intersection of Ingleburn Road, Camden Valley Way and Denham Court Road has been recently upgraded to a four-legged signalised intersection. All legs of the intersection provide signalised pedestrian crossings, two slip lanes with signalised pedestrian crossings on the western side and two slip lanes with marked pedestrian crossings on the eastern side.

4.8.4 Existing public transport

The Leppington railway station is a short distance to the north of the proposed school, located approximately 1.2km to the north. The project site also benefits from existing bus routes running along Ingelburn Road, with a bus stop situated at the northern boundary of the project site. The Traffix report shows that three bus routes run along Ingleburn Road at present: the 856 Bringelly to Liverpool bus service; the 841 Narellan to Leppington bus service; and the 858 Oran Park Town Centre to Leppington bus service. These bus routes provide a good degree of connectivity between the rapidly growing suburbs of the Camden and Campbelltown LGAs and the proposed school. Refer **Figure 4.19** showing existing bus routes currently serving the project site.

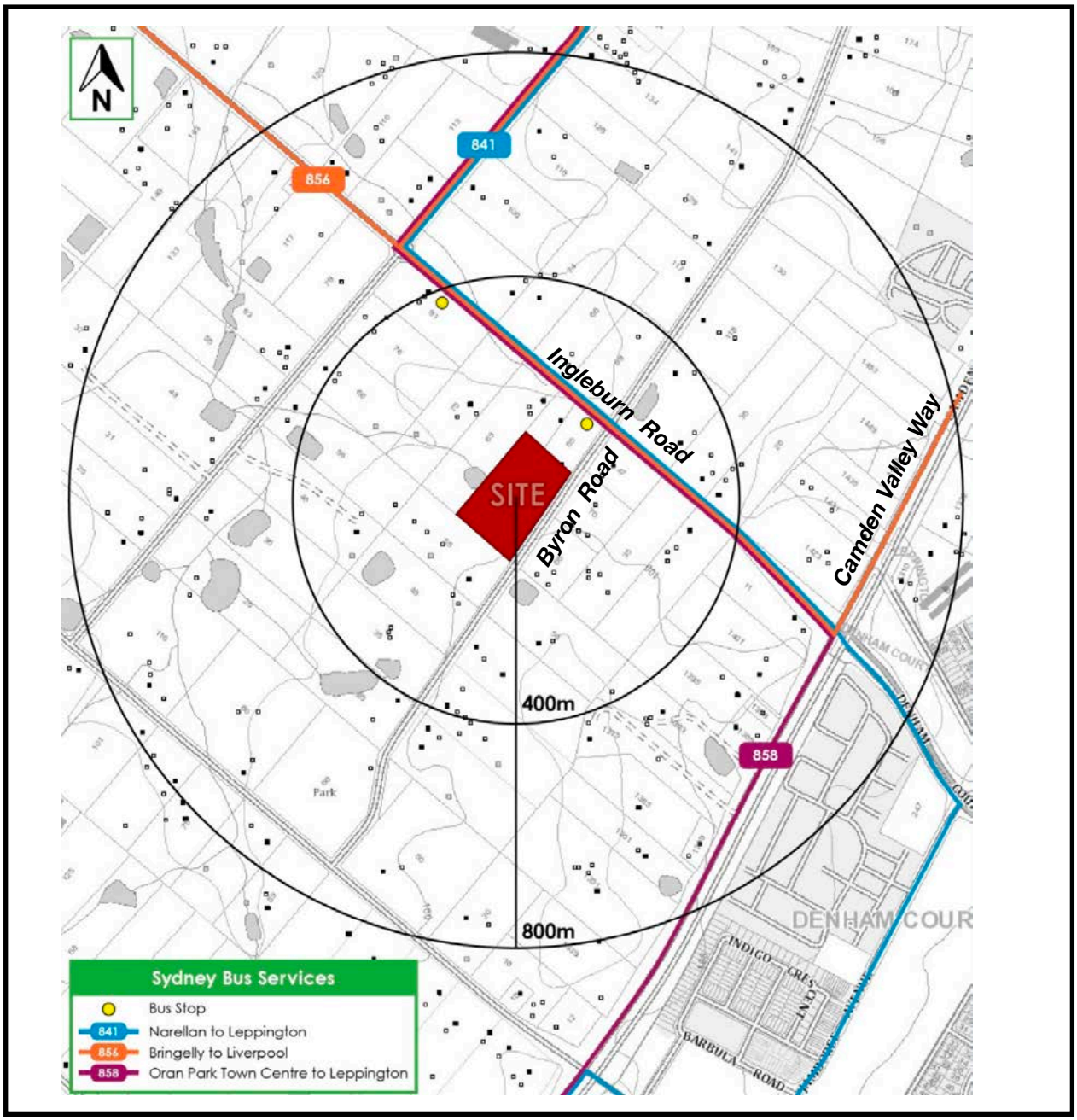


FIGURE 4.23: Bus Routes Currently Serving the Project Site
(Source: Traffix "Traffic & Transport Assessment" report dated May 2019)

4.9 Existing Utilities

Refer to Section 2.8 of the EIS for existing and proposed services provision to the project site.

5. Consultation

5.1 Overview: Consultation for Planning of Leppington Precinct

To put this matter in a broader planning context, it is important to note that an extensive public consultation process was undertaken by the NSW State Government prior to the release of the Leppington priority precinct for urban development, which included the designation of the project site for the specific purpose of an educational establishment. In other words, the general public have already had the opportunity to comment on the suitability of the project site for the purposes of a school.

The details of the public consultation exercise are contained in the Department of Planning & Environment report entitled *Leppington (Stage1) Finalisation Report* dated October 2015, summarised below.

The draft Precinct Planning Package was available to the public and on exhibition from 10 November to 19 December, 2014 at Camden Council offices at Camden and Narellan, at the Department of Planning & Environment's offices at Sydney and at Parramatta, as well as on the Department of Planning & Environment's website. Other key features of the public consultation process were as follows:

- The Department wrote to all land owners in the Leppington Precinct and invited submissions on the draft Precinct Plan for Leppington.
- The Department advised stakeholders of the exhibition, including the local councils, state agencies, and environmental, community and development interest groups.
- The Department held two community drop-in sessions at the Leppington Progress Association Hall, 123 Ingleburn Road, Leppington during the exhibition period. "The sessions were well attended by the community, with 195 landholdings within the Precinct represented by 297 people. At the sessions Departmental staff offered information and advice to land owners including assistance interpreting technical information, and addressing concerns regarding the proposed staging process." (source: Department of Planning & Environment report entitled *Leppington (Stage1) Finalisation Report* dated October 2015, page 7)

A total of 118 submissions were received and reviewed by Departmental staff and issues categorised. Of these submissions, four (4) submissions related to two school sites in the Leppington area, specifically:

- The proposed Anglican K-12 school site, corner of Heath Road and Byron Road (at No.50 heath Road and No. 26 Byron Road). Following submissions made on behalf of the Sydney Anglican Schools Corporation and Anglican Church Property Trust the open space area on the school site was reconfigured so as to not constrain the future development of this site for a school. On the 9 August 2016 development consent was granted to the staged (ie.concept) development of this site for the purposes of a 894 place primary and high school, incorporating the reconfigured open space area.[NOTE: Outline Planning Consultants Pty Ltd acted on behalf of the Sydney Anglican Schools Corporation for this development for the DA and cc components of the Stage 1 development].
- The proposed school on the project site at the corner of Ingleburn Road and Byron Road.

The following are scanned excerpts from the *Leppington (Stage1) Finalisation Report* relating specifically to the project site- refer **Figure 5.1**. It explains the justification for a reconfiguration of the proposed school site, moving the school away from the Ingleburn Road frontage, as well as the following:

- The Department's intent that the adjoining public open space will be co-shared with school users.
- The vegetation on the project site does not have to be retained.

4.6 Proposed School Sites

4.6.1 Public primary school site – corner of Ingleburn Road and Byron Road

The exhibited primary school site had direct frontage to both Ingleburn Road and Byron Road. Consultation with the Roads and Maritime Authority (RMS) concluded that the school site should be moved away from Ingleburn Road to avoid any potential safety issues, and to avoid the need for a school zone speed limit on Ingleburn Road. The school will continue to have access from Byron Road which is proposed to be a collector road and will accommodate buses.

The school site has also been reduced in area in consultation with the Department of Education and Communities with the intent that adjoining public open space will be co-shared with Council for passive play, or that the school can be designed to fit within the proposed site.

The open space in this area has been increased and the drainage land shown on the exhibited ILP removed from the final ILP as it remains a permitted land use on RE1 Public Recreation zoned land.

As a result of the relocation of the school site, an area of Additional High Conservation Value Vegetation (AHCVV) will no longer be mapped on the Native Vegetation Protection (NVP) SEPP map. Areas of AHCVV were identified across the Priority Growth Areas as part of precinct planning, after the original Priority Growth Areas vegetation mapping in 2007. This vegetation is on certified land and does not have to be retained but is worthy of retention if possible to contribute to conservation outcomes across the Precinct. It is possible that as the school is developed, part of the vegetation will be retained. See **Figure 5** for the changes in layout and **Table 5** for the area changes.

Figure 5: Proposed Ingleburn Road school site and surrounding land

Exhibited

Final

Table 5: Area changes with revised school, open space and residential zoning amendments

	Exhibited (ha)	Final (ha)
School	3.15	2.23
Open space	1.32	1.53
R3 Medium Density Residential	0.41	1.40
Drainage	0.17	Incorporated within open space

FIGURE 5.1: Reconfiguration of school zoning for project site following public consultation, prior to final rezoning of project site

(Source: excerpts from pages 15 and 16 of Department of Planning & Environment report entitled Leppington (Stage1) Finalisation Report dated October 2015)

▪ 5.2 Summary: Consultation for this Project

In accordance with the SEARs issued by the Department of Planning and Environment, the project team, including Amity College, has carried out consultation with the following stakeholders:

- Camden Council. Refer **Appendix Y**.
- Government Architect NSW (GANSW). Refer **Appendix B**.
- Transport for NSW (TNSW). Refer also to Traffix traffic report in **Appendix M**.
- NSW Roads and Maritime Services (RMS). Refer also to Traffix traffic report in **Appendix M**.
- Service providers. Refer also to services report in **Appendix Q**.
- Neighbouring landowners. Refer also to **Appendix G**.
- Relevant community groups. Refer also to **Appendix G**.

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

Details of the consultation carried out by the project team are set out in the following sections. It describes the consultation process and the issues raised, and identifies where the design of the proposed school development has been amended in response to these issues. Where amendments have not been made to address an issue, a short explanation is provided.

The following table outlines the parties that are to be consulted and whose responsibility it will be to consult with each party. The consultation exercise has not only extended to those agencies and groups as set out in the SEARs, but also to Aboriginal groups and the Amity College school community as well.

Table 5.1: Consultation process and outcomes

Government agency or party consulted	***Consultation and outcomes***
Camden Council	*A summary of the proposal was sent to Camden Council and they provided input into the preparation of the EIS through the SEARS in advice dated 20 April 2018. This EIS has been prepared in accordance with Camden Council comments included with the SEARS.* *Outline Planning Consultants & Gran Associates met with Council planners and engineers on 10 October 2018 to further discuss project.There has been further email communications between the parties since that time.*
Government Architect	*Amity College, Outline Planning Consultants & Gran Associate met with GANSW on 5 November 2018 and 3 December 2018 to discuss the project & operative design principles.Refer **Appendix B**.*
Transport for NSW (TNSW)	*A summary of the proposal was sent to Transport for NSW (TNSW) and they provided input into the preparation of the EIS through the SEARS in advice dated 23 April 2018. This EIS has been prepared in accordance with TNSW comments included with the SEARS. Traffic consultants Traffix have since consulted with TNSW- refer **Appendix M**.*
Roads & Maritime Services (RMS)	*Traffic consultants Traffix have consulted with RMS- refer **Appendix M**.*

Service providers	*A summary of the proposal was sent to Sydney Water and they provided input into the preparation of the EIS through the SEARS in advice dated 6 April 2018. This EIS has been prepared in accordance with Sydney Water comments included with the SEARS. Consulting engineers Erbas have since consulted with relevant services agencies-* ***refer Appendix Q****.*
Community groups, local school	*Following a request from Outline Planning Consultants, in May 2018 Camden Council provided a list of relevant community groups to be consulted. This included Leppington Public School and a number of community groups. Amity College subsequently emailed and telephoned all of the community groups, including the Leppington Public School, on multiple occasions, without a response. Refer also to* ***Appendix G*** *for letters sent to these groups. Outline Planning Consultants also contacted the Camden Police Area Command for comments in February 2019, without a response. Refer also* ***Appendix G*** *and* ***Appendix Y****.*
Local residents, residential land developer to the south	*Amity College advised local residents of the proposal by placing a notice of the proposed new school development in letter boxes at all properties in proximity to the proposed development. The notice included a letter from Amity College, together with a plan and aerial view of the proposed new school together with details how to contact Amity College. Refer also to* ***Appendix G*** *for Fact Sheet and notices sent to these residents. No responses were received.* *Consultation was also carried out with Crownland Developments, who are developing the residential subdivision to the south of the project site.*
Notification project through Amity College's website	*Amity College placed notice of the proposed new school development on its website, advising of the proposed development and inviting comments from the on the proposal. No responses have been received to date.*
Newspaper advertisement	*Amity College placed an advertisement in a local newspaper, advising of the proposed development and inviting comments from the general public on the proposal. No responses have been received.*
Government agencies, including EPA, OEH, and NSW Police	*A summary of the proposal was sent to the EPA and OEH and they provided input into the preparation of the EIS through the SEARS in advice dated 18 April 2018. This EIS has been prepared in accordance with comments from EPA, OEH and NSW Police.*
Aboriginal groups	*Aboriginal community consultation undertaken in accordance with the Aboriginal cultural heritage consultation requirements for proponents 2010 (DECCW), including on site investigations with representatives from Darug Land Observations, Cubbitch Barta Native Title Claimants, and Tharawal Local Aboriginal Land Council.*

▪ 5.3 Camden Council

Camden Council issued comments for inclusion in the SEARS for the proposed development in advice to the Planning Secretary dated 20 April 2018.

This EIS has been prepared in accordance with Camden Council comments included with the Secretary's Environmental Assessment Requirements (SEARS), as summarised in the accompanying Table 5.2.

Following issuing of the SEARs, the project team consulted with Camden Council town planning and engineering staff by way of one meeting, with follow up telephone calls and emails during the course of preparation of the EIS. Refer also to **Appendix Y**.

Table 5.2: Response to Camden Council SEARS issues

Issue raised by Camden Council in SEARS	Response/Compliance
1. Parking: *Off-street car parking to comply with Camden Growth Centre Precincts Development Control Plan (DCP):* • *1 space per staff member, and* • *1 space per 100 students, and* • *1 space per 5 students in Year 12 where appropriate.* *A drop off / pick-up area facility of sufficient size to be provided.*	*Complies.* *The project provides car parking in accordance with the the requirements of Camden Growth Centre Precincts Development Control Plan.* *Both the primary school and secondary school provide for suitable drop off/pick up zones in accordance with the requirements of Camden Growth Centre Precincts Development Control Plan.*
2. Local Roads to be provided. *"The DCP has master planned the site to contain local parts of two local roads. The provision of these roads must form part of the DA for the school."*	*Complies.* *Stage 1 provides for the completion of the half-width Local Street that adjoins the southern boundary of the project site, with construction of the other Local Street, adjoining the northern boundary proposed prior to opening of the secondary school campus.* *Additionally, Amity College propose to widen the northern Local street in order to provide on-street car parking which can be utilised by users of the adjoining public open space during out-of-school hours.*
3. SEPPs to be addressed: *Council requires the DA to address the requirements of State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017, State Regional Environmental Plan No. 20-Hawkesbury-Nepean River, and Draft Environment State Environmental Planning Policy.*	*Complies.* *Refer to the following sections of the EIS:* ► *Section 3.2.7: State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017.* ► *Section 3.2.8 and Section 7.3: Deemed State Regional Environmental Plan No. 20-Hawkesbury-Nepean River.* ► *Section 3.2.9 and Section 7.3: Draft Environment State Environmental Planning Policy.*
4. Camden Growth Centre Precincts Development Control Plan to be addressed	*Complies.* *Refer to Section 3.3.11 of the EIS, in particular.*
5." The site was envisioned to be developed as a public school in accordance with the Camden Growth Areas Contributions Plan (CP). A private school is therefore inconsistent with the CP. In addition, Council notes that the proposed development will not be exempt from the payment of monetary contributions in accordance with the CP. The applicant must address the CP in preparing the DA."	*Addressed in Section 2.13 of the EIS, where reasons are provided in support of an exemption to the payment of any developer contributions pursuant to Council's contributions plan.* *Applying any such levy against schools generally, and this project in particular, is in effect "double-dipping"- an inequitable and unjustified use of local government powers to impose s.7.11 contributions.*
6. "Council strongly recommends that the applicant consult with the Camden Local Area Command (NSW Police Force) in the preparation of the DA."	*Camden Local Area Command was contacted on 11 February 2019 with no feedback received.*

7. Liaison with Camden Council required regarding the ultimate upgrade of Ingleburn Road intersection.	*Complies.* *Outline Planning Consultants, Gran Associates Australia and Amity College representatives have consulted with Council officers on this design matter. The proposed new school does not activate the need for this intersection upgrade- this upgrade a part of the overall roads and transport infrastructure strategy for Leppington Precinct.*
8."The applicant should carefully investigate facilities for school drop-off and pick-up on Byron Road and minimise impact on through-traffic."	*Complies. The design allows for drop off /pick up zones fronting the two Local Streets, on the southern and northern boundaries of the school site, rather than Byron Road. This should minimise impacts on through traffic using Byron Road.* *Bus bays only are proposed on Byron road.*
9. "Consideration should be given to staggered start and finish times for different stages of the school to reduce traffic impacts."	*Amity College agrees to stagger school times.*
10. Stormwater management report required with DA.	*Complies. A stormwater management report accompanies the DA- refer **Appendix R** and Section 2. The plan demonstrates an overall satisfactory design for stormwater management, including interim and ultimate quantity and quality control, in accordance with Council's Engineering Specifications, the DCP and the Precinct's Watercycle Management Strategy.*
11. "The proposed development must be designed in accordance with the Parson Brinckerhoff Water Cycle Master Plan produced in support of Schedule 5 of the Camden Growth Centre Precincts Development Control Plan (DCP). This should also include consideration of the drainage routes going through the surrounding road network and potentially through the site. The DA should also consider where the DCP shows road networks as these are generally in locations that allow drainage to flow."	*Complies. Refer to report prepared by consulting engineers Martens & Associates, accompanying this EIS (**Appendix R**), as well as Sections 2.2 and 7.7 of this EIS for further details.*
12. Consideration of flood levels, road widening and road works required at the intersection of Byron Road and Ingleburn Road, and future levels in relation to surrounding road network.	*Refer to engineering plans, prepared by consulting engineers Martens & Associates, accompanying this DA. Refer **Appendix U**. Refer also to Section 2.2.*
13. Engineering plans required showing details of drainage, roads, aisles and parking spaces, on site detention and other engineering details.	*Refer to engineering plans, prepared by consulting engineers Martens & Associates, accompanying this DA-refer **Appendix U**. Refer also to Gran Assocaites Australia DA drawings accompanying this DA. Refer also to Section 2.2.*
14. Salinity assessment required	*Complies. Refer to report by GeoEnviro accompanying this EIS (**Appendix T**) and Section 4.2.3 of this EIS.*
15. Canteen details sought	*The location and layout of any proposed canteen, and any associated bin area/room, is capable of complying with AS 4674-2004- Design, Construction and Fit-Out of Food Premises- a suggested condition of any consent issued.*

16. "Details of how any existing on-site wastewater management systems will be decommissioned must be submitted with the DA."	*Sufficient details have been provided for the purposes of a DA. All septic systems will be disconnected from the dwelling by an accredited plumber, with the tank then pumped and cleaned in accordance with Sydney Water and any other regulatory requirements. Refer also to preliminary Construction Management Plan (**Appendix I**) for demolition details. Further details, if required, can be imposed as a condition of consent.*
17. Waste management.	*Details of waste management are provided in section 2 of the EIS, as well as in the preliminary Construction Management Plan (**Appendix I**).*
18. Aboriginal cultural heritage assessment required.	*An Aboriginal cultural heritage assessment, prepared in accordance with the relevant Office of Environment and Heritage guidelines, has been prepared. Refer **Appendix L** and Section 4.2.5 of the EIS for further details.*
19. BCA design assessment required.	*An A1 accredited certifier has been engaged to provide a BCA design assessment, with particular focus on the requirements of Part D3 Accessibility.Refer **Appendix V**.*
20. Access report required.	*An access report, prepared by a suitably qualified access consultant, must be submitted with the DA. Refer **Appendix V**.*

A meeting with Camden Council officers was held at Council's offices at Oran Park on 10 October 2018. At the meeting with Council officers representatives of Gran Associates Australia presented the master plan and other drawings associated with the proposed new school and explained the design process that led to the formulation of the scheme for the site.

Camden Council subsequently issued minutes of the meeting which set out the planning, environmental health, engineering, traffic, bush fire and building advice provided by Council staff, a copy of which is provided at **Appendix Y**.

These issues have been addressed in the EIS, as summarised in the accompanying Table 5.3.

Table 5.3: Response to Camden Council issues raised at meeting held 10 October 2018

Issue raised by Camden Council in meeting held 10 October 2018	***Response***
Planning: *"1. As the discussed, the site is identified for a public school. Whist a school is still proposed (albeit private), the land is still identified for acquisition for public purposes. Council remains concerns about the potential loss of land identified for public purposes. The strategic and long-term planning for the provision of adequate public land and educational facilities in Leppington must be understood."*	*As Council were advised at the meeting, the site is zoned SP2 Educational Establishment under the provisions of State Environmental planning Policy (Sydney Region Growth Centres) 2006 Land Zoning map- Sheet LZN_008. This zoning does not identify the site for intended use for a public school per se., but it is clear that the intended future use of the site is for the purposes of a school.* *Council were also advised that the State Government has given formal recognition to the role that non-government schools will have in meeting the anticipated demand in new schools and school facilities generally.* *Related to the point above, the the Department of Education has advised in writing that it longer has an interest in acquiring the land for the purpose of public school.*

"2. As the design develops it is critical to ensure that the school buildings are well articulated, have three dimensions that can be clearly visually read and avoid long expanses of unbroken building bulk and mass."	*Gran Associates Australia representatives explained at the meeting how the proposed new school buildings will achieve these design aims, including use of the following design elements:* ▸ *The massing of the buildings ranges from two (2) storeys in the primary school section to three (3) storeys in the secondary school section. This respond to the north/ south site slope.* ▸ *Each street elevation is carefully designed to address its relevant street frontage. The modules at each street corner are articulated to differentiate them from the other modules and provide a landmark statement.* ▸ *The central "Heart of School" provides a clearly defined public entry and centre of school.* ▸ *The overall effect avoids unbroken building bulk and mass.*
"3. The suitability and safety of basement car parking in a greenfield school/low density residential context needs to be carefully considered."	▸ *The basement car parking proposed will be for staff only, not for the general public or students. Amity College will also have in place appropriate security measures, to ensure the safety of users of these car parking areas.* ▸ *The design will provide for the safe and efficient passage of staff to and from their vehicles.* ▸ *Providing for basement car parking should also assist in minimising unnecessary crowding and trafficking near the proposed school campus.* ▸ *The provision for basement car parking is becoming more common in newer school developments in any urban area eg. Amity College Auburn campus, Danebank School at Hurstville.* ▸ *Proper notification systems, lighting, and signage will be used to facilitate safe and speedy evacuations during an emergency in the basement parking spaces.*
Engineering: *4. Stormwater management (interim and final) to conform with Parsons Brinckerhoff Water Cycle Master Plan for the area.*	*Noted.* *Incorporated into Integrated Water Management Plan prepared by Martens & Associates - refer* ***Appendix R****.*
"5.The drainage design must ensure that the usability of the planned public open space to the north west of the site is not negatively impacted."	*Noted.* *Incorporated into Integrated Water Management Plan prepared by Martens & Associates - refer* ***Appendix R****.*
"6. A legal point of stormwater discharge must be provided for the development."	*Noted.* *Detail provided in engineering design drawings- refer Appendix U. Refer also to Martens & Associates Integrated Water Management Plan prepared by Martens & Associates - refer* ***Appendix R****.*
"7.Longitudinal sections and road cross sections that show how the proposed development will 'tie in' with surrounding roads (existing and future) must be submitted with the DA."	*Noted.*
"8. To further discuss design parameters for the site levels (with regard to Council's ongoing design work for Byron Road/Ingleburn Road and associated DA submission requirements), please contact Council's Team Leader Design, David Atkin, on (02) 4645 5164 in the first instance."	*Noted.*

Traffic: *"9.The visitor parking/pedestrian entry and bus zone access along the site's south eastern boundary have the potential to conflict with each other. Pedestrians walking out of the access will have vehicles accessing driveways directly adjacent."*	*Noted at meeting. An undertaking given at the meeting that the design will be amended to address these concerns. Refer also to drawings accompanying this development application in Section 2 of this EIS.*
"10. The locations of the visitor parking and the bus zone areas are directly opposite an intersection. It is ideal to avoid this layout and have the driveway mid-block to ensure safety and alleviate confusion associated with four way intersections. Figures 3.1 of AS2890.1 identifies the prohibited locations of access driveways."	*Noted at meeting. An undertaking given at the meeting that the design will be amended to address these concerns. Refer also to drawings accompanying this development application in Section 2 of this EIS.*
"11. Bus parking areas must comply with relevant standards and be sufficient to allow buses to enter, park, load/unload and take-off. Signage will be required to ensure that parking is only used by buses."	*Noted.*
"12. Loading bays must be sited and designed to ensure that vehicles enter and exit the site in a forward direction. Reversing trucks will be a hazard to the public and students."	*Noted.*
"13. Parking space 1 in the primary drop-off will need to have sufficient sight lines to ensure vehicles do not reverse into incoming vehicles when exiting."	*Noted. An undertaking given at the meeting that the design will be amended to address this concern.*
"14. The parallel parking spaces in the primary drop-off are blocking the student entry. A pedestrian walkway is recommended to address safety concerns and ensure students dropped off in the angled parking spaces will be able to enter the school safely."	*Noted at meeting. An undertaking given at the meeting that the design will be amended to address these concerns.*
"15.The exit to the primary drop-off is blocked by landscaping."	*Noted at meeting. An undertaking given at the meeting that the design will be amended to address this concern. Refer also to drawings accompanying this development application in Section 2 of this EIS.*
"16. The exit to the primary drop-off and entry/exit to the basement are located close to each other. Separation is encouraged to provide a safe area for pedestrians to wait in the event a car is exiting and obstructs the walkway."	*Noted at meeting. An undertaking given at the meeting that the design will be amended to address this concern. Refer also to drawings accompanying this development application in Section 2 of this EIS.*
"17. Space 34 in the secondary drop off area will require sufficient sight lines for entering vehicles. Landscaping/fencing must not obstruct sight lines."	*Noted at meeting. An undertaking given at the meeting that the design will be amended to address this concern. Refer also to drawings accompanying this development application in Section 2 of this EIS.*
"18. The exit to the secondary drop off and entry/exit to the basement are located close to each other. Separation is encouraged to provide a safe area for pedestrians to wait in the event a car is exiting and obstructs the walkway."	*Noted at meeting. An undertaking given at the meeting that the design will be amended to address this concern. Refer also to drawings accompanying this development application in Section 2 of this EIS.*
"19. The proposed pedestrian crossing is subject to meeting the warrants in the RMS supplement. In the case that warrants are not met it is recommended that you consider a children's crossing in the interim. Pram ramps must be provided in accordance with the relevant design standards."	*Noted.*

"20.Wheel stops must be provided in accordance with AS2890.1."	*Noted.*
"21. The entry/exit ramp to the basement areas must accommodate two-way traffic. Swept paths must be submitted with the DA that depict vehicles travelling in opposite directions at the top and base of the ramps."	*Noted.*
"22. Compliant disabled parking must be provided."	*Noted.*
"23.All loading bays, car parking spaces, aisle widths and gradients must comply with the requirements specified in AS2890.1, .2 and .6."	*Noted.*
"24. Please refer to Council's letter of 20 April 2018 that provided additional feedback to the Department of Planning and Environment."	*Refer to Table 5.2 above, which addresses this matter.*

In addition to the above, and based on Outline Planning Consultants notes taken at the above Council meeting held on 10 October 2018, Council officers at the meeting also provided the following additional information including but not limited to the following:

- Camden Council has engaged consultants to review the upgrading of Byron Road and as a part of this investigation will establish design road levels. In the meantime, Council will provide conceptual road levels along Byron Road fronting the project site.
- There is no Council timetable for delivery of the upgrading of Byron Road or other existing roads at Leppington.
- Council is happy to discuss further developer contributions and any offsets or exemptions sought by Amity College.
- Council accepts that the contributions plan doesn't envisage any contributions from any development on the project site and that any final determination is "really up to the Department" (of Planning & Environment).
- Council accepts that any final drainage design will take into account the development of the land to the north-west for the purposes of a public open space. As an interim solution, Council officers advised that Amity College should maintain pre and post development flows. Furthermore, Council have not worked out the capacities of downstream basins to accommodate future flows, and Council engineering would prefer if the School could re-use all stormwater on site, if possible.
- Council to confirm in writing that there will be no requirement to contain any 1:100 year storm event on the project site.

There have been numerous telephone calls and emails between Council officers and representatives of Amity College and the project team since the SEARS was issued. In an email dated 30 November 2018 Outline Planning Consultants wrote to Camden Council proposing on-street parking in the unmade Local Street that planned along the northern boundary of the proposed school site, as part of the school DA. The benefit of such a parking arrangement would be that it would provide for out-of-school-hours use by the general public wishing to use the proposed local park that adjoins the school. It was explained that such a proposal would necessitate providing for a road reserve of width greater than the 16m width in the Camden Growth Centres PrecinctsDevelopment Control Plan 2017 for Local Streets. In email advice dated 3 December 2018 Council's Team Leader Engineering Certification gave support to this proposal, as well as to the proposed bus bays on Byron Road. Further advice was received by Council's Principal Planner on 14 December 2018, regarding need for full width construction of the northern Local Street. In emails dated 3 and 14 December 2018 Camden Council indicated its support for the proposed car parking arrangements on the northern Local street and the arrangement for the bus bay on Byron Road. Refer **Appendix Y**.

5.4 Government Architect NSW (GANSW)

Recent amendments to the *Environmental Planning & Assessment Act 1979* introduce a new requirement for planning authorities to promote 'good design and amenity of the built environment' in planning decisions.

Department of Planning and Environment Circular PS 18-006, issued on 28 June 2018, outlines the role of the Government Architect NSW (GANSW) in delivering a range of initiatives to support the implementation of this new requirement. These include the release of a design policy *Better Placed* and the introduction of a pilot NSW State Design Review Panel (Panel), established in April 2018.

Planning Circular PS 18-006 states that the Panel will provide independent, expert and impartial advice on the design quality of significant development proposals in NSW, including projects declared state significant development (SSD), having regard to the principles and ambitions of *Better Placed*. The Panel will review a proposal and make recommendations prior to the lodgement of any DA. Planning Circular PS 18-006 explains that GANSW will use this advice to provide design advice to applicants and the Minister for Planning, or his delegate.

As requested by GANSW in advice to the Department of Planning & Environment in their SEARS advice architects Gran Associates Australia have prepared a design report that establishes the design guidelines and development parameters for the project, clearly demonstrating how the design quality of the project will be achieved through all stages in accordance with the requirements of Schedule 4 of *State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017*. Refer to **Appendix C** and Section 2 of this EIS for details.

In the same letter of advice GANSW also requested consultation with the Government Architect as a design review through the NSW State Design Review Panel (SDRP, or Panel) prior to lodgement of the EIS.

Two meetings were held with GANSW and SDRP:

- **Pre-briefing meeting held with the SDRP on 5 November 2018**. The meeting was coordinated by Emma Kirkman, Manager, Design Review, Government Architect NSW (GANSW) and was attended by representatives of Amity College, the project team (Gran Associates Australia and Outline Planning Consultants) as well as by Department of Planning & Environment. Following this meeting, various revisions were made to the project design in response to comments made by the SDRP at this meeting.

- **Meeting held with the SDRP on 3 December 2018**. The meeting was coordinated by Emma Kirkman, Manager, Design Review, Government Architect NSW (GANSW) and was attended by representatives of GANSW (senior design advisor Carol Marra from GANSW and an independent expert drawn from the GANSW pool of SDRP panellists), Amity College, the project team (Gran Associates Australia and Outline Planning Consultants) as well as by Department of Planning & Environment. Gran Associates Australia presented revised plans in response to comments by GANSW at the previous meeting held on 5 November 2018. The response of the panel to the design for the new school was a favourable one.

In an email dated 3 December 2018 Carol Marra, Senior Design Advisor GANSW, provided a summary of the main points raised at the meeting held on 3 December 2018. The first point arising from the meeting was that:

> "*Generally the panel supports the overall design approach of the project, including reference to several good precedents to inform the design*."

Refer **Appendix B** and **Appendix C** for further details.

The compliance of the project and/or the EIS with the other points raised by GANSW at the meeting are contained in the accompanying Table 5.4.

Table 5.4: Response to issues raised by SDRP (GANSW) at 3 December 2018 meeting

Issue raised by TNSW	Compliance
"Generally the panel supports the overall design approach of the project, including reference to several good precedents to inform the design."	*Favourable overall response to project design by SDRP is noted.*
"Detailed sections, modelling and simulations should be provided to demonstrate that passive design strategies will work as intended."	*This has been addressed in the Gran Associates Australia report and drawings contained in **Appendix C** and Section 2 of the EIS.*
"Mechanically assisted natural ventilation systems should be investigated and integrated as part of the active/passive environmental control of the building."	*This has been addressed in the Gran Associates Australia report and drawings contained in **Appendix C** and Section 2 of the EIS.*
"Masterplan illustrating staged construction to be provided."	*This has been addressed in the Gran Associates Australia report and drawings contained in **Appendix C** and Section 2 of the EIS.*
"Arborist report to be provided. As many existing trees as possible should be retained on the site and integrated into the parking areas, setbacks and open space areas"	*All trees to be removed on the site, however, a priority will be to establish perimeter plantings in the early stages of the project, in order to have advanced plantings in place for later stages of the project and to soften visual impacts of building activity on site in later stages.*
"Playground for primary school to be clearly articulated and illustrated"	*This has been addressed in the MSA landscape drawings and details contained in **Appendix D** and Section 2.10 of the EIS.*
"Differentiation of open space areas for primary and secondary schools to be clearly articulated"	*This has been addressed in the MSA landscape drawings and details contained in **Appendix D**, Gran Associates Australia report and drawings contained in **Appendix C**, and Section 2 of the EIS.*
"Passive and active play areas should be clearly indicated"	*This has been addressed in the MSA landscape drawings and details contained in **Appendix D**, Gran Associates Australia report and drawings contained in **Appendix C**, and Section 2.10 of the EIS.*
"A detailed landscape plan to be provided"	*This has been addressed in the MSA landscape drawings and details contained in **Appendix D** and Section 2.10 of the EIS.*
"Stormwater flows, OSD and WSUD to be clearly indicated on the landscape plan"	*This has been addressed in the engineering drawings and details contained in **Appendix R** accompanying the EIS.*
"Maximise tree canopy cover and shade structures to outdoor areas, particularly around the edges of the free-play area"	*This has been addressed in the MSA landscape drawings and details contained in **Appendix D**, Gran Associates Australia report and drawings contained in **Appendix C**, and Section 2.10 of the EIS.*
"Provide whole of site sections"	*This has been addressed in the Gran Associates Australia report and drawings contained in **Appendix C** and Section 2 of the EIS.*
"Demonstrate how level changes are accommodated at transitions between external and internal spaces"	*This has been addressed in the Gran Associates Australia report and drawings contained in **Appendix C** and Section 2 of the EIS.*
"Investigate options for entry canopy addressing Byron Rd and providing a strong welcoming gesture to the street and public domain"	*This has been addressed in the Gran Associates Australia report and drawings contained in **Appendix C** and Section 2 of the EIS.*
"Indicate bicycle parking locations"	*This has been addressed in the Gran Associates Australia report and drawings contained in **Appendix C** and Section 2 of the EIS.*
"Demonstrate how sustainability teaching tools will be integrated into the design of the building"	*This has been addressed in the Gran Associates Australia report and drawings contained in **Appendix C** and Section 2 of the EIS.*
"Provide information relating to external and internal materials. The panel encourages the use of timber (as noted in the precedent images) internally in student areas"	*This has been addressed in the Gran Associates Australia report and drawings contained in **Appendix C** and Section 2 of the EIS.*

▪ 5.5 Transport for NSW (TNSW) & RMS

Transport for NSW (TNSW) issued comments for inclusion in the SEARs for the proposed development. In their letter dated 24 April 2018 to the Department of Planning & Environment TNSW advised that in addition to the issues raised in the SEARS, the following four issues should also be addressed in the EIS. These issues have been addressed in the EIS, as summarised in the accompanying Table 5.5.

Table 5.5: Response to issues raised by TNSW in SEARS consultation

Issue raised by TNSW	*Compliance*
"Identify the expected timing and proposed staging for all components of the concept plan."	*This has been addressed in Section 2 of the EIS.*
"Assess the impact of the proposed variation in planned subdivision pattern and indicative layout plan on the delivery of surrounding road network, if any."	*This has been addressed in Section 6 of the Traffix report (**Appendix M**) and Section 7.7.1 of the EIS.*
"Comparison of the traffic generated by the proposed development against the alternative of planned housing development for part of the site."	*This has been addressed in Section 6 of the Traffix report and Section 7.7.1of the EIS.*
"Intersection assessments of Ingleburn Road with Byron Road and Ingleburn Road with Camden Valley Way."	*This has been addressed in Section 3.2 and 6 of the Traffix report and Section 7.7.1 of the EIS.*

Following issuing of the SEARs, the project team consulted with TNSW to establish what information they would require in order to provide comment on the development proposal. However, no response was received from the contact nominated in the response letter to the request for SEARs. It is concluded that the EIS and the project satisfy all relevant issues raised by TNSW.

NSW Roads & Maritime Services (RMS) issued comments for inclusion in the SEARs for the proposed development.

In their letter dated 4 May 2018 to the Department of Planning & Environment RMS advised that in addition to the issues raised in the SEARS, the following four issues should also be addressed in the EIS. These issues have been addressed in the EIS and Traffix report, as summarised in the accompanying Table 5.6.

Table 5.6: Response to issues raised by RMS in SEARS consultation

Issue raised by RMS	*Compliance*
"1. Daily and peak traffic movements likely to be generated by the proposed development including the impact on nearby and state road network intersections, and the need/associated funding for upgrading or road improvement works (if required). It is important that the proponent should provide relevant and up to date traffic modelling."	*This has been addressed in Section 6 and 9 of the Traffix report and Section 7.7.1 of the EIS.*
"2. The transport and traffic study must properly ascertain the cumulative study area traffic impacts associated with the development (and any other known proposed developments in the area)."	*This has been addressed in Section 6 and 9 of the Traffix report and Section 7.7.1 of the EIS.*
"Details of the proposed site access and the parking provisions associated with the proposed development including compliance with the requirements of the relevant Australian Standards (ie: turn paths, sight distance requirements, aisle widths, etc). New school zones will need to be considered on the adjoining road network where pedestrian access is proposed ."	*This has been addressed in Section 8 and 9 of the Traffix report and Section 2 of the EIS.*
"Details of vehicle circulation, proposed number of car parking spaces and compliance with the appropriate parking codes."	*This has been addressed in Section 5 and 9 of the Traffix report and Section 2 and 7.7.1 of the EIS.*

" Details of light and heavy vehicle movements (including vehicle type and likely arrival and departure times). Details of service vehicle movements (including vehicle type and likely arrival and departure times)."	*This has been addressed in the Construction Traffic Assessment report by Traffix dated 1 May 2019 as well as in the Traffix Transport and Traffic Assessment report dated May 2019 (**Appendix M),** the Preliminary Construction Management Plan (**Appendix I)** and Section 2 of the EIS.*
" The applicant should be advised that Lots 1 and 2 in DP 525996 are abutting a proposed road widening referred to as 'SP2 Infrastructure – Classified Road' in accordance with State Environmental Planning Policy (Sydney Region Growth Centres) 2006, as shown by yellow colour on the attached Aerial – "X"."	*Noted. However, no road widening or acquisition of any part of the project site is required as a consequence of this planned future upgrading of Ingleburn Road.*

Traffic consultants Traffix have been in touch with the RMS during February 2019. In advice dated 19 February 2019 RMS advised of the need for further additional information to be furnished- most of which is covered by the existing SEARS and/or advice already provided by the RMS.

These issues have been addressed in the the accompanying Table 5.7.

Table 5.7: Response to issues raised by RMS in 19 February 2019 advice

Issue raised by RMS	Compliance
"Details of pedestrian and vehicular access points – this will affect where new school zones will need to be located."	*Pedestrian accesses will be provided on all three frontages and therefore school zones will be required along all three streets including Byron Road. Addressed in Section 9.2 of the Traffix report, the DA drawings prepared by Gran Associates Australia and Section 2 of the EIS.*
"Details of any new intersection treatments and pedestrian crossings proposed as part of this application (new traffic signals require adequate justification and a warrants assessment)."	*This has been addressed in Section 9.2 of the Traffix report, the DA drawings prepared by Gran Assocaites Australia and Section 2 of the EIS. Intersection upgrades and pedestrian crossings are not proposed as part of this application 'Warrants' which are thresholds for number of people crossing during a defined period- this is very unlikely to be met for many years based on the staging proposed for the school.*
"Staging details of staff and student numbers."	*This has been addressed in Section 9 of the Traffix report and Section 2 of the EIS.*
"Details of the enrolment/catchment area – this will provide information regarding the expected trip distribution."	*This has been addressed in Section 9.2 of the Traffix report and Section 2 of the EIS.*
" How many vehicles are expected to use the Camden Valley Way/Ingleburn Road intersection (the expected traffic generation of this development might be higher than expected when Camden Valley Way was upgraded and the Precinct rezoning)."	*This has been addressed in Section 9.2 of the Traffix report and Section 2 of the EIS.*
" Expected travel modes (e.g. via car, bus, train, walking/cycling)."	*The expected travel modes, which are based on the survey of the existing Amity College at Prestons, are provided in Section 6.1.1 of the Traffix report and Section 2 of the EIS.*
" Details of the kiss and ride and bus bay areas."	*This has been addressed in Section 9.2 of the Traffix report, the DA drawings prepared by Gran Associates Australia and Section 2 of the EIS.*

It is concluded that the EIS and the project satisfy all relevant issues raised by RMS.

▪ 5.6 Neighbours, Community Groups

5.6.1 Letter box drop November 2018

Amity College carried out a letterbox drop to all properties within the immediate area of the proposed school on 16 November 2018.

Refer to **Figure 5.2** showing the extent of the letter box drop area.

The letters were distributed by hand to each letter box. Each letter, sent by Amity College, provided a brief overview of the project along with contact details for the School's project manager and the project architect.

A copy of the letter and supporting information sent to local residents in this letter box drop is included in **Appendix G**.

To date, there has been no feedback from these notified local residents.

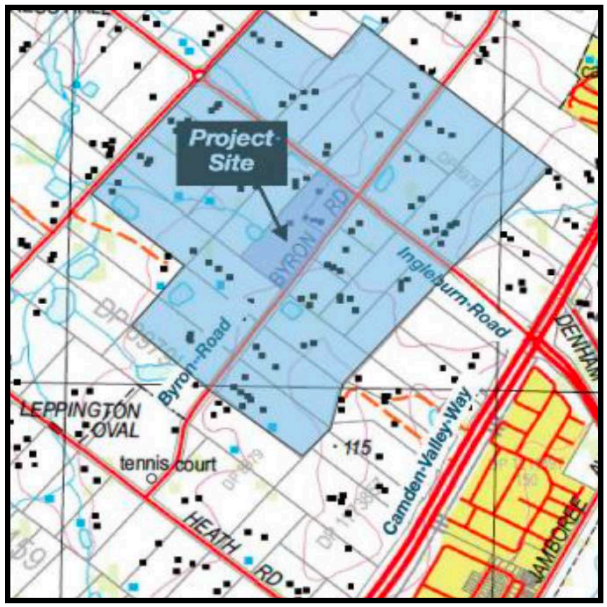


FIGURE 5.2 (above): Extent of November 2018 Letter Box Drop- shaded blue

Source: Amity College

5.6.2 Community groups

Amity College wrote to the community groups identified by Camden Council in advice dated 4 May 2018 comprising the following:

- **Leppington Public School**: Amity College wrote to Leppington Public School on 10 December 2018, with a copy emailed on 14 December 2018,, providing details of the proposed new school and inviting comments. Outline Planning Consultants are instructed that Amity College then left a number of messages with the school to call. No response has been received to date from the school. Refer **Appendix G**.

- **Kud Zambak Dance Group**: Amity College wrote to Kud Zambak Dance Group on 12 December 2018, providing details of the proposed new school and inviting comments. Amity College followed up with a phone call and discussed the project with a representative of the group on 12 December 2018. No comments have been received from this group on the school project to date. Refer **Appendix G**.

- **Leppington Progress Association**: Amity College wrote to Leppington Progress Association in December 2018, providing details of the proposed new school and inviting comments. A response letter from this community group dated 11 February 2019 has since been received. The following Table 5.8 provides a response to the issues raised in that letter. Refer **Appendix G**.

Table 5.8: Response to issues raised by Leppington Progress Association February 2019

Issue raised by Leppington Progress Association	Response
"With 1000 students and 90 staff the residents are concerned about the volume of traffic that will be generated before and after school and the impact this will have on the surrounding streets. Traffic will be a major concern at the intersection of Byron and Ingleburn roads and the streets surrounding the proposed school. As another Independent school is proposed in Heath Road Leppington, less than a half a kilometre away from this school, this is seen as a major traffic concern for residents."	*The traffic assessment of the precinct has been conducted and included in the Transport and Access Strategy for the Draft Leppington Precinct Plan, which incorporated a school on the subject site.* *The intersection of Camden Valley Way, Ingleburn Road and Denham Court Road was upgraded in 2016 and Council is in the process of upgrading the intersection of Ingleburn Road and Byron Road to a signalised intersection, by 2026. As such, the existing intersection is expected to be readily able accommodate the student population between 2019 and 2026, when only be 50% of the school capacity will be reached. Further road upgrades are anticipated after 2026 with the progressive delivery of infrastructure under the Leppington Precinct Plan. It is thus expected that the traffic impacts of the proposed school will be acceptable, and in accordance with State Government strategic planning for the Leppington area.*
"The impact of large delivery and service vehicles to the site and the noise generated as a result is seen as a concern to residents."	*The school will generate delivery and other larger vehicles on a scale similar to that of other schools. Separate loading bays are to be provided on the two new Local Streets, one serving the primary school, the other serving the secondary school. This measured, coupled with deliveries being undertaken outside of the morning and afternoon peak periods, should act to minimise any localised road or noise impacts.*
"Residents have sited the out of hours use of the school facilities as a concern. How will the school manage the impact to residents from noise, traffic and parking generated from this use."	*Out of hours community use of schools is actively encouraged by State Government. Amity College propose the community use of two multi-purpose halls on the site, abutting the public open space area adjoining the school site, with out-of-hours on-site and local street car parking also proposed. Provision for the latter parking areas should minimise the potential for intrusion of parking, traffic and noise into neighbouring residential streets. The halls should be capable of containing most noise generated by those activities undertaken within them.*
"Has the school considered any form of water recycling due to the size of the future school? Residents would like this considered as part of the development application."	*Water saving devices and recycling are a part of the design. Refer to section 2 of the EIS for details.*
"Residents would like signage and advertising of the school to blend with the environment or be aesthetic in nature and consider the heritage of the area where possible."	*Noted and accepted.*

It is concluded that the EIS and the project satisfy all relevant issues raised by the community groups listed above.

5.6.3 Newspaper Advertisement, Amity College Website

Amity College placed a newspaper advertisement in the Hills Shire Times to notify the community of the proposed development and invited comments from the general public using its School webpage. [NOTE: A web page was set up on the School's website for community feedback.] Refer to **Appendix G** for details.

To date, there has been no feedback arising from the above.

▪ 5.7 Aboriginal Groups

Archaeological and heritage management best practice requires that representatives of the local Aboriginal community are included as stakeholders in decisions concerning any heritage objects, archaeological places or Sacred Sites within the study area. In addition, assessments of cultural significance, the values of a site to the Aboriginal community itself, can only be carried out by the relevant Aboriginal communities.

Aboriginal community consultation is an integral part of the Aboriginal cultural heritage assessment process, and this project has been undertaken in accordance with the OEH *Aboriginal Cultural Heritage Consultation Requirements for Proponents* 2010. AMBS Ecology and Heritage (AMBS) was commissioned by Gran Associates Australia on behalf of Amity College to prepare an Aboriginal Cultural Heritage Assessment (ACHA) for works associated with a proposed new Amity College school campus development on the project site at Leppington.

In accordance with OEH requirements, a public notice was placed in the Camden-Narellan Advertiser on 19 June 2018. The advertisement sought expressions of interest for participation in the Aboriginal community consultation process for this project. The closing date for registrations was 3 July 2018. The following organisations were contacted on 19 June 2018, requesting notification by 3 July 2018 of any Aboriginal organisations who may wish to register as stakeholders, or to pass on contact information regarding the project to any potential stakeholders of whom they may be aware: Native Title Services Corporation (NTSCorp); Greater Sydney Local Land Services; Office of the Registrar, Aboriginal Land Rights Act (ORALRA); National Native Title Tribunal (NNTT); Camden City Council; Tharawal Local Aboriginal Land Council; OEH Metropolitan Regional Office.

OEH identified various individuals and organisations as potential additional stakeholders. These organisations and individuals were contacted by letter or email on 09 July 2018, inviting them to register as stakeholders. Following this step, twenty six (26) organisations notified AMBS that they wished to be involved in the project as a Registered Aboriginal Parties (RAPs).

Murgadi, Murra Bidgee Mullangari Aboriginal Corporation, Darug Aboriginal Land Care, Barraby Cultural services replied confirming their support for the assessment methodology. Didge Ngunawal Clan replied confirming they supported the assessment methodology and identified that in the event that artefacts were recovered, they should be given to the LALC for educational purposes and not buried. Darug Land Observations replied confirming that they support the assessment methodology, and identified that in the event that artefacts were received, they should be buried on country. Darug Tribal Aboriginal Corporation, Tharawal LALC, Tocomwall, Darug Custodian Aboriginal Corporation, Darug Land Observations, Cubbitch Barta Native Title Claimants, and Darug Aboriginal Cultural Heritage Assessments were invited to participate in the archaeological survey conducted on the 28 August 2018. Darug Aboriginal Cultural Heritage Assessments and Darug Tribal Aboriginal Corporation had organised to participate in the survey, but unfortunately their representatives were not able to attend on the day. Fred Trewlynn of Darug Land Observations, Ebony Chalker of Cubbitch Barta Native Title Claimants, and Jason Mitchell of Tharawal LALC participated in the in the archaeological survey with AMBS.

The draft Aboriginal Cultural Heritage Assessment (ACHA) report was provided to all RAPs on 23 November 2018, and responses supporting the results and recommendations of the report were received from Barraby Cultural services, Darug Aboriginal Land Care, and DLO. All correspondence exchanged as part of the consultation process along with a log of all communications are attached in the report dated December 2018 by AMBS entitled *Amity College Leppington Campus: Aboriginal Cultural Heritage Assessment*. Refer **Appendix L** for further details.

No Aboriginal sites, places or objects, or areas or potential Aboriginal archaeological sensitivity were identified within the study area or immediate surrounds during the archaeological survey. Further, no Aboriginal cultural issues or sensitivities associated with the study area were identified by the RAPs consulted with during this assessment.

5.8 Other Government Agencies

5.8.1 OEH SEARS advice

In advice to to the Department of Planning & Environment dated 18 April 2017(8) OEH advised of the need for a Aboriginal cultural heritage assessment. Such an assessment has been prepared, in compliance with applicable heritage guidelines. Details of the Aboriginal cultural heritage assessment process and findings are to be found in Sections 4.2.5 and 5.7 of the EIS and in **Appendix L**.

The unexpected finds protocol for Aboriginal objects are contained in Section 7.2 of the Preliminary Construction Management Plan accompanying this EIS- refer **Appendix I**.

5.8.2 EPA SEARS advice

In advice to to the Department of Planning & Environment dated 18 April 2018 the EPA advised of agreement to the SEARS and the need to ensure that all activities are undertaken in compliance with the *Protection of the Environment Operations Act* 1997 and any associated regulations.

In particular, the development application complies with the above requirements in terms of contamination and remediation (Section 4.2.4), salinity (Section 4.2.3), mitigation of noise, vibration and waste (Sections 2.2, 2.7, 2.8), mitigation of erosion and sedimentation (Section 2.2.3) and construction activities (refer to the Preliminary Construction Management Plan in **Appendix I** accompanying this EIS, for details).

5.8.3 NSW Police Camden Area Command

Following consultation with the local police area command, no feedback has been received to date. This is despite the fact that Camden Council have also written to NSW Police at Camden, seeking their comments on the project.

5.9 Utility Providers

Erbas conducted a Dial Before You Dig (DBYD) to investigate the presence of existing utilities, and the following utilities were notified in this process:

- Sydney Water
- Endeavour Energy;
- Jemena Gas West;
- Telstra NSW & NBN Co.

Refer **Appendix Q** for further details.

6. Risk Assessment

6.1 SEARS Requirements & Risk Assessment Overview

In terms of risk assessment, the Secretary's Environmental Assessment Requirements (SEARS) requires the following:

"*Notwithstanding the key issues specified below, the EIS must include an environmental risk assessment to identify the potential environmental impacts associated with the development.*

Where relevant, the assessment of the key issues below, and any other significant issues identified in the risk assessment, must include:

- *adequate baseline data;*
- *consideration of potential cumulative impacts due to other development in the vicinity (completed, underway or proposed); and*
- *measures to avoid, minimise and if necessary, offset the predicted impacts, including detailed contingency plans for managing any significant risks to the environment*."

In terms of the dot points above regard shoul be had for the following factors:

- The NSW Government has amassed a wealth of baseline data about the Leppington Priority Precinct, including the project site, prior to its release for urban development. Numerous specialist assessments were undertaken on behalf of the NSW Government for this locality covering issues such as ecology, bushfire hazards, traffic and roads, landscapes, archaeological potential, waterways and drainage, riparian corridors, odour potential and noise prior to identifying various lands within Leppington for development. The investigations culminated in the production of the Department of Planning and Environment's June 2014 *Leppington Precinct Report*) and the NSW Department of Planning and Environment's *Leppington (Stage 1) Finalisation Report October 2015)*, both reports identifying the project site as a school site.

- The above investigations assessed the potential risks to the environment associated with developing Leppington- including the project site- for urban purposes.

- In terms of cumulative impacts, the planning implications of developing Leppington for urban purposes, including the use of the project site for a school, were carefully considered prior to the locality being released for urban development in 2015. For instance, a detailed traffic assessment of the Leppington Precinct was conducted and included in the *Transport and Access Strategy for the Draft Leppington Precinct Plan (AECOM Australia Pty Ltd on behalf of NSW Department of Planning & Infrastructure Leppington Precinct Transport and Access Strategy dated March 2014),* which incorporated a school on the project site. The strategy makes forecasts of future traffic flows in and around the project site and sets down the roads infrastructure required to meet the roads and traffic demands associated with developing the Leppington locality for urban purposes.

- Because of the extensive master planning process undertaken by State Government that has preceded the eventual zoning of the project site for the purpose of a school there is little uncertainty regarding either the suitability of the project site as a school site or its relationship to the surrounding locality or to other development in the vicinity. In this broader planning context, the development of the site for a school represents the culmination of this master planning process.

- The development of the project site for the proposed new school accords with relevant local planning objectives, controls and guidelines under the Growth Centres SEPP as well with the provisions of the *Camden Growth Centre Precincts Development Control Plan* and accompanying Indicative Layout Plan for the Leppington Precinct.

The SEARS for this project identified various environmental issues that may arise from the proposed school development at Leppington, summarised as follows:

- 1.Statutory and Strategic Context
- 2. Policies
- 3. Operation of the school once constructed, as well as construction activities associated with each stage
- 4. Built form and urban design
- 5. Environmental amenity impacts, including solar access, acoustic impacts, visual privacy, view loss, overshadowing and wind impacts, for the operation of the school including out of hours usage
- 6. Staging of components of the proposed school
- *7.* Transport and accessibility
- 8. Noise and vibration generating sources during construction and operation, both during and outside school hours.
- 9. ESD principles
- 10.Social impacts
- 11. Aboriginal cultural heritage
- 12. Utilities
- 13 Contributions
- 14. Contamination of soil and groundwater
- 15 Salinity
- 16. Construction hours
- 17. Drainage
- 18. Flooding
- 19. Waste streams to be generated during construction and operation and describe the measures to be implemented to manage, reuse, recycle and safely dispose of this waste
- 20. Biodiversity- but only advice on the current status of the existing biodiversity certification on the subject site as identified in the South West Growth Centre - Biodiversity Certification map under section 43 of the *Biodiversity Conservation (Savings and Transition) Regulation 2017*
- *21. Sediment, erosion and dust controls*

The risks associated with these issues is considered having regard for the nature of the proposed school development, the mitigation strategies that form a part of the Project, and certainty in the likely impacts arising *(Weal v Bathurst City Council & Anor [2000] NSWCA 88).*

The mitigation measures proposed for the project are considered to be practical, feasible and reasonable from a cost, planning and design perspective. They include the measures contained in the preliminary Construction Management Plan- refer **Appendix I**. The mitigation strategies form a fundamental part of this proposed school project, per *Pepper J in Friends of Tumblebee Incorporated v ATB Morton Pty Limited (No 2)* [2016] NSWLEC 66 (11 March 2016) at [78] referring to the established case law on this issue per *Newcastle & Hunter Valley Speleological Society Inc v Upper Hunter Shire Council and Stoneco Pty Limited* [2010] NSWLEC 48*:*

> *"78. Fourth, the description of the development the subject of a development application is not restricted to the nature, extent and other features of the development, but can also include measures that ameliorate or mitigate, prevent, remedy or offset the impacts of the development (Newcastle & Hunter Valley Speleological Society at [82]).…"*

These measures have been proposed in response to the risks identified and significance.

It is important to note that the precautionary principle need not be applied to try to avoid all risks. A zero risk precautionary standard is inappropriate. Instead, precautionary measures should be taken to avert the anticipated threat of environmental damage, but they should be proportionate- per Preston J in the NSW Land & Environment Court case *Telstra Corporation Ltd v Hornsby Shire Council* [2006] NSWLEC 33.

In operational terms, the proposed school is to be run in a manner similar to that of Amity College's Prestons school campus, which is of a similar size to the ultimate school campus proposed at Leppington. However, the new school at Leppington will also adopt other, site-specific measures and mitigation strategies that arise from the particular nature of the project itself, the project site and its environment.

Taken together, these features of the proposed school development will reduce the risk of unacceptable impacts arising. The following table summarises the various mitigation measures proposed. These measures have been derived for the previous sections of this EIS- in particular from Section 2- as well as those detailed in the appended consultant reports accompanying this EIS and in the preliminary Construction Management Plan (**Appendix I**).

▪ 6.2 Risk Identification

Risk identification involves the identification of risk sources, events, their causes and their potential consequences.

Risk is the chance of something happening that would have an impact on the environment or operation of the Project. It is measured in terms of consequence (C) and likelihood (L), as set out in the following tables.

Table 6.1: Qualitative Consequence Rating (C)

Level	Consequence Descriptor	Description
1	*Insignificant*	*Negligible and temporary detrimental impact on the environment* *Affects an isolated area* *No remediation costs* *Reportable to internal management only* *No operational constraints posed* *No injuries or health impacts*
2	*Minor*	*Minor detrimental impact on the environment* *Affects a small area* *Minimal remediation costs* *Reportable to internal management only* *No operational constraints posed* *Minor injuries which would require basic first aid treatment*
3	*Moderate*	*Substantial temporary or minor long-term detrimental impact on the environment* *Moderately large area of impact* *Moderate remediation cost* *Reportable to government agencies* *Further action may be requested by government agency* *Injuries requiring medical treatment*
4	Major	*Extensive and/or permanent detrimental impacts on the environment* *Large area of impact* *Very large remediation costs* *Reportable to government agencies* *Possible prosecution and fine* *Serious injuries requiring medical treatment*
5	*Catastrophic*	*Massive and permanent detrimental impacts on the environment* *Very large area of impact* *Massive remediation costs* *Reportable to government agencies* *Large fines and prosecution resulting in potential closure of operation* *Severe injuries or death*

(Source: modified after Standards Australia HB 203-2006 and HB 89-2013)

The likelihood of an environmental impact occurring was then rated according to the following. In risk management terminology, the word 'likelihood' is used to refer to the chance of something happening.

Table 6.2: Qualitative Risk Likelihood Rating (L)

Level	Likelihood Descriptor	Description
A	*Almost certain*	*Is expected to occur in most circumstances*
B	*Likely*	*Will probably occur in most circumstances*
C	*Possible*	*Could occur*
D	Unlikely	*Could occur but not expected*
E	*Rare*	*Would occur but only in exceptional circumstances*

(Source: modified after Standards Australia HB 203-2006 Table 4(A) and HB 89-2013)

Based on the above, a risk rating matrix is developed, as set out in the accompanying Table 6.3.

Table 6.3: Risk Rating Matrix

(Source: modified after Standards Australia HB 203-2006 Table 4(C) and HB 89-2013)

Matrix	Consequences (C)				
Likelihood (L)	**1** Insignificant	**2** Minor	**3** Moderate	**4** Major	**5** Catastrophic
A (Almost Certain)	H	H	E	E	E
B (Likely)	M	H	H	E	E
C (Possible)	L	M	H	E	E
D (Unlikely)	L	L	M	H	E
E (Rare)	L	L	M	H	H

LEGEND RISK LEVEL

E	**Extreme**- *Immediate action required.This level of risk likely to preclude any development proceeding*
H	**High**- *In-depth assessment required.Ultimately, may result in development not proceeding*
M	**Moderate**- *Management responsibility (specified).Unlikely to preclude development*
L	**Low**- *Routine management required only. Unlikely to have significant impacts*

For ease of reference, risks arising from the construction stages of the proposed school project have been dealt with separately to other risks. These risks are assessed in the following sub sections.

The principal mitigation measures, proposed to be employed to mitigate those potential risks, are also identified.

▪ 6.3 Risk Assessment: Construction Stages

Environmental risks and impacts of the proposed school development for the construction stages of the Project are summarised in the accompanying Table 6.4, including those potential environmental issues identified in the issued SEARS. The risks have been assessed having regard for the specific nature of the proposed construction operations proposed on the Project Site for the various stages of the project, and after incorporating the mitigation measures as described in the EIS document.

Through the implementation of the various proposed construction management and mitigation measures above a residual (ie. mitigated) risk rating for the project has been derived. In most cases the potential environmental impacts have been reduced significantly, and in all cases to an acceptable level.

The table thus illustrates residual risk remaining, after these mitigation measures have been implemented.

Each issue has been numbered as per that employed in the Planning Secretary's SEARS advice. The Risk Level for each activity, relevant to construction activities, listed in the Planning Secretary's SEARS advice is then rated as Low (L), Moderate (M), High (H) or Extreme (E) in accordance with Table 6.3.

Table 6.4: Project Risk Analysis (with mitigation measures in place): Construction Stages

Environmental Issue in SEARS (by no.)	Source of potential environmental impact	Mitigation measures/risk treatment during construction	C	L	Risk Level
3. How the school will continue to operate during construction activities	Once the school is established there will be increasingly higher levels of pedestrian traffic in and surrounding the school. Potential for conflict with peak school periods (traffic flows, student movements)	The proposed school will continue to operate during each stage of construction with various mitigation measures in place, including: ▸ Access to the project site for construction traffic will be directed to areas removed from areas used by students and staff, to ensure that there is no conflict between students and construction traffic. ▸ Construction tuck movements will be restricted in the morning during the school drop-off period and will be restricted during the afternoon pick-up period. Refer also to Section 4 of Preliminary Construction Management Plan (**Appendix I**) for further details.	1-3	A-B	M-LOW
6. Staging	Details and timing of stages	A Preliminary Construction Management Plan (**Appendix I**) has been prepared. It deals with construction management for the staged redevelopment of the school over time. It details approvals required prior to works commencing, remediation work, security fencing, unexpected finds protocols, loading and access, noise and vibration control, sediment and erosion control measures, waste management and traffic control. It is envisaged that the Construction Management Plan will be required to be completed and implemented by the appointed contractor prior to the commencement of any works on the project site. Refer also to Section 2 of the EIS for details regarding stages of the project.			NA
7. Transport and accessibility	Road safety at key intersection and locations (including but not limited to the Ingleburn-Byron Road and Ingleburn Road-Camden Valley Way intersections) subject to heavy vehicle construction traffic movements	The proposal incorporates various measures to mitigate impacts including: ▸ Construction roads will be inspected to ensure road conditions support safe working and driving. ▸ Following periods of heavy rain or adverse conditions, on-site construction roads will be inspected prior to heavy vehicle traffic use to ensure driver and vehicle safety. ▸ Proposed accesses to the development are to be designed to accommodate the turning path of all construction vehicles. Construction and operational traffic will be managed in accordance with the Traffic and Parking Assessment prepared by Traffix Traffic and Transport Planners dated May 2019 (**Appendix M**) and the Preliminary Construction Management Plan (**Appendix I**).	2-3	B-C	M-LOW

Environmental Issue in SEARS cont.	Source of potential environmental impact	Mitigation measures/risk treatment during construction	C	L	Risk Level
7. Transport and accessibility (cont.)	Proposed details of construction program detailing the anticipated construction duration and highlighting significant and milestone stages and events during the construction process	Refer to Section 4 of the Preliminary Construction Management Plan (**Appendix I**) and Section 2 of the EIS for details regarding timing of stages.			NA
	Daily and peak hour construction vehicle movements to and from the site and impact on current traffic operations on the road network	The proposal incorporates various measures to mitigate construction traffic impacts including: ▸ Queuing will be forbidden in local streets. ▸ Truck movements will be staggered to prevent queuing occurring. ▸ Management of construction truck traffic to outside of peak periods, to avoid conflict with school drop off and pick up times. Construction and operational traffic will be managed in accordance with the Traffic and Parking Assessment prepared by Traffix Traffic and Transport Planners dated May 2019 (**Appendix M**) and Section 4 of the Preliminary Construction Management Plan (**Appendix I**).	3	A	M
	Access arrangements of construction vehicles, construction workers to and from the site, emergency vehicles and service vehicle	The proposal incorporates various measures to mitigate impacts in terms of access arrangements for construction traffic including: ▸ Vehicle and machinery movements during works will be restricted to designated areas within the site. ▸ Traffic will be confined to maintained tracks and roads. ▸ All construction vehicles (excluding worker vehicles) are to be contained wholly within the site, except if located in an approved on-street work zone, and vehicles must enter the site before stopping. Construction and operational traffic will be managed in accordance with the Traffic and Parking Assessment prepared by Traffix Traffic and Transport Planners dated May 2019 (**Appendix M**) and Section 4 of the Preliminary Construction Management Plan (**Appendix I**).	2-3	B-C	M-LOW
	Temporary cycling and pedestrian access during construction	Temporary cycling and pedestrian access will be managed in accordance with the architectural plans prepared by Gran Associates Australia Pty Ltd (**Appendix C**, the Traffic and Parking Assessment prepared by Traffix Traffic and Transport Planners dated May 2019 (**Appendix M**) and the Preliminary Construction Management Plan (**Appendix I**).	2	A	LOW

Environmental Issue in SEARS cont.	Source of potential environmental impact	Mitigation measures/risk treatment during construction	C	L	Risk Level
7. Transport and accessibility (cont.)	*Proposed construction vehicle access arrangements at all stages of construction*	*Construction and operational traffic will be managed in accordance with the Traffic and Parking Assessment prepared by Traffix Traffic and Transport Planners dated May 2019 (**Appendix M**) and the Preliminary Construction Management Plan (**Appendix I**).*	*2-3*	*B*	*LOW*
	Traffic and transport impacts during construction, including cumulative impacts associated with other construction activities, and how these impacts will be mitigated for any associated traffic, pedestrian, cyclists, parking and public transport, including the preparation of a draft Construction Traffic Management Plan to demonstrate the proposed management of the impact	*The impact of increased road traffic on the local road system was dealt with comprehensively in the traffic studies undertaken prior to the release of the Leppington Priority Precinct for urban development.* *Construction and operational traffic will be managed in accordance with the Traffic and Parking Assessment prepared by Traffix Traffic and Transport Planners dated May 2019 (**Appendix M**) and the Preliminary Construction Management Plan (**Appendix I**).*	*2-3*	*B-C*	*M-LOW*
8. Noise and vibration	*Noise and vibration generating sources during construction*	*Measures to mitigate operation and construction noise will be implemented in accordance with the recommendations of the Acoustic Assessment prepared by Koikas Acoustics (**Appendix K**) and the Preliminary Construction Management Plan (**Appendix I**). They include the following:* ► *All construction work to be undertaken strictly during the approved hours of operation, namely, 7.00am to 6.00pm Monday to Friday and 8:00am to 1:00pm on Saturdays.* ► *Limits on time of rock hammering, sheet piling and the like.* ► *Limits on duration of noisy activities.* ► *The use of moveable screens for specific work practices.* ► *To minimise vibration from rock breaking, it is recommended that a hydraulic hammer attachment with a pointed 'cone' type hammer is used in place of a flat 'block' type hammer.* ► *Progressive noise monitoring.* ► *Minimum work distances, as tabled within the Koikas acoustic report, should be observed at all times, especially regarding structural damage guidelines.* ► *Ongoing community liaison, to allow occupants of local residences in close proximity to the construction works, to plan and organise their week around any noisy activities.*	*3*	*A*	*M*

Environmental Issue cont.	Source of potential environmental impact cont.	Mitigation measures/risk treatment	C	L	Risk Level
10. Social impacts	The project site has been specifically identified as a school site in the master plan for Leppington. Potential impacts may arise in terms of the following: ▸ Worker safety, as well as that of students staff and the general public. ▸ Community impacts generally.	The Preliminary Construction Management Plan (**Appendix I**) contains details relating to worker safety and mitigation measures generally. These measures include the following: ▸ All construction activities shall be managed in accordance with the Work Health and Safety Act 2011 and the Work Health & Safety Regulation 2011. ▸ An Emergency Management Plan will be prepared for each stage of the school project. ▸ In the interests of maintaining goodwill with near neighbours, a complaints handling procedure will be implemented. ▸ The project site will be appropriately secured and fenced during earthworks, clearing and construction work to ensure there are no unacceptable impacts on the amenity of adjoining properties. ▸ At least two (2) working days (i.e. Monday to Friday exclusive of public holidays), the developer or demolition contractor must notify adjourning residents prior to the commencement of any asbestos removal works. ▸ The site will be watered daily and additional watering will be conducted during high-risk times such as high winds and low rainfall and after receipt of complaints, if any, from neighbours. ▸ If noise complaints occur, they will be registered, investigated and responded to in a timely manner to ensure issues are not repeated. ▸ A minimum of two weeks notice is to be provided to any neighbour who may be impacted by any disruption to services. ▸ Truck shaker grids will be installed at the entry gates to ensure that there is minimal tracking of dirt onto the local road system roads.	2-3	A-C	M-LOW
11. Aboriginal cultural heritage	No sites were found on the project site. The only potential impact would be on unexpected finds.	The conclusions and recommendations of the Aboriginal Heritage Impact Assessment (AHIA) by AMBS (**Appendix L**) will be implemented prior to and during construction. Refer also to the Preliminary Construction Management Plan (**Appendix I**).	1	A	LOW
12. Utlities	Initial approvals from services agencies	Prior to construction works being undertaken on site Infrastructure investigations in order to locate existing services, capacities of infrastructure to withstand upgrades etc. that may be required, and to consult with authorities to make relevant applications. Refer also to the Preliminary Construction Management Plan (**Appendix I**) and **Appendix Q** for further details relating to services.	1	A	LOW

Environmental Issue cont.	Source of potential environmental impact cont.	Mitigation measures/risk treatment	C	L	Risk Level
14. Contamination	Removal and disposal of contaminated building materials, fill or other material. Land with contamination potential is confined to relatively small sections of the project site.	The recommendations of the Phase 2 Contamination Assessment and Remediation Action Plan prepared by GeoEnviro will be implemented. Refer to **Appendix O** for details. Refer also to the Preliminary Construction Management Plan (**Appendix I**). Some of the mitigation measures proposed include the following: ▸ Removal, handling and disposal of any contaminated material is to be undertaken by an appropriately licensed contractor and in accordance with the requirements of the NSW WorkCover Authority and the NSW OEH. ▸ All contaminated soil and other materials are to be appropriately contained and disposed of at an appropriately licensed facility. ▸ Prior to works commencing in any area containing contaminated soils, barricades (including safety tape) shall be erected to control access. ▸ Facilities for workers at the site to be supplied in accordance with the NSW Occupational Health and Safety Regulation 2015. ▸ Prior to starting works in areas with soil contamination, site workers involved in the project shall attend a site-specific Safety Induction. ▸ Dust minimisation measures to be employed during soil remediation works. ▸ Prior to leaving site, earthworks machinery would be required to decontaminate with all accumulated potentially contaminated soil material removed as waste. ▸ Validation of any fill material. ▸ Procedures to be followed in decommissioning of existing on-site septic tanks.	2-3	A-B	M-LOW
15. Salinity	The site is not significantly impacted by saline soil. The topsoil is Non Saline, with the clayey sub-soil classified as Non to Moderately Saline.	The recommendations of the Geotechnical and Salinity Investigation prepared by GeoEnviro will be implemented. Refer to **Appendix T** for details.	2	A	LOW
16. Construction hours	The potential for noise, traffic and vibration impacts associated with construction activities.	All construction work to be undertaken strictly during the approved hours of operation, namely, 7.00am to 6.00pm Monday to Friday and 8:00am to 1:00pm on Saturdays. Other restrictions relate to other construction activities on site, to further mitigate impacts. Refer to Preliminary Construction Management Plan (**Appendix I**) for details, and in particular, sections 2 (Construction Plan), 3 (Environmental Management), and 4 (Construction Traffic Management).	2	B	M-LOW

Environmental Issue cont.	Source of potential environmental impact	Mitigation measures/risk treatment	C	L	Risk Level
17. Drainage	*There are no springs or drainage courses running through the site.*	*Stormwater, overland flow and water quality will be managed in accordance with the recommendations of Martens & Associates(**Appendix R** and **Appendix U**) and the Preliminary Construction Management Plan (**Appendix I**).*	1-2	A-B	LOW
19. Waste	*Need to ensure that waste management on the school site meets waste hierarchy established under the Waste Avoidance and Resource Recovery Act 2001 in terms of avoidance, recovery or disposal of waste.*	*Waste mitigation strategies include the following:* ► *All wastes generated will be properly assessed, classified and managed in accordance with the EPA's guidelines to ensure proper treatment, transport and disposal.* ► *Fill material will be reused on site, wherever possible.* ► *Waste collection areas will be located within the hoarding lines for each stage of the school project.* ► *Construction waste generated on site will be removed by a licensed waste contractor and sorted for recycling off-site.* ► *The open burning of waste and other refuse on or near the project site will be prohibited.* *Refer to Sections 3.5, 5.2 and 5.3 of the Preliminary Construction Management Plan (**Appendix I**) for details regarding waste management measures proposed.*	1-2	A-B	LOW
21. Sediment, erosion and dust controls	*Sediment and erosion controls required to protect downstream environments.*	*The installation of the erosion and sediment control measures as proposed will ameliorate potential impact to water quality in the receiving waters. A monitoring program is also proposed.* *Stormwater, overland flow and water quality will be managed in accordance with Managing Urban Stormwater Soils and Construction, 4th Edition published by Landcom (the so-called 'Blue Book') and Camden Council requirements, with details provided by Martens & Associates in **Appendix R** and **Appendix U**. Refer also to the Preliminary Construction Management Plan (**Appendix I**).* *Some of the sediment and erosion mitigation strategies include the following:* ► *Erosion and sediment control devices will be installed prior to commencement of work in each stage.* ► *Use of stabilised site access point and shaker pad at the entry/exit point to each works area.* ► *Minimising the area of disturbance during construction and use of sediment devices eg. sediment fences.* ► *Controlling surface water flows through each stage of the development.* ► *Regular monitoring and maintenance of erosion and sediment control measures and rehabilitation works until the school site is stabilised*	1-2	A-B	LOW

21. Sediment, erosion and dust controls cont.	*Dust. Construction activities on the project site are to be undertaken such that dust emissions are minimised.*	*It is important to note that civil earthworks are a significant component of the Project and as a result, appropriate storm water management and sediment control mechanisms will be put into pace for each successive stage of the Project.* *All construction activities shall be managed in accordance with the Protection of the Environment Operations Act (1997). Construction activities on the project site are to be undertaken such that dust emissions from exposed soil areas and stockpiles comply with the requirements of the 'Blue Book'.* *Refer to Sections 3 of the Preliminary Construction Management Plan (**Appendix I**) for details regarding dust management measures proposed. Mitigation measures include the following:* ▸ *Controls on plant and employees, and the movement of construction vehicles.* ▸ *Truck shaker grids will be installed at the entry gates to ensure that there is minimal tracking of dirt (and potential dust nuisance) onto the local road system roads. Any tracked dirt will be cleaned daily.* ▸ *Regular watering of site, to reduce dust nuisance. NOTE: Water will not be allowed to enter the street and stormwater systems.* ▸ *Prompt stabilisation and revegetation of disturbed areas.* ▸ *During the carrying out of demolition works all required dust suppression methods will be undertaken including the wetting of the works prior to demolition, the wrapping of demolished materials, and the wetting of the demolished materials prior to removal from the project site.* ▸ *All truck loads to be covered.* ▸ *A register of dust complaints shall be maintained. If dust complaints occur, they will be registered, investigated and responded to in a timely manner to ensure issues are not repeated.* ▸ *Corrective actions will be undertaken following any dust incidents.*	*2-3*	*B*	*M-LOW*

▪ 6.4 Risk Assessment: Operation of School

Environmental risks and impacts associated with the operation of the proposed school development, excluding construction impacts, are summarised in the accompanying Table 6.5.

It follows the numbering system employed in the Planning Secretary's SEARS advice. The risk assessment also has regard for the issues canvassed in Section 6.1, as they can have an influence on final assessed risk for some of the factors considered.The risks have been assessed having regard for the specific nature of the proposed school for the various stages of the school project, and after incorporating the mitigation measures as described in the EIS document. The table thus illustrates residual risk remaining, after these mitigation measures have been implemented. The Risk Level for each activity, relevant to construction activities, listed in the Planning Secretary's SEARS advice is then rated as Low (L), Moderate (M), High (H) or Extreme (E) in accordance with Table 6.3 of this EIS.

Table 6.5: Project Risk Analysis (with mitigation measures in place): School Development

Environmental Issue in SEARS (by no.)	Source of potential environmental impact	Mitigation measures/risk treatment for proposed school development	C	L	Risk Level
1. Statutory and Strategic Context	Identify any prohibitions that may apply to the site or variations to development standards that may result in additional impacts.	The Project has a Low risk in this regard as the site of the proposed school site is specifically zoned for the purposes of a school, namely SP2 Infrastructure (Educational Establishment) under the provisions of State Environmental Planning Policy (Sydney Region Growth Centres) 2006. No variations to development standards are being sought in this development application.	1	A	LOW
2. Policies	Address the Project against relevant planning provisions, goals and strategic planning objectives.	The Project has a Low risk in this regard as it complies with relevant Policies, and in particular: ▸ Provides adequate parking, roads, cycling and pedestrian facilities, with bus bays to be provided on Byron Road (NSW Future Transport 2056, Sydney's Cycling Future 2013,Sydney's Walking Future 2013,Sydney's Bus Future 2013). ▸ Applies various Crime Prevention Through Environmental Design (CPTED) Principles, in order to minimise the risk of crime eg. provision of clearly marked entrance points and way finding features such as pathways, lighting and signage. ▸ Achieves a high standard of design outcomes (Better Placed – an integrated design policy for the built environment of NSW). ▸ Provides for the construction of Local Streets and school uses on the site, in accordance with Camden Growth Centre Precincts Development Control Plan.	1	A	LOW
3. Operation of the school	The site will be operated as a school, with school-related impacts, including noise, pedestrian and vehicular traffic, overshadowing, privacy, parking and out of hours use of the school campus . **Noise impacts**. Refer also to SEARS point (7)	The Project has a Low risk in this regard as the site is zoned for the intended use, with expectations that that a school would be established on the project site, with typical impacts associated with schools. With regard to noise, the following factors are also relevant: ▸ The Land and Environment Court has held that noise from school children playing is not offensive noise. ▸ All major school play areas are to be located in and around the central courtyard area, proposed to be encircled by school buildings.This design should also have the effect of shielding most school play noise from surrounding residential areas. ▸ The noise from children playing is a low impact noise, often audible in residential areas near any school. ▸ The Koikas noise assessment finds that the school will generate acceptable noise impacts. Mitigation measures are proposed. Refer **Appendix ??** for further details.	1	A	LOW

Environmental Issue in SEARS cont.	Source of potential environmental impact	Mitigation measures/risk treatment for proposed school development	C	L	Risk Level
3. Operation of the school cont.	*Pedestrian and vehicular traffic.*	*Schools typically generate morning and afternoon peak traffic levels, corresponding with school drop off and pick up times. Localised, short term traffic impacts can occur at these peak periods, with negligible traffic generated at other times of the day.* *Accordingly, a Low (most times of the day) to Medium (peak periods only) Risk has been accorded to the Project in this regard.* *The school project incorporates various pedestrian and vehicular mitigation measures, including the following:* ▸ *The separation of traffic to the primary school and secondary school through each having separate car parking and drop off/pick up areas, as well as separate basement staff car parking areas and loading bays.* ▸ *Car parking provision exceeds that required by the Growth Centres DCP.* ▸ *Accessible connections will be available through the school from the school frontage.* ▸ *The provision for clearly defined entrances to the various parts of the school campus, with separate main entries for the primary and secondary schools.* ▸ *Provision for a separate visitor car parking area near the Byron Road street frontage.* ▸ *Provision for clearly marked bus bays on the Byron Road street frontage.* ▸ *About 10% of students are expected to travel by bus, thus reducing the demand on car parking and traffic levels overall.* ▸ *Bicycle parking will be provided on the school site.* ▸ *Peak traffic generated by staff will not necessarily coincide with the staff peak times or the road network peaks.* ▸ *Construction traffic will be managed to avoid the peak periods above. [NOTE: This will be required given that construction of the Amity College school campus will be undertaken in progressive stages, after the School is initially established on the project site. Refer also to section 6.2 of the EIS for other construction traffic mitigation measures proposed.]* ▸ *School traffic is embedded in the strategic modelling undertaken to date for the Leppington Priority Precinct, and this modelling forms the basis of future infrastructure provision and timing. Upgrades are already committed in the locality. Most notably, the intersection of Camden Valley Way with Ingleburn Road has already been upgraded, while the intersection of Ingleburn Road with Byron Road is currently under design for traffic signal control.*	*1-3*	*A-B*	*M-LOW*

Environmental Issue in SEARS cont.	Source of potential environmental impact	Mitigation measures/risk treatment for proposed school development	C	L	Risk Level
3. Operation of the school cont.	Overshadowing	Overshadowing is minor and limited.The Project has an assessed Low risk in this regard. 9am mid winter shadows do not extend beyond the Local Street to the south. 12 noon mid winter shadows barely extend beyond the bounds of the project site. However 3pm winter shadows will extend by up to about 10m onto private property on the opposite side of Byron Road, but only shadows cast by the administration and secondary school buildings- considered to be an acceptable, minor impact. The school design allows for a central, north-facing open space and playground area that minimises overshadowing and maximises solar access to this part of the school campus.	1-2	A-B	LOW
	Privacy	Due to the design of the school buildings, the building setbacks proposed, the (2 storey) height of buildings nearest its neighbours to the south, and landscaping to surround the perimeter of the school campus, there are anticipated to be no adverse privacy impacts on neighbouring private properties. This notwithstanding the fact that the main administration building will be clearly visible from the opposite side of Byron Road. The Project has an assessed Low risk in this regard.	1-2	A-B	LOW
	Reflectivity	Reflectivity will be effectively controlled through judicious use of materials and comprehensive landscaping within the school and around most of the perimeter of the school campus.The Project has an assessed Low risk in this regard.	1-2	A	LOW
	Out of hours use of school facilities	The Project allows for the multi-purpose halls to be accessed and used outside of school hours by third parties. As this is a new school, with no existing school community there are currently no existing agreements or arrangements with any third parties for use of the school facilities themselves. Amity College already provides for out of hours use of its multi-purpose spaces at its Prestons campus, in the neighbouring Liverpool LGA. It is anticipated that similar arrangements will be made with sports and other allied groups once the first multi-purpose hall is constructed- currently planned for Stage 5 of the Project. The Project has an assessed Low risk in this regard.	1	A	LOW
	Winds	Wind impacts are expected to be minor and limited due mainly to the extensive plantings proposed, which will provide wind shielding, and, to a lesser extent, the modest height of school buildings proposed. The Project has an assessed Low risk in this regard.	1-2	B	LOW

Environmental Issue in SEARS cont.	Source of potential environmental impact	Mitigation measures/risk treatment for proposed school development	C	L	Risk Level
4. Built Form and Urban Design	The potential for adverse visual impacts from neighbouring residential areas, in particular.	The project site has no FSR or height limits, or building setback restrictions. The proposed new school development accords with good urban design principles as outlined in State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017. The siting, scale and design of new school buildings has been designed having regard to the existing zonings and likely future character of the area. The heights of the school buildings provide a reasonable transition between higher density residential areas to the north and lower density residential to the south. A 2 storey primary school building is proposed near residential development to the south, with 3 storey school buildings on lower land abutting zoned medium density housing to the north; with a small 4 storey component at the main entry near the Byron road frontage. The proposed school buildings also provide an articulated and interesting form, when viewed from local streets, and should add visual interest to the public domain. The school buildings achieve acceptable setbacks from all boundaries of the project site, to allow for sufficient separation from adjoining residential properties.	2-3	B	M-LOW
5. Environmental Amenity	Refer to SEARS point (3)	The zoning of the site is for a school, so there is a reasonable community expectation for school buildings being erected on the site.Addressed under SEARS point (3). Low impacts expected.	1-2	A-B	LOW
6. Staging	Details and timing of stages	There will be a staged redevelopment of the school campus over time, with details provided in Section 2 of the EIS.			NA
7. Transport and accessibility	Refer to SEARS point (3)	Addressed under SEARS point (3). Additionally: ▸ Anticipated peak hour use of the local road system has been determined by Traffix in their traffic assessment and found to be acceptable. These conclusions have been supported by existing surveys of transport usage by student and staff at the Prestons campus of Amity College, in the neighbouring Liverpool LGA. ▸ The project site already has access to 3 local bus services, which can be utilised by students and staff attending the school. ▸ The master planning for Leppington has identified various upgrades to the transport network, the most recent being the intersection of Camden Valley Way and Ingleburn Road. ▸ The Traffix assessment also confirms that acceptable levels of road safety can be assured at key intersections in the locality as the school grows. Assessed as Low-Moderate Risk.	1-3	A-B	M-LOW

Environmental Issue in SEARS cont.	Source of potential environmental impact	Mitigation measures/risk treatment for proposed school development	C	L	Risk Level
8. Noise and vibration	Identify and provide a quantitative assessment of the main noise and vibration generating sources during operation, including consideration of any public-address system, school bell and use of any school hall for concerts etc. (both during and outside school hours).	An acoustic assessment of both operational and construction related noise has been undertaken by Koikas Acoustics, who conclude that the school will comply with the nominated noise criteria at surrounding residential premises. Noise mitigation measures proposed by Koikas Acoustics relate to the design of ceilings, roofs, walls and doors of school buildings. Koikas Acoustics also confirm that car park noise impacts during school peak hour periods comply with the nominated traffic noise criteria. Koikas Acoustics also find that the maximum calculated road traffic noise level to the surrounding residential premise is found to 1 dB over the nominated road traffic noise criterion, however, it is the opinion of Koikas Acoustics that such a small exceedance, by only 1 dB, is acceptable. For this reason the overall Risk has been assessed as Low-Moderate.	2-3	A	M-LOW
9. Ecologically Sustainable Development	ESD principles, measures to reduce consumption of resources, water and energy	The Project has an assessed Low risk. Refer to design statement by Gran Associates Australia, in **Appendix C** and EIS Section 2.6.4 for details. The proposal incorporates various measures to mitigate consumption of resources, water and energy including: ▸ The design utilises an efficient window, skylight and façade system designed to minimise heat gain into the building while promoting the entry of daylight and natural ventilation into classroom spaces, which collectively act to reduce energy usage, improves the indoor amenity and create a pleasant learning environment for students. ▸ Energy efficiency LED lighting to be installed. ▸ Amity College will use a photovoltaic (PV) solar power grid-connect rooftop system, to offset power consumption. ▸ All new water-using appliances, shower heads, taps and toilets purchased will be at least the average WELS star rating (or equivalent) by product type. ▸ All buildings to be constructed of appropriate, durable materials that contain reduced or no hazardous substances (e.g. low VOC) to ensure effective indoor environmental quality. ▸ The project aims for the elimination of unnecessary waste. ▸ The energy-efficient, durable design of the project will act as a suitable 'buffer' to climate generating exacerbated heatwaves, extreme storm and weather events. The design of outdoor spaces provides for spaces that are protected from adverse weather events. ▸ 'Future proofing' of all general learning spaces is proposed through the provision of flexible learning spaces.	1-2	A-B	LOW

Environmental Issue cont.	Source of potential environmental impact cont.	Mitigation measures/risk treatment for proposed school development	C	L	Risk Level
10. Social impacts	The project site has been specifically identified as a school site in the master plan for Leppington. The new school will ultimately accommodate up to 1,000 primary and secondary students. Potential impacts may arise in terms of community impacts generally.	The Project has an assessed Low risk in terms of social impacts, having regard for the following: ▸ Because of the zoning of the site as a school, there is a community expectation that a school will be established on the project site. ▸ The new school has been designed and buildings sited so as to minimise significant adverse impacts on surrounding amenity in the locality. Schools have the capacity to integrate with residential zones ▸ The provision of new, additional student spaces in the Leppington urban release area will cater for forecast demand as a result of the huge population growth forecast in the Camden LGA and surrounding areas. ▸ The proposed new school campus will be privately funded and will generate a significant number of construction jobs over the life of the project, as detailed elsewhere in this EIS. The economic impacts of the proposal will be positive. ▸ The Leppington (Stage1) Finalisation Report, released by the Department of Planning and Environment in 2015, relates specifically to the project site. This report justifies the zoning of the site as a school in its current configuration. The report also assumes future access for students on the zoned school site to the adjoining public open space to the west. ▸ The design utilises the 4 key concepts of CPTED. ▸ The State Government has given formal recognition to the role that non-government schools will have in meeting the anticipated demand in new schools and school facilities generally.	1-2	A-B	LOW
11. Aboriginal cultural heritage	Potential disturbance of Aboriginal archaeology. No sites were found on the project site. The only potential impact would be on unexpected finds.	The conclusions and recommendations of the Aboriginal Heritage Impact Assessment (AHIA) by AMBS (**Appendix L**) will be implemented. The Project has an assessed Low risk.	1	A	LOW
12. Utlities	Ability of the proposed school to be serviced over the various stages of the school.	The Project has an assessed Low risk. An Infrastructure Management Plan has been prepared, detailing requirements of the development for the provision of utilities, including staging of infrastructure. An Integrated Water Management Plan has also been prepared. It details the proposed alternative water supplies, proposed end uses of potable and non- potable water, and water sensitive urban design or the proposed school. Both reports outline existing and proposed new services to be developed at the new school site.	1-3	A-B	LOW

Environmental Issue cont.	Source of potential environmental impact cont.	Mitigation measures/risk treatment for proposed school development	C	L	Risk Level
13. Contributions	Address Council's Section 94 Contribution Plan.	The project site has not been identified as a contributing site in Council's contributions plan documentation. In any case, Amity College will be seeking full exemptions if pressed by Camden Council for reasons including the following: ▸ The significant investment in local infrastructure proposed as a part of the Project.The cost to construct the two local streets is estimated at $1.091 million, with an additional $0.72 million on the bus bays and widening of Byron Road. The two school halls, both proposed for community use, will cost an estimated $8.939 million to construct. ▸ Seeking contributions from a school would constitute "double dipping" given that contributions will have already been obtained for the surrounding residential catchment population of the school.			NA
14. Contamination	Removal and disposal of contaminated building materials, fill or other material is proposed during the construction stages of the Project. Refer to SEARS checklist in Section 6.2 for further details.	The recommendations of the Phase 2 Contamination Assessment and Remediation Action Plan prepared by GeoEnviro will be implemented. Refer to **Appendix O** for details. Refer also to the Preliminary Construction Management Plan (**Appendix I**). Assessed as Low-Moderate Risk. With management measures in place, and in particular the following: ▸ Asbestos impacted soil can either be removed to an approved landfill or screened and cleaned. ▸ Validation sampling required after site remediation works. ▸ All other surface rubbish material not mentioned above and asbestos material where encountered on-site should be appropriately disposed off-site to an OEH approved landfill. ▸ Dust control measures to be implemented, including air sampling during and after removal of asbestos material. ▸ Contingency measures to be in place.	2-3	A-B	M-LOW
15. Salinity	The site is not significantly impacted by saline soil. The topsoil is Non Saline, with the clayey sub-soil classified as Non to Moderately Saline.	The recommendations of the Geotechnical and Salinity Investigation prepared by GeoEnviro will be implemented. Refer to **Appendix S** and **Appendix T** for details. Refer also to the Preliminary Construction Management Plan (**Appendix I**). Assessed as Low Risk, with management measures in place, and in particular the following: ▸ Erosion and sediment control devices to be installed. ▸ Deeper excavations in excess of 0.9m should be covered and retained. ▸ Treatment of sodic dispersive soil with lime. ▸ Installation of subsoil drainage. ▸ Avoid over-fertilising and over-watering of playing fields.	2	A	LOW

16. Construction hours	*The potential for noise, traffic and vibration impacts associated with construction activities.*	*Assessed as Low-Moderate Risk.* *Refer to SEARS checklist in Section 6.2 for further details.* *Refer also to Preliminary Construction Management Plan (**Appendix I**) for details, and in particular, sections 2 (Construction Plan), 3 (Environmental Management), and 4 (Construction Traffic Management).*	*2*	*B*	*M-LOW*
17. Drainage	*There are no springs or drainage courses running through the site.*	*Assessed as a Low Risk.* *Stormwater, overland flow and water quality will be managed in accordance with the report prepared by Martens & Associates dated March 2019 (**Appendix R** and **Appendix U**) and the Preliminary Construction Management Plan (**Appendix I**).*	*1-2*	*A-B*	*LOW*
18. Flooding	*Assessment of flood risk and impact of 1:100 year flood event.*	*The site is not flood prone land. Refer also to **Appendix R**.* *Assessed as NIL-Low Risk.*	*1*	*A*	*NIL-LOW*
19. Waste	*Need to ensure that waste management on the school site meets waste hierarchy established under the Waste Avoidance and Resource Recovery Act 2001 in terms of avoidance, recovery or disposal of waste.*	*Amity College expects to coordinate waste collection on the school campus in the same or similar manner that it currently does at its other three (3) school campuses. As such, the Risk associated with future waste management on the new school campus are considered to be Low.* *A waste management plan has been formulated- for the Project (refer **Appendix N**), involving the minimisation of waste, and the maximisation of reuse and recycling of materials on site. Waste mitigation strategies proposed include the following:* ► *All wastes generated will be properly assessed, classified and managed in accordance with the EPA's guidelines to ensure proper treatment, transport and disposal.* ► *The collection and storage of waste and removal by a licensed contractor.* ► *Garbage is to be stored and collected on a regular basis. Sufficient space is to be provided for the storage of garbage and recycling.* ► *Waste collection areas have been identified on the school campus.* ► *Driveways and loading docks have been designed in accordance with the relevant authority requirements to allow the safe passage of a laden garbage collection vehicle in all seasons.* ► *Construction waste generated on site will be removed by a licensed waste contractor and sorted for recycling off-site.* Refer also to Sections 3.5, 5.2 and 5.3 of the Preliminary Construction Management Plan (**Appendix I**) for further details of measures proposed during the construction stages of the Project.	*1-2*	*A-B*	*LOW*

20. Biodiversity	*The site is 'biodiversity certified' under the Threatened Species Conservation Act 1995 (TSC Act), which negates the requirement for an impact assessment on threatened species under Section 5A of the EP&A Act; and consequently, turns off the requirement for an assessment of significance or species impact statement on land which is certified within the SW Growth Centres.* *Loss of trees.*	*Detailed ecological studies undertaken on behalf of the (then) Department of Planning & Infrastructure in 2014 found the Project Site to contain trees in poor condition.* *The generally poor condition of most trees on site has been confirmed by the arborist engaged by Amity College-refer **Appendix P**.* *Prior to final release of the Leppington Precinct, a decision was made by the Department of Planning & Environment to zone the larger stand of this vegetation for the purposes of a school and, once rezoned, to not require this vegetation stand to be retained. Importantly, these trees are not zoned for protection under the Growth Centres SEPP.* *All trees are to be progressively removed from the site (a moderate negative impact), with early replanting of trees around the school campus (a positive impact).* *All new trees and other plantings proposed to be planted at the site have been chosen to ensure they are both safe and appropriate to a school environment.* *A Low-Moderate Risk is assessed.*	*1*	*A*	*M-LOW*
21. Sediment, erosion and dust controls	*Sediment and erosion controls required to protect downstream environments.*	*The installation of the erosion and sediment control measures as proposed will ameliorate potential impact to water quality in the receiving waters. A monitoring program is also proposed.* *Stormwater, overland flow and water quality will be managed in accordance with Managing Urban Stormwater Soils and Construction, 4th Edition published by Landcom (the so-called 'Blue Book') and Camden Council requirements, with details provided in **Appendix R** and **Appendix U** and the Preliminary Construction Management Plan (**Appendix I**).* *Some of the sediment and erosion mitigation strategies include the following:* ▸ *Erosion and sediment control devices will be installed prior to commencement of work in each stage.* ▸ *Use of stabilised site access point and shaker pad at the entry/exit point to each works area.* ▸ *Minimising the area of disturbance during construction and use of sediment devices eg. sediment fences.* ▸ *Controlling surface water flows through each stage of the development.* ▸ *Regular monitoring and maintenance of erosion and sediment control measures and rehabilitation works until the school site is stabilised*	*1-2*	*A-B*	*LOW*

▪ 6.5 Risk Management Plan and Summary

The following Risk Management Plan, set out in the accompanying Table 6.6, identifies those impacts identified in this EIS as carrying a Low-Moderate or Moderate Risk (there being no identified High risks), the types of control(s) and mitigation measures that are required, and corresponding management strategy for each risk.

In summary, the Project presents an overall acceptable risk during both the construction and operational stages of the proposed school development.

Based on these findings, environmental impacts associated the construction and operation of the proposed school development on the project site are compliant with the requirements for SSD under the *State Environmental Planning Policy (State and Regional Development) 2011* and Division 4.1 of the EP&A Act.

Therefore, environmental impacts associated with the construction and operation of the proposed school development, with the implementation of the mitigation strategies and management plans identified within this EIS, are deemed acceptable.

Table 6.6: Risk Management Plan- Proposed New School at Leppington

Potential Impact	***Control***	***Control Strategy/Mitigation Measures***
Construction Stages		
Construction traffic	*Traffic management, engineering controls, training and induction, monitoring and remedial action where required*	*Construction and operational traffic will be managed in accordance with the Traffic and Parking Assessment prepared by Traffix Traffic and Transport Planners dated May 2019 (**Appendix M**) and the Preliminary Construction Management Plan (**Appendix I**).* *These documents contain various mitigation measures to minimise construction traffic impacts to an acceptable degree.* *They include restrictions on the access points for construction traffic and work areas within the site, the prohibition on queuing of construction trucks in local streets, worker induction programs, ongoing monitoring, restrictions on hours of use (to avoid conflicts with peak school drop off and pick up times), and traffic management generally.*
Noise and vibration from construction activities	*Noise and vibration attenuation, time restrictions, monitoring, management, containment,, engineering controls and community consultation*	*The control strategy includes the following components, to minimise impacts to an acceptable degree:* ▸ *All construction work to be undertaken strictly during the approved hours of operation, namely, 7.00am to 6.00pm Monday to Friday and 8:00am to 1:00pm on Saturdays.* ▸ *Limits on time of rock hammering, sheet piling and the like.* ▸ *Limits on duration of noisy activities.* ▸ *The use of moveable screens.* ▸ *Construction vehicles to be parked on-site and workers instructed not to park in surrounding residential streets.* ▸ *Progressive noise monitoring.* ▸ *Minimum work distances to be observed.* ▸ *Ongoing community liaison.*

Potential Impact (Construction Stages) cont.	Control cont.	Control Strategy/Mitigation Measures cont.
Social impacts	Impact attenuation and management, containment, engineering controls and community consultation	The Preliminary Construction Management Plan (**Appendix I**) contains measures to minimise social impacts during construction to an acceptable degree and include: ▸ All construction activities shall be managed in accordance with relevant work, health and safety requirements. ▸ An Emergency Management Plan to be prepared for each stage. ▸ Community consultation and complaints handling procedures to be in place. ▸ The site to be secured and fenced during construction work. ▸ Watering of the site to reduce dust nuisance. ▸ Truck shaker grids will be installed at the entry gates.
Contamination	Isolation and containment, licensing, management, procedures and training/licensing, and community consultation	The recommendations of the Phase 2 Contamination Assessment and Remediation Action Plan prepared by GeoEnviro will be implemented. Refer to **Appendix O** for details. Refer also to the Preliminary Construction Management Plan (**Appendix I**). These documents contain various mitigation measures to minimise contamination impacts to an acceptable degree. The removal, handling and disposal of any contaminated material is to be undertaken by an appropriately licensed contractor and in accordance with the requirements of the NSW WorkCover Authority and the NSW OEH.
Construction hours	Attenuation, time restrictions and management.	All construction work to be undertaken strictly during the approved hours of operation, namely, 7.00am to 6.00pm Monday to Friday and 8:00am to 1:00pm on Saturdays. Other restrictions relate to other construction activities on site, to further mitigate impacts to an acceptable degree. Refer to Preliminary Construction Management Plan (**Appendix I**) for details, and in particular, sections 2 (Construction Plan), 3 (Environmental Management), and 4 (Construction Traffic Management).
Sediment, erosion and dust controls	Engineering controls, attenuation and containment, monitoring and site management,	The proposed development incorporates sediment and erosion management practices as detailed in the Martens & Associates plans and drawings accompanying this EIS (**Appendix R** and **Appendix U**). Refer also to the Preliminary Construction Management Plan (**Appendix I**). These documents contain various mitigation measures to minimise contamination impacts to an acceptable degree.

School Operation		
Pedestrian and vehicular traffic	Design and engineering controls, attenuation and management, State Government planning and commitment to road upgrades in the Leppington Priority Precinct	In operating the school various mitigation measures will be employed to minimise pedestrian and vehicular impacts to an acceptable degree. These include the following: ▸ The separation of traffic to the primary school and secondary school through each having separate car parking and drop off/ pick up areas, as well as separate basement staff car parking areas and loading bays. ▸ Clearly defined entry points for cars, buses, loading vehicles and students. ▸ About 10% of students are expected to travel by bus, thus reducing traffic levels overall. ▸ Bicycle parking will be provided on the school site. ▸ Construction traffic will be managed to avoid the peak periods above.] ▸ State Government planning committed to the upgrading of roads infrastructure in Leppington to accommodate future growth.
Built form and urban design	Design	Two, three and four storey school buildings are proposed. Whilst being visually distinct, the buildings will provide a reasonable transition between higher density residential areas to the north and lower density residential to the south. Site landscaping will also soften the overall visual appearance of the proposed school buildings. The proposed school buildings also provide an articulated and interesting form, when viewed from local streets, and should add visual interest to the public domain. The school buildings achieve acceptable setbacks from all boundaries of the project site, to allow for sufficient separation from adjoining residential properties. The design features of the proposed school will result in acceptable overall impacts.
Operational noise	Design, attenuation, management and procedures	Noise mitigation measures proposed by Koikas Acoustics relate to the design of ceilings, roofs, walls and doors of school buildings. Play areas are principally confined to the central courtyard area, shielded from neighbouring residential properties by school buildings. The design features of the proposed school will result in acceptable overall noise impacts.
Contamination	Isolation and containment, licensing, management, procedures and training/licensing, and community consultation	The recommendations of the Phase 2 Contamination Assessment and Remediation Action Plan prepared by GeoEnviro will be implemented. Refer to **Appendix O** for details. Refer also to the Preliminary Construction Management Plan (**Appendix I**). These documents contain various mitigation measures to minimise contamination impacts to an acceptable degree.

Potential Impact (School Operations) cont.	***Control cont.***	***Control Strategy/Mitigation Measures cont.***
Biodiversity	*Design, landscape rehabilitation and management*	*All trees will be removed from the site as a result of the proposed school development.* *This impact will be ameliorated to an acceptable degree through early replanting in a coordinated landscape scheme for the site.* *The proposal includes extensive landscaping works as detailed in the landscape Plans prepared by Michael Sui Landscape Architects (**Appendix D**), including perimeter plants of native trees, landscaped courtyards and playgrounds.* *The landscape plans are supported by Water Sensitive Urban Design (WSUD) and integrated water management principles into the proposed development.*

7.Environmental Assessment

7.1 Overview

The following section assesses the likely environmental and planning impacts arising from the staged school development proposed on the Project Site. The identification and prioritisation of environmental issues associated with the proposed new school has enabled the impact assessment contained in the EIS to focus on key impacts and environmental mitigation strategies. Details of all mitigation measures to be employed on site are contained in section 2 of the EIS report and in the Preliminary Construction Management Plan, to be be read in conjunction with the following assessment.

Impacts associated with the establishment and operation of the new school can be predicted with a reasonable degree of certainty, given that Amity College has been providing educational facilities since 1996, when its Prestons school campus was initially established. Today it now runs three school campuses at Prestons, in the neighbouring Liverpool LGA, at Auburn, and at Shellharbour, accommodating more than 2,000 students from more than 40 nationalities.

The Environmental Planning and Assessment Act 1979 (NSW) (EP&A Act) establishes the system of planning, environmental impact assessment and development approvals in NSW. The Project complies with the objects of the EP&A Act, which governs planning and the assessment of development projects in New South Wales, including schools- refer to Table 3.1 in Section 3.1.1 of this EIS for compliance table.Section 4.15(1) (formerly 79C(1)) of the EP&A Act applies to the determination of the development application for State significant development (s 4.40 of the EPA Act). It requires an assessment of the impact of various planning and environmental issues engaged for consideration by s 4.15. In this regard Section 4.15(1) provides:

> *"(1) In determining a development application, a consent authority is to take into consideration such of the following matters as are of relevance to the development the subject of the development application:*
>
> *(a) the provisions of:*
>
> *(i) any environmental planning instrument, and*
>
> *(ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Planning Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and*
>
> *(iii) any development control plan, and*
>
> *(iiia) any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4, and*
>
> *(iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph),*
>
> *(v) Repealed*
>
> *that apply to the land to which the development application relates,*
>
> *(b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,*
>
> *(c) the suitability of the site for the development,*
>
> *(d) any submissions made in accordance with this Act or the regulations,*
>
> *(e) the public interest."*

A summary of the overall compliance of the proposed school development with the above matters for consideration is set out in the accompanying Table 7.1.

Table 7.1: Compliance with Section 4.15 of the EP&A Act (Summary)

Matters for Consideration s.4.15	Compliance
(a) The provisions of: **Any environmental planning instrument**	*Under the provisions of State Environmental Planning Policy (Sydney Region Growth Centres) 2006 the site of the proposed new school is specifically zoned for the purposes of a school, namely SP2 Infrastructure (Educational Establishment). The development proposed on site accords with good urban design principles and school planning principles as outlined in clauses 35(6)-(9) and and Schedule 4 of State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017. Refer to EIS Section 7.2.*
Any proposed planning instrument	*Complies. Refer to EIS Sections 3.2.19 and 3.2.10, as well as Section 7.3.*
Any development control plan	*Complies. Refer to EIS Section 7.4. The applicable development control plan is the Camden Growth Centre Precincts Development Control Plan.* *The Indicative Layout Plan for the Leppington Precinct, which forms a part of this DCP, clearly identifies the site as a designated school site, with proposed new Local streets to the north and to the south of the site. The proposal to establish a school and construction of Local Streets adjoining the northern and southern boundaries of the new school is entirely consistent with the objectives of this DCP and the Indicative Layout Plan.* *[NOTE: DCPs do not apply to State Significant Development]*
Any planning agreement or draft planning agreement that has been entered into	*No planning agreements have been entered into under s.7.4 of the EP&A Act. Not applicable.*
The regulations (to the extent that they prescribe matters for the purposes of this paragraph)	*Complies. Refer to EIS Section 7.6.*
(b) The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality	*Complies. Refer EIS Section 7.7 in conjunction with Section 2 of this EIS, as well as specialists reports and the Preliminary Construction Management Plan-all of which also contain details of mitigation measures proposed.*
(c) The suitability of the site for the development	*Complies. Refer EIS Section 7.8. The project site has been earmarked in the master planning process for Leppington as a future school site, and has been zoned accordingly. The Project Site contains no significant environmental constraints to development. The Project Site enjoys Biodiversity Certification under the Threatened Species Conservation Act 1995 (TSC Act). The vegetation on the site is not mapped as being significant and does not have to be retained. Refer also to Section 3.2.6, 3.3.11, 4.2.6, 5.1, and 7.8 of the EIS.*
(d) Any submissions made in accordance with this Act or the regulations	*Refer EIS Section 7.8. Comments to be received during the EIS exhibition process*
(e) The public interest	*Complies. Refer EIS Section 7.9.*

The Project is State Significant Development (SSD) within the meaning of s 4.36(1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

It is development for the purposes of an educational establishment (school) as defined in Item 15(1) of Schedule 1 to *State Environmental Planning Policy (State and Regional Development) 2011* (SEPP) namely:"*(1) Development for the purpose of a new school (regardless of the capital investment value).*" Accordingly, it is declared by clause 8 of this SEPP to be State Significant Development. The Minister for Planning is the consent authority for State significant development (the former s 89D(1) now s. 4.5 of the EP&A Act.

▪ 7.2 Section 4.15(1)(a)(i): Planning Instruments

7.2.1 Background and overview

In this case, the principal environmental planning instruments that are responsible for shaping development on the project site and in facilitating approval of the school project are as follows:

- *State Environmental Planning Policy (Sydney Region Growth Centres) 2006*. Planning provisions apply.
- *State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017.* Planning and design guidelines apply.
- *State Environmental Planning Policy (State and Regional Development) 2011.* No planning guidelines apply.

These state environmental planning policies prevail to the extent of any inconsistency with any other environmental planning instrument. [NOTE: As confirmed by Sheahan J in *Bella Ikea Ryde Pty Ltd v City of Ryde Council (No 2)* [2018] NSWLEC 204 in a decision dated 17 December 2018] Refer also to Section 3 of the EIS for further details.

The provisions of other state environmental planning policies and other State policies also apply- refer to Section 3 of the EIS. These are further considered in Section 7.2.4 and Section 7.2.5 of the EIS.

Moreover, pursuant to the provisions of clause 35(9) of *State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017* any provision of a development control plan that specifies a requirement, standard or control in relation to a school development "*is of no effect, regardless of when the development control plan was made*." Schedule 4 of this SEPP contains design quality principles that must be complied with. The Project complies in this regard.

The proposal complies with the above relevant environmental planning controls and guidelines, as well as with the EPA Regulation 2000 and the relevant development control plan namely, the *Camden Growth Centre Precincts Development Control Plan*- the latter relating to development upon the project site and surrounds. Refer Sections 3.4 and 7.2 of the EIS.

In the NSW Land & Environment Court judgement of Robson J in *Omid Mohebati-Arani v Ku-ring-gai Council* [2017] NSWLEC 143 at para [76] the learned judge had this to say about the importance of the zoning of the land for a particular use, stating, inter alia:

> *"76 First, where land by its zoning has been identified as generally suitable for a particular purpose, weight must be given to that zoning in the resolution of a dispute as to whether development is appropriate. As has been frequently stated by this Court, whilst the fact that a particular use may be permissible is generally a neutral factor, a planning decision must generally reflect an assumption that development which is consistent with the zoning will be permitted. This is because the Act provides a complex regime, including extensive public participation, to determine the nature and intensity of development which may be appropriate at any site, and accordingly weight should be given to the outcome of this process (see BGP Properties Pty Limited v Lake Macquarie City Council [2004] NSWLEC 399; (2004) 138 LGERA 237 at [117]-[118] per McClellan CJ of LEC)."*

The principal planning instrument controlling development on the project site and surrounding area is *State Environmental Planning Policy (Sydney Growth Centres) 2006*. The project site is zoned SP2 Infrastructure (Educational Establishment) under *Appendix 9: Camden Growth Centres Precinct Plan* of that instrument. Development for the purposes of 'educational establishments' (ie. schools), found in the Dictionary to this State Policy, is specifically identified as a permissible use in this zone.

Educational establishments are also a permissible use in"prescribed zones", which includes the SP2 zone, under the provisions of *State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017*.

In short, the proposed school development is permissible with consent on the project site.

It has been the practice of the NSW Land & Environment Court to follow the decision of *Schaffer Corporation v Hawkesbury City Council (1992)* 77 LGERA 21, at [21] in assessing the compatibility of a development with the zone objectives, as follows:

> *"…the guiding principle then is that development will be generally consistent with the objectives, if it is not antipathetic to them. It is not necessary to show that the development promotes or is ancillary to those objectives, nor even that is compatible." (referred to in Land & Environment Court judgement in the matter of New Street No. 1 Pty Ltd v Waverley Council [2017] NSWLEC 1592 24 October 2017).*

The Project is consistent with the relevant SP2 zone objectives, and as such is a compatible use- refer Table 7.2. The compliance of the proposed school development with Section 4.15(a) of the EP&A Act is considered in the following.

7.2.2 Compliance with State Environmental Planning Policy (Sydney Region Growth Centres) 2006

The proposed school development complies with the relevant sections of *State Environmental Planning Policy (Sydney Region Growth Centres) 2006*, considered in the following Table 7.2. Refer also to Section 3.2.6 for details.

Table 7.2: Summary Compliance of the Project with SEPP (Sydney Region Growth Centres) 2006

SEPP (Sydney Region Growth Centres) 2006 Provision	***Compliance***
Aims of Appendix 9 Camden Growth Centres Precinct Plan of SEPP (Sydney Region Growth Centres) 2006: ***(a) to make development controls that will ensure the creation of quality environments and good design outcomes,*** ***(b) to protect and enhance environmentally sensitive natural areas and cultural heritage,*** ***(c) to provide for recreational opportunities,*** ***(d) to provide for multifunctional and innovative development that encourages employment and economic growth,*** ***(e) to promote housing choice and affordability,*** ***(f) to provide for sustainable development,*** ***(g) to promote pedestrian and vehicle connectivity.***	*Complies with the following applicable aims:* *a) The Project is for a school on land specifically zoned for that purpose.* *b) The Project site does not contain any environmentally sensitive natural areas or cultural heritage areas.* *c) The proposed school proposes a range of recreational facilities for its students.* *d) The Project will generate a significant number of construction and operational jobs, as detailed elsewhere in this EIS. The economic impacts of the proposal will be positive.* *f) The Project proposes a number of sustainable development features as detailed elsewhere in this EIS.* *g) The Project promotes pedestrian and vehicle connectivity. New car parks, bus bays, cycleways and pedestrian links are proposed as a part of the proposed new school development.*
Objectives of the SP2 Infrastructure (Educational Facilities) zone	*The proposed development complies in that it provides for a use specifically zoned for this site ie. a school.*
Minimum Lot Size (cl.4.1-4.1G)	*Not minimum lot sizes apply to the project site.*
Density Restrictions (cl.4.1B)	*No density restrictions apply to the land proposed to be developed for the purposes of a school.*
Building Height Restrictions (cl.4.3)	*No building height restrictions apply to the land proposed to be developed for the purposes of a school.*
Floor Space Ratio (FSR) Restrictions (cl.4.4 &4.5)	*No building height restrictions apply to the project site- or to any part of Leppington.*
Preservation of Trees and Vegetation (cl.5.9)	*The project site is not mapped as possessing any native vegetation to be protected.*
Heritage (cl. 5.10)	*The project site is not identified as possessing any heritage features.*
Services Provision (cl. 6.1)	*The services consultants conclude that the proposed school can be adequately serviced, as and when required, and satisfy the requirements of clause 6.1. refer Appendix **Q**.*

7.2.3 Compliance with State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017

The proposed school development complies with the relevant sections of *State Environmental Planning Policy ((Educational Establishments and Child Care Facilities) 2017,* considered in the following Table 7.3.

Refer also to Section 3.2.6 of the EIS for further details.

Table 7.3: Summary Compliance of the Project with SEPP (Educational Establishments and Child Care Facilities) 2017

SEPP (Sydney Region Growth Centres) 2006 Provision	***Compliance***
Aims of State Environmental Planning Policy ((Educational Establishments and Child Care Facilities) 2017	*Complies.* *Refer to aims compliance checklist in Table 3.4 in section 3.2.2 of this EIS.*
Permissibility (clause 35 of the SEPP)	*Complies.* *The proposed school is on land within a prescribed zone, SP2 Infrastructure, where schools are a permitted use, with consent (clause 35(1)).*
Compliance of the proposed school development with the applicable design quality principles as set down in Schedule 4 of State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017, as required by clause 35(6)(a) of the SEPP	*Complies. Refer to compliance checklist in section 2.6.3 of the EIS.*
Whether the development enables the use of school facilities (including recreational facilities) to be shared with the community, , as set down in clause 35(6)(b) of State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017	*Complies. Community use of some of the school facilities is proposed, including school halls and car parking facilities.*
Traffic generation (clause 57 of the SEPP)	*Complies. Refer to Traffix report for details (**Appendix M**) which concludes, inter alia, that:* *"All strategic planning within the Leppington Precinct plan assumes the provision of a school on the subject site; and all planned infrastructure to support the Plan has been identified and will be progressively implemented. Given that the school forms part of the strategic planning for the Precinct (notably the Draft Transport and Access Strategy prepared for the prior Draft Leppington Precinct Plan), the broader cumulative traffic impacts of development has already been determined and this report focusses on the delivery of a compliant design."*

7.2.4 Compliance with other State Environmental Planning Policies

Where applicable, the proposed school development complies with the other state environmental planning policies, summarised in the following Table 7.4.

Refer also to Section 3 of this EIS for further details relating to each and every one of the state environmental planning policies

relevant to this project.

Table 7.4: Summary compliance of the Project with relevant SEPPs

State environmental planning policy	Applicability to proposed new school development
SEPP (Infrastructure) 2007	*The project site is not situated on land in or adjacent to a road corridor with an annual average daily traffic (AADT) volume of more than 20,000 vehicles.* *This provision of the SEPP has no work to do because the 20,000 vehicles AADT trigger has not been exceeded. As such, the provisions of clause 102(1)(d) of this SEPP, which refers to educational establishments, do not apply to the Project.* *Schedule 3 -Traffic generating development- no longer refers to schools. This provision now forms a part of State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017- refer to EIS Section 2.2.2 for details.*
SEPP (Vegetation in Non-Rural Areas) 2017	*Not applicable. The NSW Government's "FAQ Vegetation SEPP 2017" dated September 2017 states: "The Vegetation SEPP will regulate clearing of native vegetation on urban land and land zoned for environmental conservation/management that does not require development consent". As such, the clearing of vegetation on the project site will be assessed as part of this DA, and not under this SEPP.*
SEPP No.55 - Remediation of Land	*A Phase 1 and Phase 2 contamination assessment finds the potential for contamination in a number of pockets of land on the project site. A Remediation Action Plan has been formulated, to mitigate any potential contamination impacts.* *The contamination work undertaken in the case of the proposed school is in conformity with the provisions of SEPP 55.* *Having regard to the above, the consent authority can be satisfied that the land is suitable for the purposes of a primary and secondary school, pursuant to Clause 7 of SEPP 55. Refer* ***Appendix O****.*
SEPP No. 64 – Advertising Signage	*Complies. The signage proposed is associated with the identification of the school. Refer to Section 2.6.4 of the EIS for the full compliance checklist against SEPP 64.*
Deemed SEPP No. 20-Hawkesbury-Nepean River	*With the water quality and other mitigation measures proposed, the Project is anticipated to satisfy this deemed SEPP, having acceptable outcomes in terms of impact of development on catchments, and in particular:* ► *Ensuring a healthy and sustainable environment on land and water.* ► *Achieving a high quality and ecologically sustainable urban environment.* ► *Maintaining water quality and flows.* *In order to achieve the above, the development incorporates Water Sensitive Design measures, including comprehensive erosion and sedimentation measures, stormwater management and integrated water management measures in the design of the new school. Refer to Section 2 of this EIS and the work of Martens & Associates (****Appendix R*** **and** ***Appendix U****) and the preliminary Construction Management Plan (****Appendix I****) for further details of the mitigation measures proposed in this regard.* *Satisfactory remediation work is proposed as a part of this Project in accordance with clause 11(4) of this deemed SEPP.* *[NOTES: The project site is not an "environmentally sensitive area" for the purposes of clause 6(2) of this deemed SEPP. The Project is in accordance with the provisions of any relevant metropolitan strategy- refer also to Sections 3.3 and 7.4 of this EIS]*
Camden Local Environmental Plan 2010	*Pursuant to the provisions of Clause 1.8 of Appendix 9 of the Growth Centres SEPP Camden Local Environmental Plan 2010 ceases to apply to the land to which the Leppington Precinct Plan applies.* *It thus follows, in accordance with the provisions of section 3.42 of the EP&A Act 1979, which requires that a DCP give effect to the applicable environmental planning instrument, that Camden Development Control Plan 2011 also does not apply to the site of the proposed new school development or to this DA.*

▪ 7.3 Section 4.15(1)(a)(ii): Draft Planning Instruments

There is a body of case law which refers to circumstances where a draft planning instrument is to be considered when determining a development application. Refer to *Terrace Tower Holdings Pty Limited v Sutherland Shire Council* [2003] NSWCA 289, and *Blackmore Design Group Pty Ltd v North Sydney Council* [2001] NSWLEC 279. The Courts have found that provided the threshold test of imminence and certainty is met, and while it is a matter for the circumstances of individual cases, it is not for the notionally draft planning instruments to be afforded determining weight when considering any development application. In this regard, the relevant draft environmental planning instruments comprise the following:

- Draft State Environmental Planning Policy, which consolidates existing state level planning provisions-including Deemed SEPP No. 20- Hawkesbury-Nepean River, the only relevant instrument in this case applicable to either the project and/or the project site- into a single planning instrument.
- Draft Remediation of Land State Environmental Planning Policy.

These draft SEPPs also discussed in Sections 3.2.19 and 3.2.10 of the EIS, respectively. Draft State Environmental Planning Policy was released for public comment on or about October 2017. It is yet to gazetted. Draft Remediation of Land State Environmental Planning Policy was released for public comment on or about January 2018. It too is yet to gazetted. The likelihood of eventual gazettal of either draft planning instrument is is not certain, nor can it be predicted how imminent these events may be. Notwithstanding these limitations, it is likely that both draft planning instruments will be gazetted in the future. As such, some weight, however small, should be accorded to these draft SEPPs. In any case, neither draft SEPP will alter or affect the proposed development outcome for the project site.

The following table summarises the compliance of the project with the above draft environmental planning policies.

Table 7.5: Summary compliance of the Project with Draft Planning Instruments

State environmental planning policy	*Applicability to proposed new school development*
Draft State Environmental Planning Policy	*With the water quality and other mitigation measures proposed, the Project is anticipated to satisfy this draft SEPP, having acceptable outcomes in terms of impact of development on catchments, and in particular:* ► *Ensuring a healthy and sustainable environment on land and water.* ► *Achieving a high quality and ecologically sustainable urban environment.* ► *Maintaining water quality and flows.* *In order to achieve the above, the development incorporates Water Sensitive Design measures, including comprehensive erosion and sedimentation measures, stormwater management and integrated water management measures in the design of the new school. Refer to Section 2 of this EIS, the work of Martens & Associates (**Appendix R** and **Appendix U**) and the preliminary Construction Management Plan (**Appendix I**) for further details of the mitigation measures proposed in this regard.* *With these measures in place a consent authority can be satisfied that the land is suitable for the purposes of a primary and secondary school, pursuant to this draft SEPP.* *[NOTE: The project site is not an "environmentally sensitive area" for the purposes of of this draft SEPP.]*
Draft Remediation of Land State Environmental Planning Policy	*The application is accompanied by a Category (stage) 1 and 2 assessment, as well as a remediation action plan for those parts of the site with contamination potential.* *With these measures in place a consent authority can be satisfied that the land is suitable for the purposes of a primary and secondary school, pursuant to this draft SEPP.*

▪ 7.4 Section 4.15(1)(a)(iii): Any Development Control Plan

As the proposed school development is State significant development development control plans do not apply. This arises by virtue of clause 11(a) of *State Environmental Planning Policy (State and Regional Development) 2011* which states:

"*11 Exclusion of application of development control plans*

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

*(a) **State significant development**, or*" [our emphasis]

Moreover, Clause 35(9) of *State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017* states that any development control plan that specifies a requirement, standard or control in relation to a development application for a school is of no effect.

Notwithstanding the above, the following assessment has been undertaken.

Section 3.42 of the Environmental Planning and Assessment Act 1979 states that the principal purpose of a development control plan is to provide guidance in terms of the aims of a planning instrument (s.3.42()(a)), facilitating development that is permissible under any such planning instrument (s.3.42(1)(b)), and achieving the objectives of the zones applicable under that planning instrument (s.3.42(1)(c)). In this regard, the proposed school development:

- Complies with the aims of relevant planning instruments, principally *State Environmental Planning Policy (Sydney Region Growth Centres) 2006* and *State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017*.
- The site of the proposed school site is specifically zoned for the purposes of a school, namely SP2 Infrastructure (Educational Establishment) under the provisions of *State Environmental Planning Policy (Sydney Region Growth Centres) 2006*.
- It complies with the objectives of zone SP2 Infrastructure (Educational Establishment), given that it seeks to establish on the site educational infrastructure (ie. a school), as specifically identified.

As *Camden Local Environmental Plan 2010* does not apply to the project site it follows that the Council DCP also does not apply. The reason for this conclusion is to be found in Section 3.42 of the EP&A Act, which requires that a DCP give effect to the applicable environmental planning instrument. If the local council LEP does not apply, it follows that the local council DCP also does not apply. In short, the local council DCP simply has no work to do.

The development control plan applying to the Leppington Priority Precinct is the *Camden Growth Centre Precincts Development Control Plan* (the DCP). It applies to the Leppington Precinct and provides detailed planning and design guidelines for development in the Leppington Precinct.

The purpose of the DCP is set out in clause 1.2 which states:

"*a. Communicate the planning, design and environmental objectives and controls against which the Consent Authority will assess Development Applications (DAs);*

b. Consolidate and simplify the planning controls for the Precincts in the South West Growth Centre;

c. Provide guidance on the orderly, efficient and environmentally sensitive development of the Precincts as envisaged by the South West Growth Centre Structure Plan and State Environmental Planning Policy (Sydney Region Growth Centres) 2006 (the Growth Centres SEPP);

d. Promote high quality urban design outcomes within the context of environmental, social and economic sustainability."

The accompanying Table 7.6 provides a summary assessment of the proposed development against the relevant planning, design and environmental objectives and controls of the *Camden Growth Centre Precincts Development Control Plan* (DCP) 2016 that may otherwise be deemed relevant. [NOTE: There are no specific controls in this DCP relating to schools on sites zoned for this purpose] Refer to Section 3.3.11 of the EIS for details.

Table 7.6: Assessment of the Project Against Camden Growth Centre Precincts DCP (2016)

DCP Provision	Compliance of proposed new school development with DCP
General Provisions applicable to all Camden Growth Centres	
2.2 Indicative Layout Plan *"1.All development applications are to be generally in accordance with the Indicative Layout Plan.* *2.When assessing development applications, Council will consider the extent to which the proposed development is consistent with the Indicative Layout Plan."*	*Consistent.The location of the proposed school sits in the same position as that identified in the Indicative Layout Plan for the Leppington Precinct.*
2.3.1 Flooding	*Consistent. The project site is not identified as comprising flood prone land under the DCP. The layout of the development will ensure that there are no adverse drainage impacts on downstream properties.* *Martens & Associates has prepared a Stormwater Management Plan (**Appendix R** and **Appendix U**) which provides an assessment of the proposal against potential flood risk, and details the management measures proposed to be implemented as a part of the proposed development.*
2.3.2 Water Cycle Management	*Consistent. The Project complies and in particular:* ▸ *Management of 'minor' flows and 'major' flows within the proposed school development site is designed to be in accordance with Camden Council's Engineering Specification.* ▸ *The proposed new school is to be developed such that 1%, 20% and 50% AEP peak flows are maintained at pre-development flows through the incorporation of stormwater detention and management devices.* *Refer to Section 2 of the EIS, the preliminary Construction Management Plan accompanying this EIS, and the **Appendix R** for further details.*
2.3.3 Salinity and Soil Management	*Consistent. Following geotechnical investigations by GeoEnviro consultants (**Appendix S** and **Appendix T**) the topsoil on the project site was found to have Non Saline to Slightly Saline, with Non Saline to Moderately Saline soils below. Based on the foregoing, GeoEnviro are of the opinion that the site is not significantly impacted by saline soil. However, GeoEnviro suggest a number of management strategies on site to mitigate further the risk of salinity, including soil conservation measures to minimise soil erosion and siltation during construction and following completion of development. Refer to Sections 2 and 6 of the EIS, as well as the preliminary Construction Management Plan accompanying this EIS, for further details.*
2.3.4 Aboriginal and European heritage	*Consistent. Following a detailed site survey involving the Aboriginal community no areas or Aboriginal heritage were encountered on the project site. Protocols have been developed for any unexpected finds.Refer **Appendix L**.*
2.3.5 Native Vegetation and ecology	*Consistent. No native vegetation has been identified on the project site under the provisions of State Environmental Planning Policy (Sydney Region Growth Centres) 2006. A landscape plan accompanies this DA. It identifies trees to be planted on the project site following tree removal- refer **Appendix D**.*
2.3.6 Bushfires	*Consistent.The project site is not identified as being bushfire prone land.*
2.3.7 Site Contamination	*Consistent. Stage 1 and Stage 2 site investigations, as well as a Remediation Action Plan, were prepared in accordance with the State Environmental Planning Policy 55 – Remediation of Land. Refer to GeoEnviro reports in **Appendix O** and Section 4.2 of the EIS.*

2.3.9 Noise	*Consistent. Schools-and the noise that they create during school hours- are an accepted part of any urban environment. The Project includes various noise mitigation measures, to minimise impacts to an acceptable degree. Refer also to Sections 2 and 6 of the EIS and to the Koikas Acoustics report in **Appendix K** for further details.*
2.3.10 Odour Assessment and Control	*Consistent. The project site is currently not constrained by any odours. Refer to Section 4.2.8 of the EIS for details.*
2.3.11 Air Quality	*Consistent. The project is for a school, a land use that will not generate the emission of any air impurities.*
2.4 Demolition	*Consistent. All demolition work is to comply with the Australian Standard AS2601-1991, The Demolition of Structures. Security fencing is proposed around the perimeter of each demolition site prior to work commencing. Refer to Section 2.2.1 of this EIS, the GeoEnviro reports (**Appendix O**) and the preliminary Construction Management Plan (**Appendix I**) for further details.*
2.5 Crime Prevention through Environmental Design	*Consistent. The project embraces the principles of Crime Prevention through Environmental Design relevant to the operation of the proposed school. Refer to the Crime Prevention through Environmental Design (CPTED) assessment in Section 3.3.8 of this EIS for further details.*
2.6 Earthworks	*Consistent. The project involves extensive earthworks over time to provide the finished landform and basement car parking proposed. Refer to Section 2.2.1 of this EIS, the geotechnical report of GeoEnviro (**Appendix S**), the engineering work of Martens & Assocaites (**Appendix U**) and the preliminary Construction Management Plan (**Appendix I**) for further details.*
3.3 Movement Network	*Consistent. The project incorporates provision for the construction of local streets as identified in the Indicative Layout Plan for the Leppington Priority Precinct. Additional parking is proposed in the northern Local street. Bus bays and road improvements are also proposed on Byron Road. Temporary access to Byron Road is proposed for staff parking in the early stages of the project. The design and construction of streets is to be consistent with the relevant typical designs in Council's Engineering Specifications and Austroads. Refer to the traffic report in **Appendix M** and the engineering details provided by Martens & Associates (**Appendix U***
3.4 Construction Environmental Management	*Consistent. Refer to the preliminary Construction Management Plan (**Appendix I**) for further details.*
4.4.4 Educational Establishments and Places of Worship	*Forms a part of Section 4 of the DCP, which only applies to Residential zoned areas. The proposed school sits on a site specifically zoned for the purposes of a school. The proposed development is supported by specialist studies and landscaping plans. Car parking has been provided in accordance with the rates as set down in Table 4-12 of the DCP. various noise mitigation measures are proposed.*
Provisions that only apply to Leppington Priority Precinct - Schedule 5 of Camden Growth Centres DCP (relevant figure in that document is referred to)	
Indicative Layout Plan *(Figure 2-1)*	*Consistent. The project seeks to develop a school on land specifically identified in the Indicative Layout Plan for school purposes. Areas shown as Local Roads in the Indicative Layout Plan will also be developed for local roads.*
Water cycle management and ecology strategy *(Figure 2-2)*	*Consistent. The project site is not identified as being land required for either environmental conservation, open space, drainage and infrastructure, or riparian purposes. As such, it is free of these constraints.*
Flood prone land *(Figure 2-3)*	*Consistent. The project site is not identified as being affected by the 1% flood. Refer to Martens & Associates in **Appendix R** and **Appendix U**.*
Potential salinity risk *(Figure 2-4)*	*Consistent. The project site is identified as having a Low to Moderate Salinity Potential, as confirmed by the salinity report by GeoEnviro-refer **Appendix T**.*

Aboriginal cultural heritage sites *(Figure 2-5)*	*Consistent. The project site is identified as having a Moderate Archaeological Sensitivity. Accordingly, an Aboriginal cultural assessment was undertaken by AMBS, in consultation with Aboriginal representatives- refer* ***Appendix L****. No Aboriginal sites or relics were found on the project site. Erring on the side of caution, an unexpected finds protocol has been adopted.*
European cultural heritage *(Figure 2-6)*	*Consistent. The project site has not been identified as having heritage items of European cultural heritage.*
Bushfire risk *(Figure 2-7)*	*Consistent. The project site has not been identified as either bushfire prone land or land forming a part of any bushfire asset protection zone.*
Contamination risk *(Figure 2-8)*	*Consistent. The project site is identified as having a Medium Risk. Accordingly, a contamination assessment was undertaken by GeoEnviro of the project site.Some areas of contamination were found. A Remediation Action Plan has been formulated to deal with the removal of any contaminated material from the project site.Refer to* ***Appendix O*** *and the preliminary Construction Management Plan (****Appendix I****) for further details on how contaminated material will be effectively managed on site.*
Noise and indicative offset distances (from noise generating roads) *(Figure 2-9)*	*Consistent. No noise offsets (ie. setbacks from planned noisy roads) affect the site of the proposed school.*
Urban structure *(Figure 2-10)*	*Consistent. The project site is identified as a school site in the Urban Structure Plan.*
Leppington precinct road hierarchy *(Figure 2-11)*	*Consistent. The project site is bounded by Byron Road, a proposed 2 lane collector road, with local streets to the north and to the south of the school campus.*
Leppington precinct pedestrian and cycle network *(Figure 2-12)*	*Consistent. The project site is bounded by Byron Road, proposed to accommodate an on-road cycle system.*

Consideration of the provisions of the local council DCP are contained in section 3.3.12 of the EIS. The Project complies with the provisions of the above development control plans.

▪ 7.5 Section 4.15(1)(a)(iiia): Any Planning Agreement

Not applicable. No planning agreement has either been entered to or are proposed.

▪ 7.6 Section 4.15(1)(a)(iv): The Regulations

The term "the Regulations" applies to the *Environmental Planning & Assessment Regulation 2000*.

Clause 50(1)(a) of the EPA Regulation requires that a development application: "*must contain the information, and be accompanied by the documents, specified in Part 1 of Schedule 1*"["Forms']. This information has been duly provided in the EIS and supporting documentation forming a part of this development application.

The preparation of this EIS also complies with the requirements of Schedule 2 of the EPA Regulation- "*Environmental impact statements*". As required in part 2 of Schedule 2 of the EPA Regulation, the Planning Secretary has notified the applicant of the various SEARS requirements. These SEARS requirements have been satisfactorily addressed in this EIS. The form and content of this EIS satisfies the requirements of Part 3 of Schedule 2 of the EPA Regulation. [NOTE: Part 4 of Schedule 2 does not apply to this proposed development]

Clause 92 of the EP&A Regulation designates *AS 2601-1991: The Demolition of Structures* as a prescribed matter for consideration in the determination of a development application. All demolition works will be undertaken in accordance with *Australian Standard AS 2601-2001: The Demolition of Structures*.

Further details relating to demolition practices, identification and management of hazardous substances can be provided with an application for a construction certificate. This can include a Work Plan and a Hazardous Substances Audit and Management Plan in accordance with AS 2601 and demonstrating compliance with applicable Environmental Protection Agency (EPA) requirements.

Division 1AA of the EPA Regulation relates to the fees for State Significant Development, based on the estimated value of the project.

In accordance with the SEARS requirements, this EIS is accompanied by "*a report from a qualified quantity surveyor providing, inter alia, a detailed calculation of the capital investment value (CIV) (as defined in clause 3 of the Environmental Planning and Assessment Regulation 2000) of the proposal, including details of all assumptions and components from which the CIV calculation is derived*." Refer **Appendix E**.

▪ 7.7 Section 4.15(1)(b): Likely Impacts

The likely impacts of the project on the natural and built environments are considered in the following, in accordance with Section 4.15(1)(b) of the EP&A Act 1979. The Court of Appeal found that "likely" in this context has the meaning of a "real chance or possibility" rather than more probably than not. Moreover, impacts can be indirect or direct, and may be cumulative per *Hoxton Park Residents Action Group v Liverpool City Council* [2011] NSWCA 349; 81 NSWLR 638 at [46][48] and [55]. These impacts are considered in the context of the following known site features:

- The Leppington priority precinct, including the project site, was the subject of detailed environmental studies and master planning process by State Government prior to its release for urban development in 2015.

- The above master planning process identified, and subsequently rezoned, the project site for the specific purpose of a school under *State Environmental Planning Policy (Sydney Region Growth Centres) 2006*. The Indicative Layout Plan for Leppington serves a blueprint for the development of the locality identifying how the land zoned under the above state planning policy is to be developed and relationship to other uses, including new roads. In this regard the Indicative Layout Plan shows proposed new Local Streets to be built on the northern and southern sides of the proposed school site. Construction of these roads, which lie on the southern and northern bounds of the proposed new school campus, form a part of the proposed development.

- Under State Environmental Planning Policy (Sydney Region Growth Centres) 2006 the project site is not zoned or otherwise identified as possessing any native vegetation worthy of retention.

- No building height, density, setbacks or FSR limits apply to the project site under the provisions of *State Environmental Planning Policy (Sydney Region Growth Centres) 2006*.

- The *Leppington (Stage1) Finalisation Report*, produced a short time prior to the release of Leppington for development, amends the zoning boundaries of the proposed school site, moving the school away from the Ingleburn Road frontage. This report also notes that it is intended that the adjoining public open space area will be co-shared with school users and that the vegetation on the project site does not have to be retained. The zoning boundaries recommended in the Leppington (Stage1) Finalisation Report, were adopted in final gazetted planning instrument ie. *State Environmental Planning Policy (Sydney Region Growth Centres) 2006*.

- It is intended that in future the zoned open space area to the west of the project site will be used by students at the proposed school, to be used as an adjunct to recreational facilities offered on the school site. This open space area is yet to acquired or developed for open space purposes by Camden Council. Amity College intends to maintain dialogue with Camden Council regarding the sharing of the open space area in the future, as highlighted in the Leppington (Stage1) Finalisation Report. Discussions will continue between the parties, however, any future use of this zoned open space area lies outside the scope of this development application.

- There are no items of the environmental heritage or Aboriginal sites or relics on the project site.

- There is some evidence of contamination of parts of the project site, and a Remediation Action plan has been formulated to deal with this issue.
- The land is not subject to landslip hazard or subsidence or acid sulphate soils.
- The project site is flood free and is set back a satisfactory distance from any any watercourses.
- The road transport system has been planned to accommodate the growth in population anticipated. A detailed traffic assessment of the Leppington Precinct was conducted and included in the Transport and Access Strategy for the Draft Leppington Precinct Plan (AECOM Australia Pty Ltd on behalf of NSW Department of Planning & Infrastructure Leppington Precinct Transport and Access Strategy dated March 2014), which incorporated a school on the project site. Infrastructure planning has been undertaken for the whole precinct, and includes a sequenced program for infrastructure delivery to support the anticipated growth and development of the Leppington area up to 2036.
- The likely traffic impacts and demand for car parking facilities for the proposed new school at Leppington has been determined following a survey of students and staff at Amity College's Prestons campus, in the neighbouring Liverpool LGA.
- As this is to be a new school, with no existing school community, there are currently no agreements or arrangements currently in place with any third parties regarding the proposed community use of the nominated school facilities at this campus.

7.7.1 Traffic and parking

Construction traffic

Construction traffic will be managed in accordance with the preliminary Construction Management Plan prepared by Outline Planning Consultants at **Appendix I**, which includes details of construction traffic impacts by Traffix (**Appendix M**). The impact of construction traffic will be satisfactorily mitigated, thus ensuring adequate safety for students, parents, staff and construction workers alike. A raft of management measures are proposed to ensure this outcome, including the following:

- Access to construction areas on the project site will be from Byron Road. Construction traffic will access the project site from separate entry points, ensuring adequate separation of school traffic and pedestrians from construction traffic.
- Construction vehicles will be allowed to enter and exit the site only outside of peak hours at the school, in order to mitigate the impact of construction traffic on local roads and to avoid conflict with students, parents and staff during the peak drop off and pick up times. Large deliveries will require adequate coordination to avoid limiting car parking on site.
- Queuing of construction trucks will be forbidden in local streets.
- Vehicle and machinery movements during works will be restricted to designated areas within the site.
- Oversize truck movements (predominantly floats) will only occur during approved hours 10.00am to 2.00pm and will not operate during peak traffic curfews.
- Traffic will be confined to maintained tracks and roads. All construction vehicles (excluding worker vehicles) are to be contained wholly within the site, except if located in an approved on-street work zone, and vehicles must enter the site before stopping.
- All vehicles will be restricted to the on-site speed limit of 25 km/hr.
- Adequate off-road parking will be provided for construction vehicles and construction workforce vehicles.

- All construction vehicles and earthmoving machinery on site will have fitted, and will maintain, reversing lights and reversing alarms, for on site safety.

In addition, various monitoring and corrective actions have been proposed, to further ameliorate impacts. Refer to Section 4.6 of the preliminary Construction Management Plan prepared (**Appendix I**) for further details.

School parking facilities offered

The development application seeks consent for the following parking facilities:

On-Site Parking:

- Two (2) separate basement car parks, accessed from the southern and northern Local Streets respectively, with total capacity for 101 parking spaces.
- An at-grade visitor parking area accessed from Byron Road, containing nine (9) car parking spaces.
- An at-grade pick-up and drop-off area for primary school aged children, accessed from the southern Local Street, with 11 angled spaces and a 42 metre parallel bay capable of accommodating seven (7) parking spaces.
- Two (2) loading bays accessed separately from the northern and southern Local Streets, each capable of accommodating an 8.8m Medium Rigid Vehicle.

On-Street Parking:

- 16 angled on street car parking spaces along the western kerbside of the northern Local Street, suitable for pick-up and drop-off parking during school times; and
- A bus bay fronting Byron Road, capable of accommodating up to five (5) buses or four (4) coaches.

Refer **Figure 7.1** showing the Traffix swept path analysis for the proposed bus bay.

Figures 7.2 and **7.3** show the swept path for trucks accessing the primary school and secondary school loading docks, respectively.

Figure 7.4 shows the swept path for vehicles entering the primary school and secondary school basement car parks, respectively, with Figure 7.5 showing the swept path for B99 vehicles entering and leaving the primary school drop off and pick up zone.

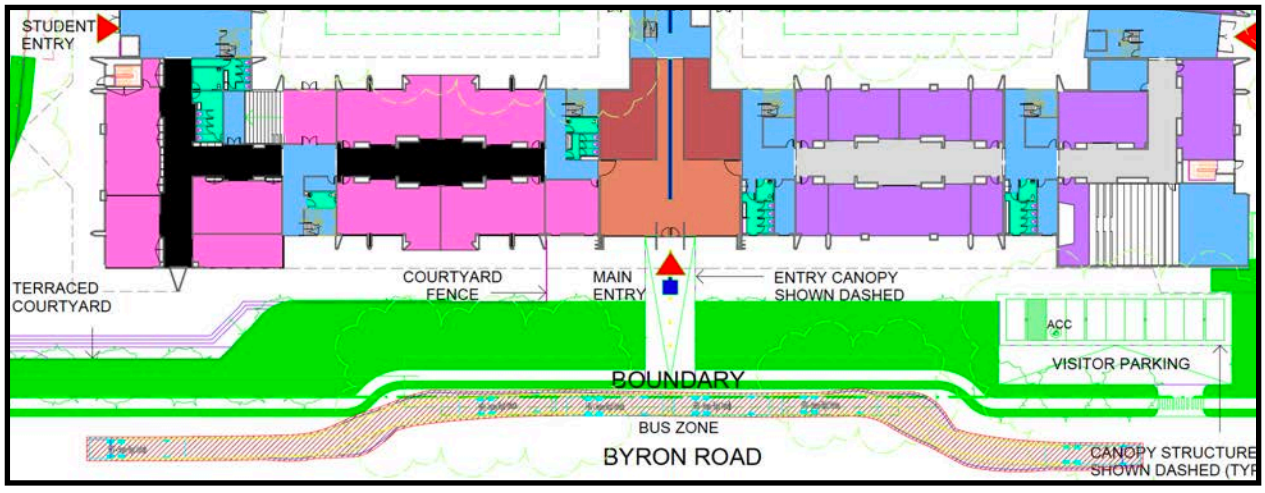


FIGURE 7.1 (above): Swept path analysis buses using bay fronting Byron Road
(Source: Appendix E of Traffix report)

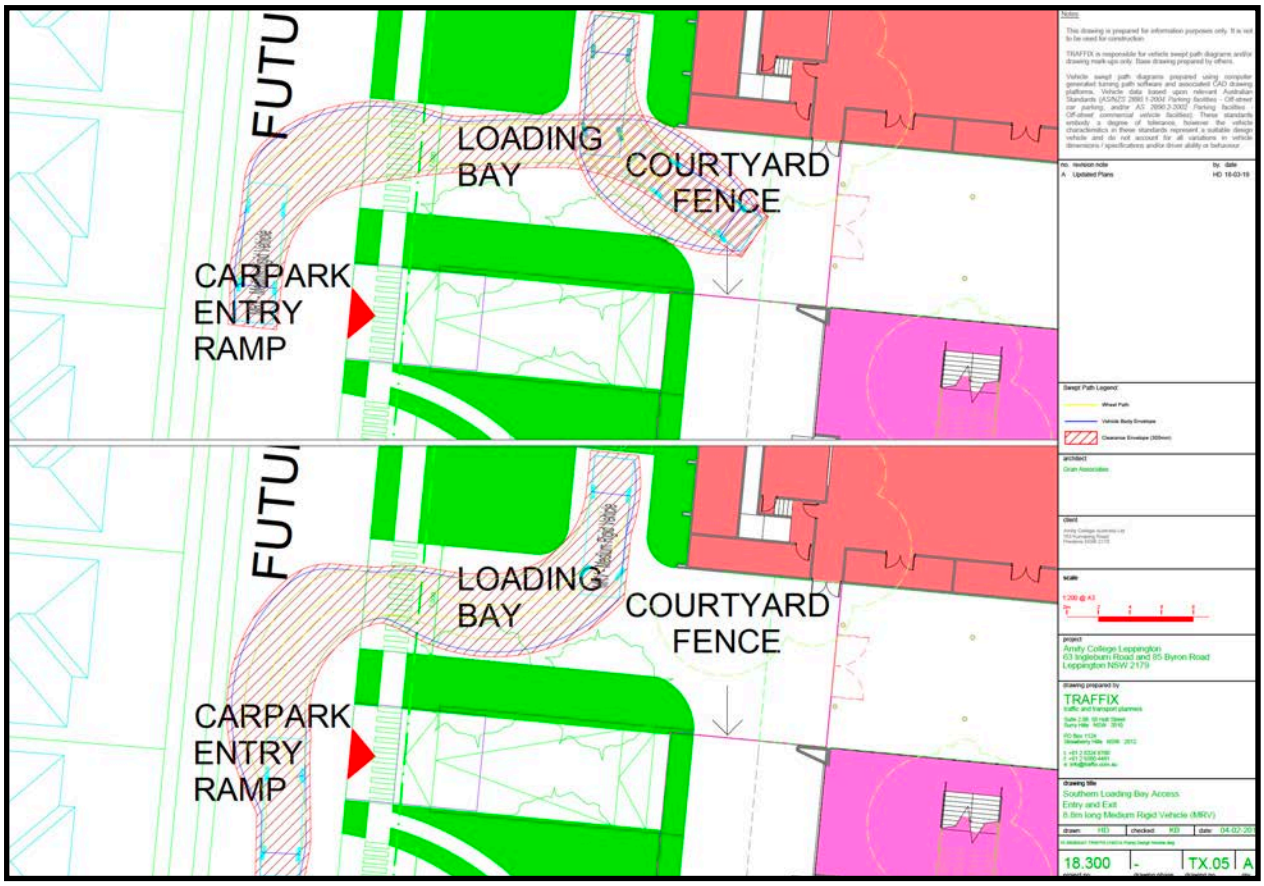


FIGURE 7.2 (above): Swept path analysis loading bay serving primary school
(Source: Appendix E of Traffix report)

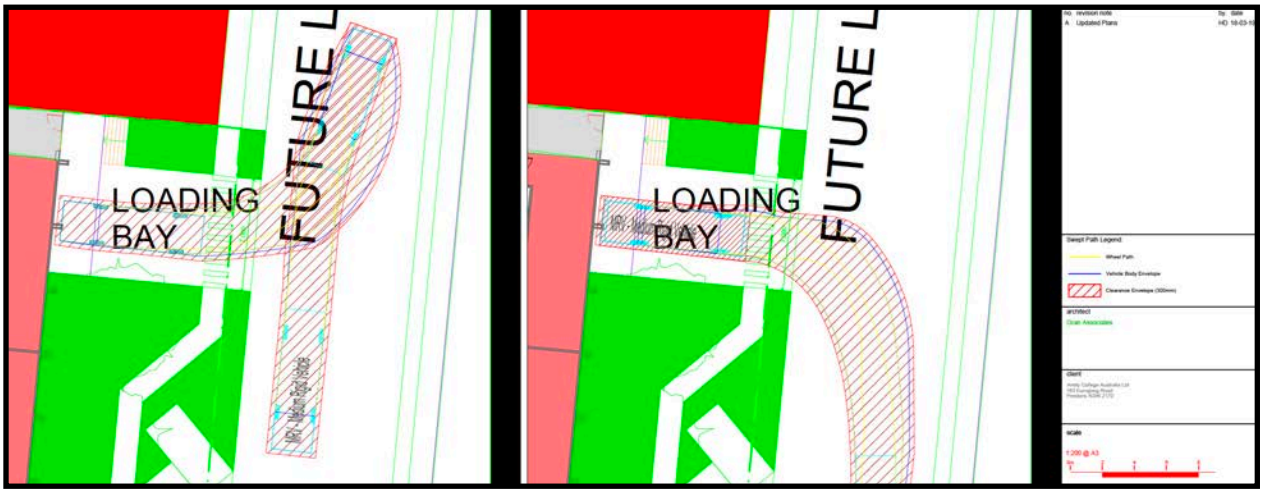


FIGURE 7.3 (above): Swept path analysis loading bay serving secondary school
(Source: Appendix E of Traffix report)

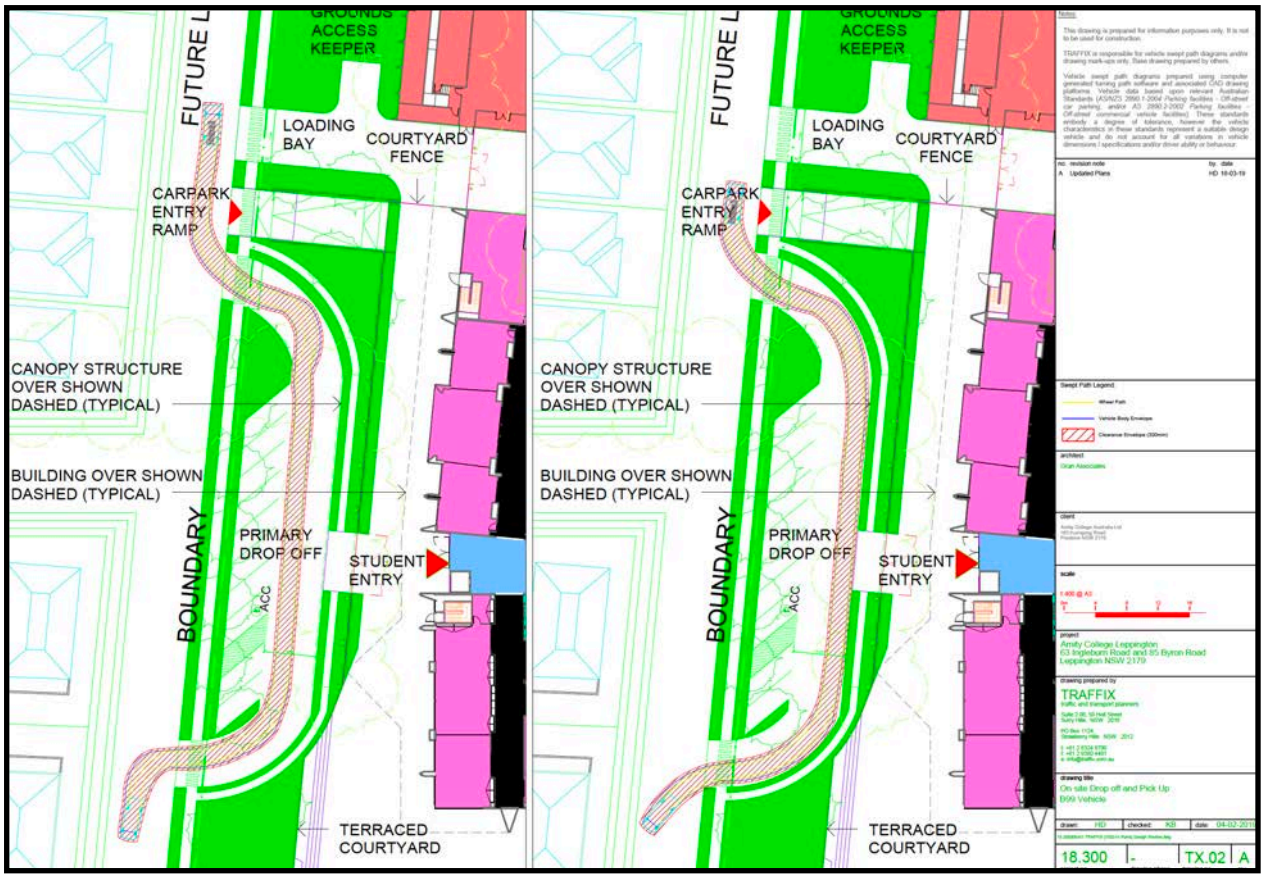


FIGURE 7.4 (above): Swept path analysis B99 vehicles using the primary school drop off and pick up zone
(Source: Appendix E of Traffix report)

It should be noted that the primary school drop off/pick up zone depicted in Figure 7.4 above can accommodate emergency service vehicle such as large fire trucks as well as ambulance and police vehicles. In addition, the area between the primary school building and primary school hall will be maintained as curtilage to allow for an ambulance to access the hard surface play area.

An assessment of car parking provided in terms of the Growth Centres Precincts DCP is summarised in the Table 7.7.

Table 7.7: Assessment of car parking against Camden Growth Centre Precincts DCP (2016)

DCP Parking rate	Spaces required	Spaces provided
Staff (90) ***Parking rate: 1 space per full time equivalent staff member***	*90 spaces*	*110 spaces. The Traffix assessment finds the provision for a total of 110 on site parking spaces to be satisfactory.*
Students (1,000) ***70 Year 12 students*** ***Parking rate: 1 space per 100 students; and 1 space per 5 students in Year 12***	*10 spaces + 14 spaces for Year 12 students= 24 parking spaces*	
Pick up and drop area for 1,000 students	*A pick-up and drop-off facility of sufficient size to accommodate the forecast demand identified through a traffic and parking report.*	*The Traffix assessment finds the provision for a total of 18 pick up/drop off parking spaces to be satisfactory.*

Nominally, some 114 car parking spaces are required, however, the traffic assessment by consultants Traffix finds that provision for 110 parking spaces would be more than adequate having regard for parking rates generated at Amity College's nearby Prestons campus. Traffix predict that the proposed development will generate the need fo only 107 car parking spaces "and this will be sufficient to account for all staff, visitor and year 12 parking demands." (p12 of Traffix report.

Refer **Appendix M** for details). It is emphasised that this quantum of parking will be required progressively over a 20 year timeframe, but is expected to be provided well in advance of demand at any stage.

All internal car parking complies with the requirements of AS 2890.1 (2004), AS2890.2 (2002) and AS 2890.6 (2009).

Accessible Parking:

In terms of accessible parking the Traffix assessment finds an acceptable provision of accessible spaces, as explained in the following:

> *"For educational establishments, the Building Code of Australia requires accessible parking to be provided at a rate of 1 space for every 100 car parking spaces or part thereof for a school. Therefore, with a provision of 117 car parking spaces the proposed development requires two(2) accessible car parking space. In response, two (2) accessible parking spaces are provided within one of the basement car parks, thus complying with the BCA."(*pp14-15 of the Traffix report.Refer **Appendix M** and **Appendix V** for further details)

Chapter 10 of the Traffix report contains the conclusions, summarised below:

The NSW Government Planning Guidelines for Walking and Cycling suggest a need for 3-5 bicycle spaces for staff and a further 5-9 bicycle spaces for students. The project provides for bicycle parking well in excess of these calculated rates. Refer Section 2 for details.

School loading facilities offered

The development provides for two (2) separate loading bays, one serving the secondary campus, the other serving the primary school campus. Each loading bay has a separate vehicular access from either the southern or northern local roads, and each can accommodate up to an 8.8m long Medium Rigid Vehicle (MRV). Refer to swept path analysis by Traffix in the accompanying **Figure 7.2** and **Figure 7.3**. Service vehicles, including refuse collection vehicles, will access the site outside of peak times for the collection of all waste generated by the proposed new school development.

School-generated traffic

The Traffix report concludes that having regard for vehicle trips associated with both staff and students, the proposed development is expected to have the following traffic generation potential:

- 854 vehicle trips per hour during the student drop off peak hour (8:00am – 9:00am); and
- 704 vehicle trips per hour during the student pick up peak hour (3:00pm –4:00pm).

Traffix further note that :"…*this is a worst case scenario that does not include the effects of modal split changes as would be expected as the area develops generally over the next 20 years*." Refer **Appendix M** for details.

In terms of trip generation, Traffix assume that from the school, the traffic will be split 50% north along Byron Road and 50% south along Byron Road. Traffix have prepared the following diagrams illustrating these distributions of future traffic flows for the proposed school at full development for the AM and PM school peak periods. Refer to accompanying **Figure 7.5**. Refer to Section 6.2 of the Traffix report for further details (**Appendix M**).

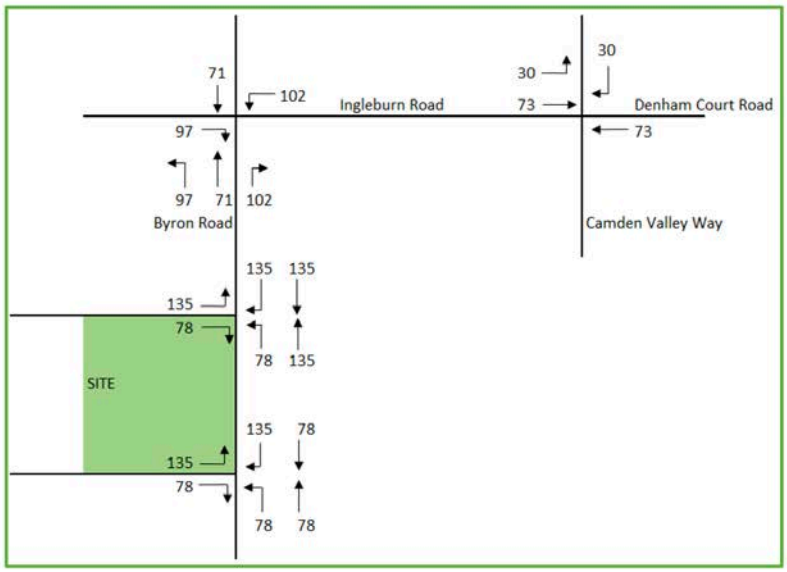


Figure 12: AM Site Peak Hour Traffic Distribution

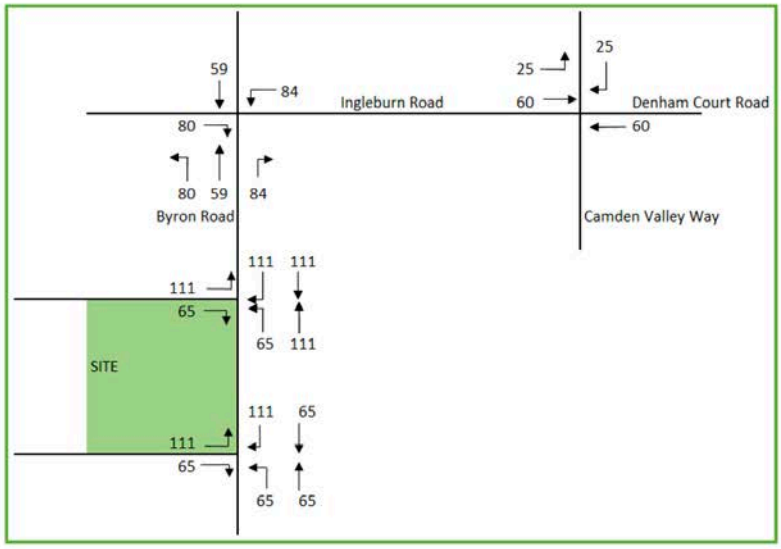


Figure 13: PM Site Peak Hour Traffic Distribution

FIGURE 7.5 (above): Peak hour traffic distribution (when school is fully developed)
(Source: Section 6 of Traffix report)

Based on the above traffic assessment, Traffix conclude:

> *"It is therefore expected that the committed road network will adequately cater for school volumes (and all other development) under all future scenarios. Only minimal staff and student numbers are proposed upon opening in 2019, with the school operating only at 50% of capacity in 2026, when further road upgrades are expected by governments to support progressive development under the Leppington Precinct Plan. It is thus expected that the traffic impacts of the proposed school are therefore acceptable, with the above analysis considered suitable as an input to any further future strategic planning as may be undertaken by Council and/or RMS. In summary, the school and its impacts have already been incorporated into the strategic planning for this location; and suitable infrastructure either committed or proposed."* (p. 26 of Traffix report)

Traffix also note that these volumes will not be reached until full capacity in 20 years, with volumes expected to commence at about 42 vehicles/hour (during the more critical AM peak) and increasing by this same amount each year. These volumes will be readily accommodated by the existing road system.

School Drop-off/Pick-up

At the commencement of operation of the school an appropriately designed drop-off/pick-up area and separation of pedestrian and vehicle movements is proposed, in the interests of student safety.

The stage 1 primary school proposes a dedicated drop-off/pick-up area within the school campus, accessed from the local street that it to run along the southern boundary of the project site. This dedicated hardstand area will comprise spaces for a total of 17 car spaces in a no-parking zone and capacity for Amity college mini-buses.

The drop-off/pick-up area will serve the primary school and would be in operation from 8:00am to 9:30am and from 2:30pm to 4:00pm Monday to Friday. The primary school drop off and pick up has been designed as a one way system to improve circulation with separate entry and exit driveways. The entry driveway is provided with a width of 6.3m and the exit driveway has a width of 6.1m which are considered acceptable for the high turnover of a drop off and pick up zone. This conclusion is supported by a swept path analysis of the drop off/pick up area is provided in Appendix D of the Traffix report-refer **Figure 7.4**.

The primary school drop off/pick up zone can accommodate emergency service vehicle such as large fire trucks as well as ambulance and police vehicles.

The secondary school will have its own dedicated, on-site drop-off/pick-up area, providing for an additional 15 (angled) on-street parking spaces, operating from 8:00am to 9:30am and from 2:30pm to 4:00pm Monday to Friday.

In addition, a 69m long bus bay fronting Byron Road, capable of accommodating five (5) buses or four (4) coaches, is also proposed by Stage 3.

Compliance with SEARS traffic issues

A detailed Traffic Impact Assessment report has been prepared by Traffix for the proposed school development (**Appendix M**).

The issued SEARS contained an extensive list of matters that need to be addressed in terms of transport, parking and traffic-related issues generally. For ease of convenience, the following table summarises these matters and how they satisfactorily addressed.

Refer accompanying Table 7.8.

Table 7.8: Compliance of traffic impact assessment with the SEARS

SEARS traffic issue	Compliance
Accurate details of the current daily and peak hour vehicle, public transport, pedestrian and cycle movement and existing traffic and transport facilities provided on the road network located adjacent to the proposed development.	*The area around the project site is predominantly occupied by semi-rural properties with negligible activity across all travel modes and thus any assessment of current traffic, pedestrian and cyclist volumes is irrelevant and of no assistance, with the development essentially creating a net impact upon a zero base.*

SEARS traffic issue cont.	Compliance
An assessment of the operation of existing and future transport networks including the bus network and the ability to accommodate the forecast number of trips to and from the development.	*Traffic assessment of the precinct was conducted and included in the adopted Transport and Access Strategy for the Draft Leppington Precinct Plan, which incorporated a school on the subject site.* *The intersection of Camden Valley Way, Ingleburn Road and Denham Court Road was upgraded in 2016 and Council is in the process of upgrading the intersection of Ingleburn Road and Byron Road to a signalised intersection.* *The Transport and Access Strategy recommended upgrading the latter intersection by 2026. As such, the existing intersection is expected to be readily able accommodate the student population between 2019 and 2026, when only be 50% of the school capacity will be reached. Further road upgrades are anticipated after 2026 with the progressive delivery of infrastructure under the Leppington Precinct Plan.* *It is thus expected that the traffic impacts of the proposed school are acceptable, with the above analysis also available to inform ongoing future strategic planning in the Plan area, by Council and/or Stage Government.*
Details of estimated total daily and peak hour trips generated by the proposal, including vehicle, public transport, pedestrian and bicycle trips based on surveys of the existing and similar schools within the local area.	*A travel mode survey of the Amity College in Prestons, which is a similar school in the local area, has been conducted to estimate the peak hour vehicle trips generated by the school. R* *Based on the travel mode surveys, 47 students are expected to walk or cycle to and from school.* *However, as the surrounding area is yet to be redeveloped this would only occur when significant residential development is completed within about 800 metres of the site.*
Details of any proposed school bus routes along bus capable roads (i.e. travel lanes of 3.5 metres minimum) and supporting infrastructure (bus stops, bus bays etc).	*The proposed bus bay will allow for any shuttle bus or school bus routes and Byron Road is planned to be a bus capable road as part of the precinct plan.* *Therefore, supporting infrastructure for possible future bus routes has been accommodated in the proposed development.*
The adequacy of public transport, pedestrian and bicycle networks and infrastructure to meet the likely future demand of the proposed development.	*The existing public transport, pedestrian and bicycle networks serve a semi-rural area and cannot be expected to serve the future Precinct in the long term. Hence, the school will contribute progressively to improved use of predict public transport, walking and cycling demand over time.* *In this regard, future plans for the area include upgraded bus routes along Byron Road, footpaths on all surrounding streets and improving the bicycle network, with provision of off street and on street bicycle routes.*
Comparison of the traffic generated by the proposed development against the alternative of planned housing development for part of the site.	*A comparison of the site with the planned housing development is not considered necessary as all planning documentation for the area assumes a school on the subject site.* *The land has already been rezoned to SP2 Infrastructure. This permits educational establishments to be constructed on the project site.* *The proposed new school will provide a public benefit in terms of peak period road network performance, compared with residential development, with the exception of a short term (one hour) school peak on weekday mornings.* *The school is also expected to generate no or negligible impacts on weekends, in contrast to residential development.*

SEARS traffic issue cont.	***Compliance***
An assessment of road safety at key intersection and locations (including but not limited to the Ingleburn-Byron Road and Ingleburn Road-Camden Valley Way intersections) subject to heavy vehicle construction traffic movements and high pedestrian activity.	*An assessment of the existing Ingleburn Road and Byron Road intersection is not considered necessary as this intersection is to be upgraded. It is expected that once detailed plans of the upgraded intersection are available, a road safety audit would be undertaken that would account for the proposed school.* *The intersection of Ingleburn Road with Camden Valley Way has recently been upgraded and includes signal controlled pedestrian crossings on all approaches, affording maximum safety.* *A preliminary Construction Management Plan has been prepared, showing how construction truck traffic will be managed as the school is progressively developed in stages.*
Identification of suitable infrastructure required to ameliorate any impacts on traffic efficiency and to maximise road safety at affected intersections.	*Discussed in the above.* *Regarding amenity, it will be evident that this is a subjective issue as discussed in the RMS's publication "Guide to Traffic Generating Development".* *Nevertheless, residents near the school and in the Precinct generally will be aware of the presence of a school prior to any purchase and accordingly, their expectations in relation to amenity will be conditioned appropriately.*
The proposed access arrangements (normal and emergency as well as interim access arrangements during any required upgrade works), including car and bus pick-up/drop-off movements, estimated service vehicle movements, and parking areas for all car user groups (e.g. visitor parking, disabled parking and car share).	*Details of the proposed access arrangements for the proposed school are provided in accordance with relevant standards.* *Refer to Section 8.1 of the Traffix report for further details in* ***Appendix M****.*
Sustainable travel initiatives for staff, students and visitors, particularly for the provision of a Green Travel Plan and way finding strategies.	*The likely mix of travel for students and staff has been informed by the results of a survey of exiting users at Amity College's existing school campus at Prestons, in the neighbouring Liverpool LGA.* *A detailed Green Travel Plan can be prepared once there has been an upgrading of public transport and surrounding road infrastructure in Leppington Precinct.* *Refer to Section 8.1 of the Traffix report for further details in* ***Appendix M****.*
Safe pedestrian and bicycle connections, including pedestrian crossings and refuges and speed control devices and zones.	*Once detailed plans of the surrounding road network under the precinct Plan are available the requirements for bicycle connections including pedestrian refuges and crossings and speed control devices and zones can be assessed. This is likely to occur as part of the Green Travel Plan that will evolve over time and which can be conditioned.*
Details of any upgrading or road improvement works required to accommodate the proposed development (including any local road construction that may be required in accordance with Council's DCP).	*The local road network is planned to be upgraded as part of the Leppington Precinct Plan (not Council's DCP). However, the school itself, including access thereto by all travel modes, has been designed to comply with all relevant standards.*

SEARS traffic issue cont.	***Compliance***
Details of travel demand management measures to minimise the impact on general traffic and bus operations and to encourage sustainable travel choices and details programs for implementation, including the preparation of a Green Travel Plan.	*Some examples of potential travel demand strategies are provided in Section 7.3 of the Traffix report- refer* ***Appendix M****.* *The Green Travel Plan to be prepared (and which can be conditioned) will detail the adopted travel demand strategies and include mode share targets to reduce private car use.* *This document is not considered necessary until 30% of the school capacity is reached; and will be updated progressively over the remaining 20 year period when capacity is expected to be reached.*
The impact of trips generated by the development on nearby intersections, with consideration of the cumulative impacts from other approved developments in the vicinity, and the need/associated funding for upgrading or road improvement works, if required. Traffic modelling is to be undertaken using, but not limited to, SIDRA network modelling for current and future years.	*Assessment of the cumulative impact of the staged school development on nearby intersection is contained in the Transport and Access Strategy for the Draft Leppington Precinct Plan. This Strategy recommended upgrading the intersection of Byron Road and Ingleburn Road to a roundabout.* *However, Council is currently in the process of planning to upgrade this intersection to a signalised intersection.* *Hence, SIDRA modelling is considered unnecessary, particularly as both traffic conditions and the school roll-out will both change progressively over 20 years.* *Nevertheless, traffic associated with a school on the subject site is included in all strategic modelling undertaken to date for the Precinct.*
Prioritisation of active transport initiatives through provision of walking and cycling infrastructure) e.g. segregated paths, bicycle parking, etc) to and within the site, considering connections and availability of public transport.	*This will be assessed once detailed road network layouts are provided including footpaths and cycle lanes.* *It should be noted the architectural plans include footpaths around the proposed development for convenient pedestrian access.*
Proposed number of on-site car parking spaces and corresponding compliance with the Camden Growth Centre Precincts Development Control Plan and justification for the level of car parking provided on-site.	*The parking compliance assessment is provided in Section 5.1 of the Traffix report- refer* ***Appendix M****.* *The car parking provided complies with the minimum requirement when account is taken of the expected modal splits based on surveys.* *It is also noteworthy that the required parking has been assessed at full capacity and as this will not be reached for 20 years, some consideration for staging this parking supply would be reasonable, should this be required.*
Proposed bicycle parking provision, including end of trip facilities, in secure, convenient, accessible areas close to main entries incorporating lighting and passive surveillance.	*The bicycle parking provision is discussed in Section 5.3 of the Traffix report- refer* ***Appendix M****.* *Car parking provision will be adequate for the site and further details as design, security and location will be provided at Construction Certificate stage.*
Details of emergency vehicle access arrangements.	*Both the primary and secondary schools will have an onsite drop off and pick up area which would allow for emergency vehicles such as an ambulance. The Byron Road bus bay would also allow for vehicles up to the size of a fire truck.*

SEARS traffic issue cont.	***Compliance***
An assessment of road and pedestrian safety adjacent to the proposed development and the details of required road safety measures.	*The architectural plans include footpaths around the proposed development for convenient pedestrian access and all driveways comply with relevant standards, so that no safety issues are expected. Nevertheless, as occurs at most schools, conditions will be monitored over time and this can occur at each stage of construction as part of a road safety audit process.* *Refer also to Section 9 of the Traffix report (**Appendix M**).*
An assessment of cumulative on-street parking impacts of car and bus pick-up/drop-off, staff parking and any other parking demands associated with the development during weekdays and special events.	*Car parking provision has been assessed as compliant with the relevant DCP and as such is considered acceptable.* *The proposed parking provision will accommodate the parking demand for staff and the drop off and pick up for the primary school. The high school drop off and pick is generally accommodated on street. This assessment is based on parking provision essentially 20 years in advance of demand.*
Measures to maintain road and personal safety in line with CPTED (crime prevention) principles.	*Refer to CPTED assessment in Section 3.3.8 of the EIS. Some of the relevant CPTED measures include the following:* ▸ *Use of fencing, gating and signage to clearly define the extent of the school-only and construction-only areas of the site.* ▸ *All entry/exit points will be clearly identifiable to discourage entry/exit at unauthorised points.* ▸ *Security signage will be clearly visible at all entrances.* ▸ *Staff, students and parents will be educated as to pick up/drop off procedures, and management of the proposed pedestrian crossing on Byron Road.* ▸ *Car parking areas and other spaces proposed for shared community use will also be well lit.* ▸ *Blind spots or potential hiding spaces will be minimised.* ▸ *All entry/exit points to school buildings are to be secured outside of school operating hours in order to prevent unauthorised access to school buildings and school facilities on the school campus. Physical barriers will be employed to the basement car parking areas.* ▸ *Kerbing and landscaping will be employed to direct automobile and foot traffic into a controlled, visible areas of the school campus.* ▸ *As is the current practice at existing Amity College campuses, the school grounds will be kept in good condition, with the the school campus regularly cleared of dangerous items, such as broken glass or other material.* ▸ *Management of construction traffic during the construction stages of the project. Traffic Control Plans (TCPs) are to be provided and are to be implemented for all vehicle and pedestrian movements around the proposed works, in accordance with NSW RTA (2006) Traffic Control at Work Sites Manual.* ▸ *Queuing of construction trucks will be forbidden in local streets. Truck movements will be staggered to prevent queuing occurring.* ▸ *Construction truck movements will be restricted in the morning during the drop-off period and will be restricted during the afternoon pick-up period. In addition, there will be no truck movement on site during the recess and lunch break periods.*

SEARS traffic issue to address cont.	***Compliance***
In relation to construction traffic: ***an assessment of road safety at key intersection and locations subject to heavy vehicle construction traffic movements and high pedestrian activity;*** ***details of construction program detailing the anticipated construction duration and highlighting significant and milestone stages and events during the construction process;*** ***details of the anticipated daily and peak hour construction vehicle movements to and from the site, so as to not impact current traffic operations on the road network;*** ***details of access arrangements of construction vehicles, construction workers to and from the site, emergency vehicles and service vehicle;*** ***details of temporary cycling and pedestrian access during construction;*** ***details of proposed construction vehicle access arrangements at all stages of construction; and*** ***traffic and transport impacts during construction, including cumulative impacts associated with other construction activities, and how these impacts will be mitigated for any associated traffic, pedestrian, cyclists, parking and public transport, including the preparation of a draft Construction Traffic Management Plan to demonstrate the proposed management of the impact.***	*A preliminary Construction Management Plan has been provided as part of the DA - refer **Appendix I** for details. It contains details of the management of construction traffic during the progressive, staged development of the school. This supplemented by a separate report by Traffix dealing with construction traffic (**Appendix M**).* *More detailed Construction Traffic Management Plans will be provided at each of the relevant stages during construction. This will ensure the information provided is relevant to the conditions in and around the site as they prevail at that time; and the specific works being carried out on site.*

Traffix conclude, inter alia, that:

> *"All strategic planning within the Leppington Precinct plan assumes the provision of a school on the subject site; and all planned infrastructure to support the Plan has been identified and will be progressively implemented.*
>
> *…the school traffic is embedded in the strategic modelling undertaken to date and this modelling forms the basis of future infrastructure provision and timing.*
>
> *The design of accesses and parking areas have been appropriately located and have been assessed to comply with AS2890.1 (2004), AS2890.2 (2002) and AS2890.6 (2009)*
>
> *This Traffic and Transport Assessment therefore demonstrates that the subject application is supportable on transport planning grounds." (p. 49 of the Traffix report).*

7.7.2 Built form

Overall design and compliance with Better Placed design policy

Gran Associates Australia has prepared an architectural Design Statement (**Appendix C**), the key components of which are summarised in Section 2 of the EIS.

Recent amendments to the Environmental Planning & Assessment Act 1979 introduce a new requirement for planning authorities to promote good design and amenity of the built environment in planning decisions. Department of Planning and Environment Circular PS 18-006, issued on 28 June 2018 outlines the role of the Government Architect NSW (GANSW) in delivering a range of initiatives to support the implementation of this new requirement. These include the release of a design policy *Better Placed* and the introduction of a pilot NSW State Design Review Panel (Panel), established in April 2018.

Following meetings with the Panel on 5 November and 3 December 2018 and in an email dated 3 December 2018 Carol Marra, Senior Design Advisor GANSW, provided a summary of the review of the Gran Associates Australia design for the new school, and concluded as follows:

> "*Generally the panel supports the overall design approach of the project, including reference to several good precedents to inform the design*."

The proposed school campus complies with the principles enunciated in the *Better Placed* document are set out in Section 7.2 of the EIS. The compliance of the project with *Better Placed* are contained in the accompanying Table 7.9.

Table 7.9: Consistency of Amity College School Project with Better Placed design guidelines

Good Design Features	***Compliance of the Project with Good Design Feature***
A well-designed environment is:	
Healthy *for all members of our communities, promoting physical activity and walkable environments, social cohesion, and community safety and security to support people's well-being.*	*The design of the proposed new school satisfies these desired design features in a number of ways, including but not limited to the following:* ▸ *A school was identified for the site as a part of the State Governments master planning for the Leppington Priority Precinct, creating certainty at a very early stage of the planning process for Leppington that a school was to be provided on the site.* ▸ *The design of the school is responsive not only to the relevant planning controls but also to the local topography and adjoining development, including adjoining open space. As such, it integrates with the local community.* ▸ *The project site is located adjoining the Leppington major centre and only 1.2km from the Leppington railway station, making it highly accessible to future planned urban facilities, as well as to transport networks.* ▸ *It promotes an environment for pedestrians and cyclists alike.* ▸ *It promotes a sense of security for students and teachers alike, in accordance with CPTED principles.* ▸ *The design of the school buildings are flexible and resilient to change. It incorporates a number of innovative design features. Refer to Section 2 for further details.* ▸ *The proposed new school responds to current and future educational needs.*
Responsive *to the needs and aspirations of local people, now and into the future, inviting innovative use and habitation, interaction, productivity and enjoyment.*	
Integrated*, by drawing together the relationships between parts and elements, considering interfaces at multiple scales, and working to common goals and aspirations.*	
Equitable *by presenting opportunities for all segments of our community so residents and visitors have access to and can move about freely between public domain, infrastructure, open space and buildings.*	

***Resilient** to the dynamic, challenging conditions of our time, to adapt and evolve while retaining essential qualities and values.*	▸ *Related to the above point, South-West Sydney has high settlement levels for new migrants due to relatively lower housing and living costs, like-minded faith and cultural-based communities and a relatively strong commercial and small business and employment base. South-West Sydney also has an existing high proportion of migrants within its population. The proposed new Amity College campus will cater to these ongoing population demands.* ▸ *The school integrates with the locality's open space network, with a planned open space area adjoining the school.*
In places that reflect these qualities, each building, area or space:	
*Is a **better fit** within a rich, evolving and diverse environment, and contributes to the character and quality of place.* ***Performs better** by existing in balance with natural systems and resources, supporting comfortable living and the natural benefits of air, sun, light and views without detrimental environmental impacts.* ***Is better for the community**, where all residents and visitors feel welcome, included and valued, and where the streets, open spaces and community buildings are inviting and accessible.* ***Is better for people** because they are safe, comfortable and vibrant, supporting social interaction and enjoyable, healthy lifestyles.* ***Is better working b**y accommodating fit for purpose activities, and also responding to changes over time, where interventions create new use potentials, while retaining the embedded value in our built environment.* ***Delivers better value** economically, socially, environmentally and culturally for clients and users, and in return are highly valued by community.* ***Reflects a better look and feel b**ecause they are refined, aesthetically considered and built to last, creating an engaging, rich and balanced experience for residents and visitors.*	*The design of the proposed new school achieves this design outcome in terms of the following:* ▸ *The school is to sit on land specifically zoned for the purposes of an educational establishment. As such, the character of the use of the site has been identified at the early planning stages.* ▸ *The design of the proposed school buildings, including car parks and other elements has regard for its relationship to future residential uses to the south, east and north, and adjoins a zoned open space area. This will enable use of the park by school students in the future: an excellent design 'fit'. The proximity of the school to this open space area will further encourage healthy lifestyles through recreational activities.* ▸ *The main entries to the school have been designed to be welcoming, in particular the main entry off Byron Road. The car parking areas are clearly sign-posted and landscaped. The multi-purpose halls intended for community use are easily accessible from the ground level car parking areas that are to be provided.* ▸ *The design of the school buildings and spaces adopt sustainable development features , including the use of natural shading and ventilation of spaces, with a stepped design having regard for and sensitive to local topography and neighbouring uses.* ▸ *The periphery of the school site is appropriately landscaped, with buildings set back from the local street system in order to further reduce the visual impact of the project.* ▸ *The school will meet the educational needs of the surrounding area and will generate employment opportunities during the construction and operation of the school.* ▸ *The proposed school will provide community use of facilities comprising car parking and multi-purpose halls, thus supporting social interaction with the broader community.*

Height, bulk and scale

It is most relevant to note that the project site is not subject to any restrictions under *State Environmental Planning Policy (Sydney Region Growth Centres) 2006* in terms of maximum building height, density controls or floor space ratio (FSR) restrictions.

The proposed development has school buildings of varying height.

- The primary school building presents a perceived height of two (2) storeys from street level.
- The secondary school building presents a perceived height of three (3) storeys from street level.
- A small section of the school building complex, housing the central administration building, has a perceived height of four (4) storeys from street level (Byron Road).
- At the western end of the school are two halls, serving the primary and secondary schools respectively. The primary school hall is of a height almost identical to that of the primary school building. The secondary school hall is marginally more than two (2) storeys in height.

The combined school building complex would have a capacity to teach 1,000 students when fully occupied. The design has regard for the natural change in ground level across the site, noting that much of the site will be subsequently reshaped in order to maximise the utility of the site for educational purposes, including play spaces.. In this regard level access to the outdoor play areas is provided for all students. The central courtyard and play area opens towards the north-west and provides views of the adjoining future open space. The clusters of flexible teaching spaces in the building allow the spaces to adapt to the needs of the teachers and students.

In addition to the above considerations, the Land & Environment Court has established planning principles in the assessment of the height, bulk and scale of any proposed development. It is to be noted, however, that these planning principles are not legally binding and they do not prevail over environmental planning instruments or policies. The proposed development is considered to satisfy these planning principles, as set down in accompanying Table 7.10.

Table 7.10: Consistency with L&E Court planning principles: height, bulk and scale

Height, bulk & scale Court checklist	***Applicability to proposed new school development***
Are the impacts consistent with impacts that may be reasonably expected under the controls?	*Yes. The project site is specifically zoned for the purposes of a school, with impacts typical of that of any other school.*
How does the proposal's height and bulk relate to the height and bulk desired under the relevant controls?	*Yes. Unlike the residential zones in the Leppington Precinct, the Growth Centres SEPP has allowed flexibility in terms of the ultimate height, bulk and scale of any future school buildings to be erected on the site, with no such controls applying.*
Where the planning controls are aimed at creating a new character, the existing character is of less relevance. The question to be asked is: ***Is the proposal consistent with the bulk and character intended by the planning controls?***	*Yes. See point above.*
Where there is an absence of planning controls related to bulk and character, the question then is: Does the proposal look appropriate in its context?	*Yes. The project is appropriate in its local context given that it is zoned specifically for the purposes of school. Moreover, given the zoning of the site, there is a community expectation that the site will be developed for the purposes of a school. Various design measures are employed, including perimeter landscaping and a stepped building design, to further assist in the school blending in with its surrounds.*

The height of the school buildings proposed provide a suitable transition between:

- The land zoned R3, Medium Density Residential (maximum building height of 12m, or 4 storeys), on that part of the site nearest Ingleburn Road, as well R3 zoned land on the northern side of Ingleburn Road (maximum building height of 21m, or 7 storeys).

- Taller buildings permitted in the B7 Business Park (maximum building height of 25m, or 8 storeys).

- The land zoned R2 Low Density Residential lands (maximum building height of 9.5m, or 3 storeys) to the east and to the south of the project site. In this instance, notwithstanding the actual height of the primary school buildings, the perceived height will be that of a two storey building facing the residential zoned areas to the south (ie. Crownland).

FIGURE 7.6: The height of the proposed school provides a suitable transition in height between the business and medium density residential zones adjoining to the north (12m to 25m building height limit) and the low density residential to the south and to the east 9.5m building height limit)

(Source: State Environmental Planning Policy (Sydney Region Growth Centres) 2006 South West Growth Centre Height Of Buildings Map Sheet HOB_008)

Accordingly it is considered that the perceived height differentiation of the school buildings relative to the building heights permitted in surrounding development will not appear out character with the nature of the locality, once developed, and will sit comfortably within that future streetscape. The perceived height of the secondary school will be that of a three storey development as viewed from the northern local street, with the primary school having a perceived height of two storeys when viewed from the local street to the south. The four storey section, facing Byron Road, makes a small part only of the overall building footprint, flanked by buildings of perceived height two storeys (primary school) or three storeys (secondary school).

This is particularly the case taking into account the variations in height of school buildings proposed within the project site, the perimeter landscaping proposed, and good building setbacks and separation achieved between school buildings and neighbouring development.

The school buildings are appropriate to the condition of the site and its context to minimise the impact of overshadowing, visual impacts and loss of privacy. The proposal provides for an appropriate scale and intensity of development commensurate with the designation of the project site specifically for the purpose of a school. The proposal is considered to be consistent with the desired character of the Leppington locality and provide an intensity of development that is commensurate with the existing and planned form of the locality and zoning of the site as a school.

It is important to understand that the project site is zoned for and will accommodate a non-residential (school) land use, and as such, a the unique design needs of a school will need to be accounted for.

Additionally, the project site has variations in topography that warrant variations in the height of school buildings.

The proposed buildings will be arranged around two north facing play courtyards, opening to the north west towards a larger play area and the future recreation reserve. In accordance with the Department of Planning & Environment *Leppington Stage 1 Finalisation Report* this recreation reserve is intended to be co-shared with the local council for passive and active play. There is also a terraced courtyard adjoining other outdoor learning areas for the primary school. This courtyard takes advantage of the site slope to provide an amphitheatre type space as well as a buffer to Byron Road.

External finishes and integration with landscaping

The school is designed to be durable, resilient and adaptable, enabling it to evolve over time to meet future requirements.

The material selection is based on simplicity of construction, robustness and economy. The external finishes proposed are innovative, but not intrusive.

The proposed school buildings are set back from the street edges with a mix of landscaping and provision for car parking and pick-up/parking drop-off areas. This maintains a sense of openness and welcoming while maintaining security.

Trees and planting around the perimeter of the school will articulate the various entries and external spaces around the school and will provide a visual gradient from the street edge to the buildings.

Refer to **Appendix C** for more details.

7.7.3 Residential and environmental amenity

The NSW Land and Environment Court has established planning principles to assist when making planning decisions where policies are expressed in qualitative terms and allow for more than one interpretation. The provisions of Schedule 4 of *State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017*-design quality principles- is such a control.

The relevant planning principle for the assessing amenity impact on neighbouring properties is found in *Davies v Penrith City Council* [2013] NSWLEC 1141, considered in the accompanying Table 7.11.

Table 7.11: Consistency with L&E Court planning principles: impact on amenity

Amenity impact checklist	Applicability to proposed new school development
How does the impact change the amenity of the affected property? How much sunlight, view or privacy is lost as well as how much is retained?	*The Leppington precinct is an undergoing transition from that of a small lot rural area to that of an urban residential area. A new residential subdivision is being constructed on land to the south of he school. The proposed school will present as a largely two-storey development from this new residential area, with visual impacts tempered by intervening screening vegetation and building setbacks. No residential buildings are currently erected on this land to the south. No allotments in this subdivision will be affected by overshadowing from the neighbouring primary school buildings.The land to the west will be developed for the purposes of a public open space. The design is for the two school halls and largest play areas to open directly into this future open space area- as was contemplated by the State Government in its masterplan for Leppington.* *To the east of the proposed school, on land on the opposite side of Byron Road, some minor shadow impacts arise, however, they extend by a minimal distance into the subject properties (and only for a limited time in mid-winter, at 3.00pm, nor do predicted shadow impacts directly affect existing rural dwellings.Refer* ***Figure 7.7****.* *The project site is specifically zoned for the purposes of a school. As such, there is a community expectation that a school will be established on the site, wth attendant impacts, including loss of existing trees on the site and the building of an 'institutional' building housing school students.*
How reasonable is the proposal causing the impact?	*The proposed school buildings will present to the local street as either two-storey buildings (facing the residential area to the south) or three storeys (facing the medium density areas to the north) with a smaller, 4-storey section in the middle of the building complex at the entry, facing Byron Road. These impacts are considered to be reasonable having regard for the zoning of the site for a school, the size of the site earmarked to be developed as a school, lack of building height, FSR and density controls, as well as the topographic conditions encountered on the site.*
How vulnerable to the impact is the property receiving the impact? Would it require the loss of reasonable development potential to avoid the impact?	*The street elevations referred to above have been carefully designed to provide articulated faces that respond in scale to the domestic surroundings. The school buildings are set back reasonable distances from each local street and screened in the main by landscaping and buffered in part by on-site car parking areas.* *The buildings are all set back from the streets (approx. 9m to 22m). Trees and planting around the perimeter of the school will articulate the various entries and external spaces around the school and will provide a visual gradient from the street edge to the buildings.*
Does the impact arise out of poor design? ***Could the same amount of floor space and amenity be achieved for the proponent while reducing the impact on neighbours?***	*No. The design of the school developed over 12 months of consultation with parents, students, staff, P&F Assoc., and School Alumni for feedback/improvements before the final approval by the School Board. The College consulted with Camden Council and reached out to local Community Groups in order to inform the design process. The preliminary Master Plan was workshopped with the NSW Association of Independent Schools "Tomorrow's Environments for Learning" TEL workshop series and has been endorsed in principle by the Government Architect NSW prior to finalisation (refer* ***Appendix B****).* *The floor space proposed will meet the educational needs of the proposed primary school and secondary school serving the ultimate school population of 1,000 students proposed.* *The development achieves reasonable setbacks from neighbouring existing and proposed urban residential areas.*
Does the proposal comply with the planning controls? If not, how much of the impact is due to the non-complying elements of the proposal?	*Yes. The Growth Centres SEPP has allowed flexibility in terms of the ultimate height, bulk and scale of any future school buildings to be erected on the site, with no such controls applying. In this regard, there are no non-complying elements.* *The proposal also complies with the design guidelines contained in State Environmental Planning Policy ((Educational Establishments and Child Care Facilities) 2017- refer Section 7.2.3.*

FIGURE 7.7: Shadow impacts- summer and mid-winter
Source: Gran Associates Australia

Overshadowing

The setbacks of the school building complex proposed minimises the potential for overshadowing of residential properties surrounding the proposed school.

The school buildings have been setback from local streets by generally 9-22m a northern side setback of over 700 metres, eastern side setback of over 80 metres, and based on the submitted shadow diagrams for June 22 (winter solstice), the school building would not impact on residential dwellings between 9:00am and 3:00pm on 22June. The shadow of the proposed new school building falls entirely within the site perimeter except at 3.00pm in mid-winter, when shadows from the main administration building (4 storeys in height) and a small section of the secondary school building (three storeys) extend to the other side of Byron Road by up to approximately 4m, considered to a minor- and acceptable- impact. Importantly, there would be no overshadowing of any nearby neighbouring buildings. Refer **Figure 7.7**.

It is therefore concluded that the proposed new school development has acceptable impacts in terms of overshadowing.

7.7.4 Landscaping and tree removal

The proposed plantings will include native trees and diversity of native plants appropriate to the educational and campus setting that will enhance amenity and building performance.

As discussed elsewhere in this EIS, the Leppington Priority Precinct, which includes the project site, is land to which a Biodiversity Certification Order has been signed by the responsible Minister. In this case, “Certified” lands are those where development proposals require no further threatened species assessment. As such, there is no statutory requirement for the proposed new school development to be assessed in terms of impacts on any listed threatened species.

The Biodiversity Certification of the Leppington Priority Precinct has permanently protected the largest and most intact bushland areas inside and outside the Leppington Precinct while offsetting areas of vegetation occurring on land that is required for residential development, commerce and industry, as well as for infrastructure (including schools). By way of reference to the Native Vegetation Protection Map Sheet NVP_008 of State Environmental Planning Policy (Sydney Region Growth Centres) 2006 South West Growth Centre those areas of native vegetation within the Leppington Priority Precinct that are to be protected and retained are clearly identified. No part of the project site has been so designated. Refer to Section 2.2.6 of the EIS for further details.

Moreover, the Leppington (Stage1) Finalisation Report also makes it plain that the stands of trees on the project site do not need to be retained. This report recommended a reduction in the size of the zoned school area- as reflected in the final gazetted SEPP for Leppington- such that the clearing of vegetation will be an inevitable consequence of developing the project site for the purposes of a school. As a result, all existing trees on the site will be removed as a consequence of the proposed new school development.

In order to mitigate to a satisfactory degree the impact of clearing vegetation on the project site, the proposed development entails extensive replacement plantings and the provision of open space areas within the school campus, in addition to perimeter landscaping. The tree and other flora species chosen will be those deemed safe for management in a school environment and will also provide some degree of visual screening of the school when viewed from nearby local roads. All landscape planting will be in deep soil with the exception of the Library roof garden. In short, the landscape design intent of the proposed new school will be to create a landscape that would provide both a place for play and learning for all staff, students, teachers, parents and visitors alike, as well as providing a ‘green edge’ to the final school campus.

Covered and uncovered play areas would be provided on the ground level of the building, with outdoors open-air learning areas also proposed. The landscape design provides the primary ad secondary students attending the proposed Amity College school campus with have access to a range of play and learning experiences with open grassed areas for play activities and programs, covered outdoor learning areas, and terraced seating areas (in the central courtyard area, as well as in the south-east corner of the school campus) to cater for student gatherings and assemblies. Another benefit of the landscape and open space design is that the proposed central open space area within the school campus, as well as two multi-purpose halls, will have direct access to the open space area adjoining the school campus.[NOTE: The *Leppington (Stage1) Finalisation Report* notes, inter alia, that it is intended that the adjoining public open space area will be co-shared with users on the proposed school site, once developed as a school.]

7.7.5 Social impacts

Social impacts can be positive or negative; tangible or intangible; direct, indirect or cumulative; directly quantifiable, indirectly or partly quantifiable or only able to be described and assessed in qualitative terms; and experienced differentially per *Social Impact Assessment Guideline* (Department of Planning and Environment, 2017) cited by Preston CJ in respect of a proposed coal mine in *Gloucester Resources Limited v Minister for Planning [2019]* NSWLEC 7 decision dated 8 February 2019. Social impacts are considered in the following table. Overall, net positive impacts arise from the proposed development.

Table 7.12: Assessment of Social Impacts the Project

Social impacts	Compliance proposed new school development
Way of life, includes includes changes in how people live, work, play and interact with each other.	*Consistent. Following release for urban development in 2015, the Leppington area is an area undergoing transition from small lot rural uses to an urban community. As the locality is progressively developed in accordance with the zoning and related provisions of State Environmental Planning Policy (Sydney Region Growth Centres) 2006 this will result in an inevitable change in the way of life for existing residents.* *However, it is relevant to note that the lands in the immediate proximity to the project site are being either approved or proposed for urban development. Refer to Figure 4.11 and EIS Section 4.3 for further details.* *The location of the proposed school sits in the same position as that identified in the Indicative Layout Plan for the Leppington Precinct. As such, there is now a community expectation that the project site will be developed for the purposes of a school.*
Community, including its composition, cohesion, character, how it functions and sense of place	*Consistent. Now that Leppington has been released for major urban development the nature of the community will undergo significant change in response to population growth and the pressure for more educational facilities builds.*
Access to and use of infrastructure, services and facilities, whether provided by local, state, or federal governments, or by for-profit or not-for-profit organisations or volunteer groups	*Consistent. Prior to the release of Leppington for urban development, servicing agencies had put into place strategies for the staged provision of essential services infrastructure to meet the projected massive increase in population. This included the staged provision of reticulated water, sewerage, drainage and roads infrastructure. The ability of the proposed school to be provided with these services is addressed in the reports of various specialists accompanying this EIS- refer to* ***Appendix Q*** *(water, sewer),* ***Appendix R*** *(drainage) and* ***Appendix U*** *(roads) for details.* *The proposed development will also involve the community use of school facilities, which is expected to benefit the local community.*

Culture, including shared beliefs, customs, values and stories, and connections to land, places, and buildings (including Aboriginal culture and connection to country)	*Consistent. The project site contains no sites of heritage value, either in terms of European or Aboriginal heritage. The preliminary Construction Management Plan also contains an unexpected finds protocols, in the event that Aboriginal relics and the like are uncovered during site works. Refer also to section 4.25 and 4.2.9 of the EIS, as well as to **Appendix L** for further details.*
Health and wellbeing, including physical and mental health	*Consistent. Following a detailed site survey involving the Aboriginal community no areas or Aboriginal heritage were encountered on the project site.Protocols have been developed for any unexpected finds- refer Section 7 of **Appendix I**.*
Surroundings, including access to and use of ecosystem services, public safety and security, access to and use of the natural and built environment, and its aesthetic value and/or amenity	*Consistent. No native vegetation has been identified on the project site under the provisions of State Environmental Planning Policy (Sydney Region Growth Centres) 2006. A landscape plan accompanies this DA. It identifies trees to be planted on the project site following tree removal.*
Personal and property rights, including whether their economic livelihoods are affected, and whether they experience personal disadvantage or have their civil liberties affected	*Consistent.The project site is not identified as being bushfire prone land.Refer Section 4.2.7 of the EIS.*
Decision-making systems, particularly the extent to which they can have a say in decisions that affect their lives, and have access to complaint, remedy and grievance mechanisms	*Consistent. Stage 1 and Stage 2 site investigations, as well as a Remediation Action Plan, were prepared in accordance with the State Environmental Planning Policy 55 – Remediation of Land. Refer to GeoEnviro reports in **Appendix O** and Section 4.2.4 of the EIS.*
Fears and aspirations related to one or a combination of the above, or about the future of their community."	*Consistent. Schools-and the noise that they create during school hours- are an accepted part of any urban environment. The Project includes various noise mitigation measures, to minimise impacts to an acceptable degree. Refer also to Sections 2 and 6 of the EIS and to the Koikas Acoustics report in **Appendix K** for further details.*

7.7.6 Aboriginal cultural heritage

AMBS was commissioned to undertake an Aboriginal cultural heritage assessment in relation to this proposal, the results summarised in the following. Refer also to **Appendix L**. The assessment was conducted in accordance with the NSW Office of Environment and Heritage's (NSW OEH 2011) Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW and Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales (NSW DECCW 2010a). A process of Aboriginal community consultation has been undertaken in accordance with the guidelines as set out in OEH's Aboriginal cultural heritage consultation requirements for proponents 2010 (NSW DECCW 2010b). Various Registered Aboriginal Parties (RAPs) were consulted for this project. The study sought to identify and record Aboriginal cultural areas, objects or places, to assess the archaeological status of the proposal area, and to formulate management recommendations based on the results of community consultation, background research, field survey and impact assessment.

As a result of the assessment the following conclusions were made by AMBS:

- There are no identified heritage constraints in regard to the proposal. The subject area is assessed to be of very low heritage significance.
- No further heritage investigations are required.
- No Aboriginal objects are known to be present in the activity area. An Aboriginal Heritage Impact Permit (AHIP) is not required.

7.7.7 European cultural heritage

There are no heritage items located on the site or in the near vicinity of the project site. The project site is not listed as an item of environmental heritage, nor within an identified heritage conservation area.

7.7.8 Geotechnical, contamination and salinity

Refer to GeoEnviro contamination reports accompanying this EIS in **Appendices O, S** and **T**.

Geotechnical

A Geotechnical Report has been prepared by GeoEnviro is attached at **Appendix S**. The investigation reveals a generalised subsurface profile comprised of silty sand, silty sandy clay, silty clay topsoil. Residual silty clay and shale bedrock. No ground water was encountered within the investigation depth. The investigation found that, on geotechnical grounds, with the application of appropriate geotechnical management the site could be developed for the purposes intended.

- Any proposed footings should be designed to accommodate reactive soil proportioned to a Class 'H1' (Highly Reactive) site in accordance to AS2870 *Residential Slabs and Footings*.
- Any fill encounter during construction would not be suitable to support permanent structures such as pavements, slabs and buildings with shallow footings.
- Fill containing foreign inclusion (eg rubbish and building waste from Site Feature G) or chemical contaminants are not considered suitable for reuse without treatment or remedial works.

Salinity, ASS

A salinity assessment was included in the geotechnical assessment report prepared by GeoEnviro- refer **Appendix S** with a Salinity Management Plan provided in **Appendix T**. The findings of the salinity assessment are summarised below:

- The topsoil was assessed to be Non Saline.
- The natural soil in the upper 1m was generally assessed to be Non to Slightly Saline.
- The natural soil below 1m was generally assessed to be Slightly Saline to Moderately Saline.

The Salinity Management Plan (**Appendix T**) recommends various measures to manage salinity on the site during construction of the proposed school, including the following high and moderate risk measures:

- Various erosion control measures required including covering and stabilisation of deeper excavations in excess of 0.9m.
- Various drainage controls are required, including the need for plantings of all batter slopes and bare surfaces.
- The need for sub-spoil drainage measures to ease subsurface flows.
- Avoiding bringing saline soils to the surface when trenching and back-filling for pipes and services.
- Avoid over-irrigation and over-fertilising of playing fields.

Further, the site is not located in an acid sulfate soil (ASS) risk area according to the risk maps prepared by the Department of Land and Water Conservation. Thereby, an ASS Management Plan is not required to be prepared.

Contamination

GeoEnviro was commissioned to undertake Stage 1 and Stage 2 preliminary contaminated site investigation in relation to this proposal, the results satisfying the relevant precondition under SEPP 55 per Preston CJ in *Moorebank Recyclers Pty Ltd v Benedict Industries Pty Ltd* [2015] NSWLEC 40 and Dickson C in *Lippmann Partnership Pty Ltd v Canterbury – Bankstown Council* [2017] NSWLEC 1601 dated 9 February 2017 at paras [31-43]. Refer **Appendix O**.

The Stage 1 and 2 Contamination Assessment report assessed the site to have a low risk of gross chemical contaminations, however the site was found to be impacted by buried rubbish/asbestos fill and elevated concentrations of Zinc in the backfilled depression area (Site Feature G) shown as Area 4 in Appendix A of the GeoEnviro report. Depth of fill in Area 4 was found to range from 0.2m to greater than 2.3m.

For the proposed school development, site remediation is required to clean up Area 4. In addition, the areas of hydrocarbon stained soil encountered between the dwelling and sheds (Area 1- Site Feature C) should be remediated. The report also indicated that there are other areas which require environmental monitoring during the development stage, namely, Area 1, Area 3 and Area 5- refer to **Figure 4.10**.

A remediation action plan (RAP) has been prepared by GeoEnviro (**Appendix O**) providing a remediation strategy and methodology to clean up the site to acceptable standard for the proposed school development. Details of the RAP are also provided in section 2 of the EIS and in the preliminary Construction Management Plan (**Appendix I**).

7.7.9 Waste

The Project will involve the minimisation of waste, and the maximisation of reuse and recycling of materials on site. The Applicant intends to ensure that wastes are managed appropriately, to minimise impacts on the environment- refer **Appendices I** and **N**, which assess the waste quantities generated during construction and operation of the school, together with management of contamination potential during he construction phases. Subject to recommended conditions, waste management can be appropriately addressed for the site. Refer also to Section 2.7.

Measures proposed to reduced waste include the collection and storage of waste and removal by a licensed contractor. All waste would be managed in accordance with the requirements of the Waste Avoidance and Resource Recovery Act 2001, the *Protection of the Environment Operations Act 1997*, and the OEH Waste Classification Guidelines 2009.

A preliminary Construction Management Plan (refer **Appendix I)** has been prepared that provides specific information regarding the management of project related works and all activities associated with the construction of the proposed development including noise control measures, sediment and erosion control, waste management, hazardous materials and site layout and traffic controllers. The Schools waste management plan during operation of the school facility is provided in Appendix N. Waste Management Plan as part of the EIS

The proposed school is likely to pose no significant risk to neighbouring land uses or the environment generally.

7.7.10 Noise and vibration

The site of the proposed school site is specifically zoned for the purposes of a school, namely SP2 Infrastructure (Educational Establishment) under the provisions of *State Environmental Planning Policy (Sydney Region Growth Centres) 2006*.

As such, there is a community expectation that a school-with its attendant impacts- will be established on the site. The Leppington precinct is one undergoing transition from a sparsely populated rural smallholdings area to that of a fully developed urban area accommodating business, commercial and low/medium density housing uses. As such, the acoustic environment will be also undergoing a similar transformation.

The future anticipated character of the locality is an important consideration in noise impact assessment given that the school is to be developed in stages over the next 10-15 years. During that time the nature of the locality is expected to become fully urbanised. Traffic levels resulting from the school can be readily absorbed into the planned road system without exceeding any of the assumed capacities (or assumed impacts).

Schools are seen as acceptable and a compatible use within residential zones. Moreover, it is relevant to note that that NSW Land & Environment Court has held that:

- Noise from school children playing as not offensive noise per *Meriden School v Pedavoli* [2009] NSWLEC 183 at [46].
- Schools and residential uses can co-exist as part of the community per Trustees of the *Christian Brothers v Waverley Council* [2004] NSWLEC 210 at [8].

There are no noise criteria specifically related to noise emission from educational establishments.

The proposed hours of operation are consistent with those normally expected of a school. The school buildings are clustered around an internal facing courtyard. This measure in itself should reduces noise impacts on surrounding properties to a satisfactory degree. A comprehensive noise impact assessment has been undertaken for the Project by Koikas Acoustics- refer to **Appendix K**. The Koikas noise impact assessment finds that the school will be suitably buffered from all neighbouring residences, subject to some acoustic treatment.

- Noise from school activities to surrounding residential premises can be satisfactorily mitigated.
- The noise from the Schools mechanical plant can be satisfactorily mitigated.
- The noise from school-related traffic is above the noise criterion for this rural area. However, erecting noise barriers is neither reasonable nor feasible, considering that the general area will be experiencing an increase in traffic over the years as Leppington will be progressively transformed from a relatively quiet rural area to that of a fully developed urban environment.
- Reasonable and feasible construction noise mitigation measure are proposed.
- The Koikas report recommends sound insulation between classrooms and open plan learning areas. For example, absorptive ceiling panelling is recommended in the two school halls.

The Koikas report concludes:

> "*The key noise-related issues in the Secretary's Environmental Assessment Requirements (SEAR) (Application Number SSD 9227) have been addressed in this acoustical assessment. The noise mitigation measures required to achieve the noise policies and guidelines are provided in this report.*
>
> *Koikas Acoustics certifies that the proposed school development at 85 Byron Road, Leppington (also known as Amity College Leppington Campus) will satisfy the intent of Council's requirements as discussed in this report. Koikas Acoustics is therefore supportive of this development*."

It is also relevant to note that the proposal does not constitute a Scheduled Activity under Schedule 1 of the *Protection of the Environment Operations Act 1997*. As such, the proposed school will not require an Environment Protection Licence (EPL).

7.7.11 Stormwater, drainage and roads

The major findings and conclusions of the Martens & Associates assessment find that stormwater and drainage issues can be satisfactorily accommodated by the project. A comprehensive assessment of stormwater flows and drainage has been undertaken by Martens & Associates Pty Ltd, who have prepared detailed plans and a report justifying the proposed treatment of stormwater across the site.

This report and drawings accompanying this development application- refer to **Appendix R** and **Appendix U** for details.

Water quality

Martens & Associates Pty Ltd conclude that:

"*The modelling results indicate that the water quality objectives will be met by the proposed water quality treatment systems for both stage 1 and the ultimate stage. The proposed management system is consistent with the principles of Water Sensitive Urban Design (WSUD) as the proposed treatment strategy utilises 'at-source' controls rather than relying solely on end-of-line structures. This approach is considered the most appropriate for the site and will provide an appropriate outcome for receiving environments*."

Water quantity

Martens & Associates Pty Ltd conclude that:

"*The proposed drainage system has been designed to capture and convey site stormwater for stage 1 and the ultimate stage. Hydraulic modelling shall be completed at detailed design stage to comply with Camden City Council Engineering Design Specification (2009) and AS 3500.3. The OSD and water quality (WSUD) elements have been designed to comply with the SEAR's requirements, with further details provided at the detailed design stage*."

Flooding

Martens & Associates Pty Ltd conclude that:

"*The site is partially affected by the 1% Annual Exceedance Probability (AEP) event. The proposed development is compatible with the flood behaviour at the site as detailed in MA report Flood Engineering Works for State Significant Development Applications: 85 Byron Road, Leppington (2019) Martens & Associates report no. P1806493JC06V02.*

[NOTE: A June 2019 Council flood report shows that the site is marginally more affected by the1% AEP flood event, however, a tiny portion only of the site is affected and the above conclusion would equally apply.]

Erosion and sediment control

Martens & Associates Pty Ltd recommend various measures to satisfactorily contain erosion and sediment potential on site including but not limited to the following:

- Provision of a sedimentation basin is required for the construction phase of the development. The on site detention (OSD) is proposed to be used as the temporary sedimentation basin.
- Various sediment and erosion control measures are proposed to prevent the pollutants generated from construction activities from adversely affecting the water quality of the receiving environment.

Groundwater

In this regard Martens & Associates Pty Ltd state that:

"*The Geotechnical and Salinity Investigation Report prepared by GeoEnviro Consultancy indicates that all boreholes were dry during and shortly after completion of drilling. Therefore, regular encounters with groundwater during construction are not expected*."

Water management

The site water management and reuse system satisfactorily addresses water management on the site. The system to be employed incorporates the following:

- Rainwater from the building roofs is to be collected and stored in rainwater tanks and used for outdoor irrigation.
- Town water will be used for amenities, potable uses and to supplement other supplies as required.

Wastewater management

The site will be connected to Sydney Water sewer main in Ingleburn Road for sewage disposal. No onsite treatment, reuse or disposal is proposed. The connection will require extension of the sewer main in accordance with the Infrastructure & Services Report prepared by Erbas (**Appendix Q**).

Roads and other engineering works

Extensive improvements and upgrading of roads in and around the school site are proposed, including the construction of new local streets, linking the school to a future public open space area, at an estimated cost of in excess of $1 million. In addition, the school will be providing additional on-site car parking facilities which can be used out-of-hours by persons wishing to use the proposed new public open space area: tangible community benefit. These new road works include:

- **Stage 1:**
  - Construction of remainder of the part-constructed local road abutting the south-west boundary of the Project Site (ie. the 'Local Street' as identified in the Indicative Layout Plan referred to in *Camden Growth Centre Precincts Development Control Plan*). Once constructed, it is proposed that it be dedicated to Camden Council as a public road. [NOTE: The developers of the land to the south-west, Crownland Leppington No.3 Pty Ltd, have already constructed a temporary half-width road on their site, comprising a 5.5m wide sealed carriageway.]
- **Stage 3**:
  - Construction of a bus bay and road widening on that part of the project site fronting Byron Road.
- **Stage 5**:
  - Construction of full-width local road abutting the northern boundary of the school site (ie. the 'Local Street' as identified in the Indicative Layout Plan referred to in *Camden Growth Centre Precincts Development Control Plan*), including provision for on-street car parking for 15 vehicles. Once constructed, it is proposed that the new road, including on-street car parking, be dedicated to Camden Council as a public road.

7.7.12 Structural

Woolacotts have undertaken a review of the geotechnical assessment reports for the proposed school site prepared by GeoEnviro, as well as the design of the buildings based on architectural drawings prepared by Gran Associates. Woolacotts findings and conclusions are summarised below:

- The occurrence of high plasticity clay reactive soils that are prone to shrink-swell movement due to seasonal moisture change requires care to be taken in design of footing systems. The soils are classified as mildly aggressive to buried concrete structures and non-aggressive to buried steel structures.

- The proposed buildings for the new school campus range from one to three storeys with one basement car parking level under some of the buildings. The super-structure will consist of concrete floors and some concrete roofs, a mixture of masonry, concrete and lightweight walls and steel framed and metal clad roofs. .

- It is envisaged that all the new buildings will be founded on the weathered siltstone and the ground floor slabs will be isolated from the areas of soil subject to shrink / swell movement. Basement floors will be concrete slab on grade and should not be impacted on by reactive clay subgrade as the majority (or all) of this material will have been removed during basement excavation.

- Ground floors not over basements will be suspended flat concrete slabs supported on screw piles and isolated from the reactive clay sub-grade around the perimeter of the buildings where moisture change potential is high. Ground floors over basements, all upper level floors and trafficable or green roofs will be suspended concrete slabs with beams / slab bands supported on concrete columns or walls.

- Non-trafficable roofs will be supported on structural steel framing or a combination of structural steel and light-weight steel trusses. The lateral stability of the proposed buildings will be provided by a combination of reinforced concrete (or reinforced block) shear walls and vertical steel bracing.

- All building structures and ancillary structures such as covered ways will be designed for loads determined from Australian Standards for a life of 50 years.

7.7.13 Crime Prevention Through Environmental Design (CPTED)

A Crime Prevention Through Environmental Design (CPTED) Assessment has been prepared by Outline Planning Consultants and is provided in Section 3.3.8 of this EIS. The assessment shows that the design of the school satisfactorily addresses CPTED principles in terms of:

- Territorial re-enforcement.
- Surveillance.
- Access control.
- Space/activity management and relationship to public spaces surrounding the school.

Whilst it is generally recognised that schools can generally be the targets of (generally out-of-hours) anti-social or nuisance behaviour, malicious damage and the like, it is considered that with the suite of CPTED design and operational controls proposed that the overall crime risk rating of the proposed new Amity College school campus should be both manageable and low. Moreover, the proposed school will make a positive contribution to the social infrastructure for the Leppington community.

7.7.14 Services

As required by the SEARS an Infrastructure Management Plan has been prepared by Erbas (refer **Appendix Q**) detailing information on the existing capacity of electrical and hydraulic services to the site and any augmentation requirements for the development for the provision of utilities over the various stages of the school development. Refer also to section 2.8 of this EIS, which provides details of the services connections and upgrades required to satisfactorily service the various stages of the staged school development.

7.7.15 Preliminary Construction Management Plan

As required by the SEARS, a preliminary Construction Management Plan has been prepared by Outline Planning Consultants and is contained in **Appendix I** of this EIS report. This document broadly outlines how the Amity College intends to manage the construction of a primary and secondary school campus. It also provides a preliminary outline of management strategies for the construction of the various stages of the school campus. A more detailed list of measures will be provided by the Head Contractor, once engaged.

The preliminary Construction Management Plan forms a guide as to how the construction works may occur, including nature of measures likely to be used, control measures and environmental responsibilities. It will assist in ensuring:

- Best practice environmental management procedures are applied to the construction of the school.

- The environmental risks associated with the project are properly identified and managed, in accordance with the findings and recommendations of the environmental assessments undertaken in support of the project.

- Compliance with the requirements of the development consent issued, once issued, and in particular with any relevant conditions pertaining to the management of soils and geotechnical conditions on site, contamination, water management and/or construction management generally.

- Compliance with all current environmental legislation.

The preliminary Construction Management Plan will be used to define the management measures to be adopted by the Head Contractor for the various stages of the school project. The Preliminary Construction Management Plan details construction management parameters including but not limited to the following:

- Construction activities and sequencing of works, including fencing and access.
- Noise and dust management.
- Erosion and sediment control.
- Contaminated Soil Management.
- Construction traffic management.
- Construction waste management.
- Supporting management measures, including monitoring and worker safety, noxious weeds management, unexpected finds protocols relating to archaeology and contamination.

These construction management measures are to be implemented in order to achieve the following outcomes:

- Provide a safe environment for all surrounding residents, road users and workers on-site. In so doing, the plan will provide for safety procedures to enable work personnel to enter and leave the various nominated work areas in a safe manner.
- Ensure that the works associated with the staged construction of the school campus is carried out in accordance with appropriate statutory requirements and relevant consent conditions.
- Ensure that works are carried out in such a way as to minimise potential environmental degradation by the implementation of best environmental practice.
- Ensure that corrective actions are completed in a timely manner.
- Provide protection to workers, visitors and the general public from traffic and environmental hazards and risks.
- Minimise the disruption, congestion and delays to all road users and to ensure that road network performance is maintained at an acceptable level throughout the term of the work. The Construction Management Plan will also ensure that disruptions to traffic flows on the surrounding road system are minimised.

7.7.16 Economic and Social Impacts

The Wilde and Woollard CIV report (Appendix E) also provides an estimate of of the jobs that will be created by the future development during the construction and operational phases of the school development. Wilde and Woollard anticipate the equivalent of 124 Full Time positions in consultancy and construction activities to be created for an 18 months Construction period.estimate a Capital Investment Value of the total school project, excluding GST, of $64,353,300.00- a significant investment in much-needed educational facilities for this fast-growing sector of Sydney. Moreover:

- The development will have a beneficial effect on the social and economical environment of the locality and broader community.
- The increase in education facilities will strengthen both the social and economic base of the locality and provide a healthy and safe school environment, thus satisfying key objectives of state government policies and strategies, as well as the zoning of the site pursuant to *State Environmental Planning Policy (Sydney Region Growth Centres) 2006* and the Indicative Layout Plan for Leppington, the latter earmarking the site to be developed for the purposes of a school.
- The project offers an environmentally sustainable, well designed, integrated school development.

■ It will not give rise to any detrimental impacts in terms of safety or security of the locality or of the school. The school campus is already provided with adequate security arrangements.

■ The proposal will provide for much-needed high school facilities, thus ensuring that the education needs of the catchment area of the proposed Amity College school campus are met. ABS forecasts for South-West Sydney show that over the next 20-30 years there will be significant growth in both the primary school aged population and secondary school aged populations, resulting in more demand for additional school classrooms/facilities. These forecast show that new school accommodation will need to be provided in the short term in order to meet this forecast growth in student populations.

■ The educational needs of the local ethnic community will be better served, thus assisting in social cohesion. South-West Sydney supports a significant ethnic population. Amity College was originally established to cater to the Turkish-speaking residents of Sydney, however, over time the school now caters to a much broader population, including many other ethnic groups.

■ The car parking and access needs of the school can be satisfactorily accommodated within the campus.

■ School students will be accommodated in optimal learning spaces which comply with current code and legislative standards for educational establishments.

■ The construction of the school facilities will provide employment opportunities for the building industry and a further investment in the educational infrastructure of Leppington.

■ The proposal will provide employment opportunities for new teachers and support staff to administer the running of the new school.

■ Land in and around schools tend to be highly sought after residential addresses, according to a July 2019 study released by Monash University, reported in the *Sydney Morning Herald* dated 17 July 2019. It was reported that living in a highly regarded primary school's zone boosts Sydney house prices by 2.5%, with properties in zones with both single-sex and co-educational schools will have house prices that are higher still.

■ The proposed new school development will result in employment opportunities during the construction works, and will maintain employment opportunities for teachers and other professions and persons at the school.

■ In addition to the school providing high quality educational facilities serving the local catchment, it will also offer facilities that will be capable of being utilised by the community during out-of-school hours. This includes the use of car parking constructed by Amity College and use of the school halls and other classroom spaces. In this way, the proposed Amity College school will act as a social hub for the surrounding residents of Leppington.

Accordingly the proposal is not considered to raise any adverse social or economic impacts, or result in any cumulative adverse impacts upon the locality.

7.7.17 Ecologically Sustainable Design

The project meets relevant ecologically sustainable design (ESD) principles, the proposed development incorporating various ESD features including but not limited to the following:

- Use of low flow fixtures and fittings, rainwater harvesting, low water landscaping.
- Use of natural ventilation to reduce the reliance on air-conditioning.
- The design facilitates passive solar heating.
- Use of low energy lighting and control systems.
- Use of solar power, to reduce reliance on the power grid.
- The careful use of materials to minimise embodied energy while ensuring longevity

- Extensive landscaping utilising native species as part of the overall landscaping strategy for the site.

- The implementation of various mitigation measures to prevent detrimental impacts from occurring. For instance, the proposed development will also include a range of best practice measures to meet Water Sensitive Urban Design (WSUD) objectives. Refer also to Section 2.6.6 of the EIS for details.

- The design of the school incorporates various flexible design elements to 'future proof' the school.The modular structural and functional grid of the new school buildings will allow for a variety of different uses as well as different spaces as the school develops in size and complexity. The flexibility of the modular system will support the evolving education system. This flexibility means that changes will be easily incorporated into the existing buildings with minor changes, as well as extending the useful life of the building.

7.7.18 Wind impact

The proposed development contains a two storey primary school building complex, with a three storey secondary school, with a four-storey administration building element marking the entry to the school, situated mid-way along the Byron Road street frontage.

Having regard for the modest heights of buildings proposed, the reasonable setbacks of these buildings from the street frontages (generally 9m-22m), the extensive landscaping proposed, and the extensive space between buildings on this site and adjoining future development, it is not considered that any undesirable wind impacts will result. These impacts include pedestrians feeling discomfort due to wind tunnel effects resulting from school buildings proposed.

7.7.19 Contributions: exemption sought

An exemption is sought to the payment of any developer contributions under the *Camden Growth Areas Contributions Plan* for the following reasons:

- The nature of the proposed school development means that much of the infrastructure listed above which Council seeks to levy for will largely be provided by the school. This will benefit not only the staff and students but also, in some cases, by the general public. This includes provision for the following:
  - Construction of two designated Local Streets, including provision of on-street parking that will benefit the general community during out-of-hours periods and assist with parking to service the future public open space area adjoining the school campus (total cost $1.091 million).
  - Construction of on site car parking to be made available for out-of-hours use by the general community.
  - Construction of classrooms within the school (not separately costed) as well as provision for two multi-purpose halls that will be available for out-of-hours use by the general community (total cost of the two halls: $8.939 million).

- The imposition of developer contributions would also place Amity College at a severe competitive disadvantage in terms of other approved school projects nearby that have not had any developer contributions imposed.

- The school site is excluded from the *Camden Growth Areas Contributions Plan*. This is confirmed by reference to section 2.5 of the Council contributions plan.

- The proposed new school will not in itself generate the need for additional infrastructure covered by the *Camden Growth Areas Contributions Plan*, other than those required to directly facilitate the school development itself. Moreover, schools are only required because of new residential development within its catchment-residential development which will be levied developer contributions. To apply developer contributions to a school would be, in effect, tantamount to a 'double dipping' of contributions payable- an undesirable and inequitable town planning outcome.

Taking into account the significant public benefits which the proposed new school development will deliver, and the positive impacts that this development will have on the delivery of local infrastructure and community facilities, and the justification provided above, it is clear that no development contributions should be levied against this development.

[NOTE: Non-government schools are exempt from paying the State Infrastructure Contribution (SIC) pursuant to *Ministerial (Special Infrastructure Contributions Areas) Determination 2011*.]

7.7.20 Visual impact

Overview

The identification visual impact of the proposed school development is assessed in the following. Refer Table 5.3 below.

Table 7.13: Assessment Criteria- Visual Impact

Visual Impact	Significance of visual and landscape impact
Low	The development would cause very minor changes to the existing view over a wide area or minor changes over a limited area, usually with no significant adverse impact on overall visual character. In terms of landscape, minor change, affecting some characteristics and the experience of the landscape to an extent; and introduction of elements that are not uncharacteristic.
Moderate	The development would cause minor changes to the existing view over a wide area or noticeable change over a limited area. Noticeable change to a significant proportion of the landscape, affecting some key characteristics and the experience of the landscape, and introduction of some uncharacteristic elements. Moderate impact on visual character. Impacts typically capable of mitigation in part or whole.
High	The changes to the landscape would result in extensive, noticeable change, affecting many key characteristics and the experience of the landscape, and Introduction of many incongruous elements into the landscape. Development would cause a considerable change to the existing view over a wide area or an intensive change over a limited area- typically impacting a visual resource of high visual significance.

Visual assessment

The Land and Environment Court has established planning principles relating to various components of visual impact assessment under the EP&A Act 1979, considered in the following.

The judgement in the Land and Environment Court case *Tenacity Consulting v Warringah* [2004] NSWLEC 140; (2004) 134 LGERA 23 sets out the planning principle for considering the acceptability of the impact of a proposed development on the views enjoyed from private property in the vicinity of the development. This planning principle was adopted through the collegiate process that has been described on the Court's website for the derivation of such principles.

The focus of the *Tenacity* decision relates to view sharing and the interruption of views caused by a development. In this regard the following factors are relevant in any consideration of visual impact arising from the development of the site for the purposes of a school:

- The cleared areas of the project site have a Low Scenic Quality. The treed section of the project site has a higher landcover value, however, due to the poor condition of the trees encountered here, the density of trees and and terrain, it would, at best possess a Moderate or Low-Moderate Scenic Quality. These features make the site less sensitive to visual change. Refer to Section 4.7 of the EIS for further details.

- The site is in an area undergoing transition as a consequence of the State Government's rezoning of the Leppington locality- which includes the Project Site- for comprehensive, large-scale urban development. As such, any visual assessment needs to have regard for the fact that the currently rural visual character of the Leppington area will undergo a major transformation to that of a fully developed urban area within the next 10 or more years. In this context it is also relevant to note that the school site itself will undergo successive stages of development over the same period of time.

- Related to the above point, the proposed school site has been specifically zoned for the purposes of a school. The construction of a school will be entirely consistent with the intended future character of the site. There is a community expectation that the site will be developed for the purposes of a school, with corresponding visual impacts generally associated with that of a school.

- Neither the *Leppington Precinct Planning Report* (Department of Planning and Environment June 2014) or the *Leppington (stage 1) Finalisation Report* (Department of Planning and Environment October 2015) identifies the project site as possessing any visual significance or visual features worthy of retention. Moreover the same investigations did not identify the project site as possessing any visual prominence.

- The proposed school development does not block views, rather, it changes the view from certain viewing locations within the immediate vicinity of the project site.

In the short term, a school building will, almost inevitably, be noticed for what it is and, in character, be differentiated from the surrounding residential and small-lot rural environment. However, that differentiation need not equate to harm to the amenity of the local area in terms of visual impact.

The fact that this environment is likely to be fully urbanised by the time that the school campus is approaching full development is an important factor when considering visual impact. It is also relevant that the land to the south of the school is currently being developed as a residential housing estate. This housing estate will face the proposed primary school. The early stages of the school propose buildings that will present as two storey buildings with perimeter landscaping facing onto residential areas with a maximum three storey height restriction- an acceptable visual impact. The secondary school campus, presents as a three storey development with perimeter landscaping facing lands zoned for either three storey or four-storey residential development- considered also an acceptable visual impact.

The suitability of the site for a school was comprehensively assessed by the NSW Department of Planning & Environment as apart of its detailed investigations of the Leppington locality, undertaken prior to the release of the Leppington Priority Precinct. While the built form of the proposed new school will clearly be visible from surrounding streets it is appropriate to its zoning context and setting and is consistent with the built form of a modern educational establishment.

Visual impacts are mitigated by virtue of the modest scale of buildings proposed, appropriate setbacks of buildings from local streets, and the screening effect of landscaping proposed around the periphery of the school site, as is evident in the following perspective views and photomontages.

PHOTO MONTAGE - VIEW FROM THE INTERSECTION OF BYRON ROAD AND FUTURE LOCAL ROAD LOOKING NORTH A 020819

NOTE: PHOTO MONTAGE DOES NOT ACCURATELY REPRESENT THE FINAL CONTEXT AS LOCALITY IS TRANSITIONING FROM RURAL TO LOW AND MEDIUM DENSITY RESIDENTIAL. REFER TO ARCHITECTURAL PERSPECTIVE FOR MORE ACCURATE REPRESENTATION OF THE FUTURE CONTEXT.

PHOTO MONTAGE - VIEW FROM THE INTERSECTION OF BYRON ROAD AND INGLEBURN ROAD LOOKING WEST A 020819

NOTE: PHOTO MONTAGE DOES NOT ACCURATELY REPRESENT THE FINAL CONTEXT AS LOCALITY IS TRANSITIONING FROM RURAL TO LOW AND MEDIUM DENSITY RESIDENTIAL. REFER TO ARCHITECTURAL PERSPECTIVE FOR MORE ACCURATE REPRESENTATION OF THE FUTURE CONTEXT.

FIGURE 7.8: Photomontages of the proposed school. The school buildings, to be of variable height 2-4 storeys, screened by perimeter landscaping, provide an appropriate visual transition between surrounding development of height between 3-4 storeys fronting Byron Road and buildings of up to 7-8 storeys, north of Ingleburn Road

Source: Gran Associates Australia

Conclusions: Visual assessment

In conclusion, the proposal is considered to have an acceptable overall visual impact, compatible with its surroundings and in harmony with intended future development to surround it: *Project Venture Developments v Pittwater Council* [2005] NSWLEC 191 at [24]. This conclusion is supported by the following. Overall, the project has a Low-Moderate visual impact.

The use of the site for a school is consistent with the zoning of the site for the purpose of a school and the intended future character, namely, that of a zoned school site surrounded by various scales of urban development in the Leppington Priority Precinct. It is also noteworthy that no building height restrictions or setbacks or FSR limits apply to the site.

The project site does not possess any visual significance or visual features worthy of retention. The *Leppington (stage 1) Finalisation Report* (Department of Planning and Environment October 2015) foreshadows the loss of all existing trees on the site as a part of any subsequent development of the site for the purposes of a school.

In the short term, a school building will, almost inevitably, be noticed for what it is and, in character, be differentiated from surrounding development. However, that differentiation need not equate to harm to the amenity of the local area in terms of visual impact.

The site is in an area undergoing transition as a consequence of the State Government's rezoning of the Leppington locality for comprehensive, large-scale urban development.

The height, scale and overall design of the proposed school development is appropriate for the particular site and is in keeping with the desired future character of the Leppington area. It is in context in terms of the scale of development intended to surround it, the proposal achieving a successful interface between it and surrounding zones. The proposal is of contemporary design and detailing with articulated façades and variations in building height presenting to the street alignments, which will make a positive contribution to the streetscape when viewed from adjoining public roads in the near vicinity. The central open space area of the school will connect with the public open space area adjoining the school to the west. The reasonable setbacks provided to each of the proposed street frontages provides opportunity for landscaping, which includes perimeter planting that will, over time, soften the appearance of the building, assist in reinforcing the landscape setting and reduce perceived building scale and bulk- refer to photomontages in **Figure 7.8**.

The above design features will mean that the school development, once completed, will achieve an overall positive neighbourhood visual character outcome.

▪ 7.8 Section 4.15(1)(c): Suitability of the Site for Development

The site is considered to be suitable for the proposed development for many reasons, and in particular:

- The suitability of the site for a school has been recognised in the State Government's master planning process for the Leppington Priority Precinct. The *Leppington (Stage1) Finalisation Report* deals specifically with the project site. It explains the justification for a reconfiguration of the zoning and location of a proposed school, moving the zoned school area away from the Ingleburn Road frontage, as well as giving recognition to the fact that the adjoining public open space will be co-shared with any ultimate school. It also recognises that the existing vegetation on the project site can be removed in order to make way for a new school.

- The site of the proposed school site is specifically zoned for the purposes of a school, namely *SP2 Infrastructure (Educational Establishment)* under the provisions of *State Environmental Planning Policy (Sydney Region Growth Centres) 2006 (Appendix 9 Camden Growth Centres Precinct Plan).*

- The site is of a suitable size for the provision of the school facilities proposed.

- The school uses proposed are generally compatible with surrounding land uses.

- The site is accessible via public transport, with bus services running along Ingelburn Road. In addition, the project site is only 1.2km from the Leppington railway station and planned new town centre. As the road system is further upgraded, as envisaged by the master planning for Leppington, further pedestrian and vehicle access will be available from all surrounding streets.

- The site has access to available, existing utility services, and can be provided with a suitable wastewater and drainage/stormwater system to meet site conditions. These systems can be upgraded as the school progressively expands.

Given the above, and in the absence of any significant and unreasonable impacts, the site is well suited to the proposed new school development.

7.9 Section 4.15(1)(d): Any Submissions Made

This application will be subject to notification for submissions. Any issues raised in those submissions will be duly considered prior to any final determination of the application.

7.10 Section 4.15(1)(e): The Public Interest

The proposal is in the public interest as it:

- **Meets educational needs**, providing much needed school facilities to meet the needs of the surrounding population and thus will contribute to overall community well-being.

- **Accords with planning controls and policies**: The proposed new school development is an appropriate use for a site specifically zoned for school purposes, namely, SP2 Infrastructure (Educational Establishments).

- **Achieves acceptable environmental and amenity impacts**: The proposed new school development can be undertaken in accordance with the provisions and requirements of the relevant planning instruments and will not have any known unreasonable impact on the environment, neighbourhood amenity or public health.

- **Achieves strategic planning objectives**: The project site has been identified as a school site as a part of the master planning process for Leppington. It will provide additional education facilities and services, and improve access to and participation in higher education, which provides the foundations for long term social and economic success of Sydney's South-West. It will provide additional social infrastructure which is important in maintaining Camden City's competitive edge and standard of living into the future.

The public interest is also served through the detailed assessment of this DA under the *Environmental Planning and Assessment Act 1979,* the *Environmental Planning and Assessment Regulation 2000*, environmental planning instruments, development control plans and policies.

Based on the above considerations, it is therefore concluded that the proposal is in the public interest.

8.Conclusions

8.1 Overview

This Environmental Impact Statement (EIS) has been prepared by Outline Planning Consultants Pty Ltd on behalf of Amity College to assist the Minister in assessing the proposal for a new school to be constructed in stages on the Project Site at Leppington.

This environmental impact assessment assesses the potential environmental impacts associated with the proposed new school. It provides an assessment of the potential environmental impacts of the proposal in accordance with the Secretary's Environmental Assessment Requirements (SEARs) for an EIS, issued on 26 April 2018.

In accordance with the issued SEARS various environmental investigations were undertaken during the preparation of the EIS to assess the potential environmental impacts associated with the school project. These included specialist assessment on issues involving potential environmental impacts relating to noise and vibration, shadow impacts, control of potential contamination, construction impacts, aboriginal heritage, soils and water, safety, and traffic and transport.

The EIS has documented the potential environmental impacts associated with the proposed new Amity College school, considering both potential positive and negative impacts of the proposal, and includes mitigation measures to protect the environment and to enhance amenity where required, and in particular:

- Traffic impacts associated with the operation of the school, as well as during construction stages.
- Noise impacts during the operation operation of the school, as well as during construction stages.
- Built form and urban design.
- Design measures that address Crime Prevention Through Environmental Design (CPTED) Principles.
- Drainage and sediment/erosion controls during construction of the new school.
- Control of potentially contaminated sections of the project site.
- Landscaping and visual impacts.
- Shared use of the school facilities offered at the new school, including parking facilities.

The mitigation measures proposed are practical, feasible and reasonable from a cost, environmental, aesthetic and engineering perspective.

8.2 Justification of the School Project

The need for and justification of a project is to be found in sub-clause 7(1)(f) of the EP&A Regulation.

The principles of ecologically sustainable development (ESD) are addressed in detail in this EIS document, as are social, economic and biophysical issues. The reasons justifying the carrying out of the proposed school development are summarised in the following.

Strategic Context

■ The site of the proposed school site is specifically zoned for the purposes of a school, namely SP2 Infrastructure (Educational Establishment) under the provisions of *State Environmental Planning Policy (Sydney Region Growth Centres) 2006 (Appendix 9 Camden Growth Centres Precinct Plan)*. No density, floor space ratio (FSR) or height limits apply to the Project Site under the provisions of *State Environmental Planning Policy (Sydney Region Growth Centres) 2006.* Moreover, no setback restrictions apply to school buildings fronting Byron Road or planned local roads.

The Land and Environment Court established in *Catholic Healthcare Limited v Randwick City Council* [2019] NSWLEC 99, dated 12 July 2019 at [44] that:

> "*It is well accepted that any debate about height and bulk can only be meaningful against the background of local planning controls including maximum height, FSR, site coverage and setbacks. The questions that must be asked are: whether the impacts are consistent with impacts that may reasonably be expected under the applicable controls; whether the area has a predominantly existing character and whether planning controls are likely to maintain it; and, importantly, whether the proposal fits into the existing character of the area. These tests are well-known (Veloshin v Randwick Council [2007] NSWLEC 428) and are frequently applied by this Court.*"

The density, floor space ratio (FSR) and height of the proposed school development are appropriately consistent with that which may be expected on a site zoned for the purposes of a school, and while the proposal does not replicate the surrounding development in the neighbourhood, it fits with the intended future character.

■ The project is consistent with the objects of the *Environmental Planning and Assessment Act 1979* (EP&A Act), including ecologically sustainable development, State Priorities, and the State Government's *A Plan for Growing Sydney*. It is also consistent with the Premiers Priorities to improve education results and a *Plan for Growing Sydney* through the provision of a new and improved teaching and education facilities. It is also consistent with the *NSW Long Term Transport Masterplan 2012* and Greater Sydney Commission's *Western City District Plan*.

■ The Indicative Layout Plan for the Leppington Precinct, which forms a part of the *Camden Growth Centre Precincts Development Control Plan,* clearly identifies the site as a designated school site. Its objective is to ensure that development in the Precinct occurs in a coordinated manner consistent with the Precinct's Indicative Layout Plan. The proposal to establish a school on the subject land is entirely consistent with this DCP objective and the master plan.

■ The Project Site contains no significant environmental constraints to development. It enjoys Biodiversity Certification under the Threatened Species Conservation Act 1995 (TSC Act) which continues under the new biodiversity legislation. It effectively switches off the need to obtain approvals under the TSC Act-refer **Appendix H**. The vegetation on the site is not mapped as being significant and need not be retained (source: NSW Department of Planning and Environment *Leppington (Stage 1) Finalisation Report* October 2015). Moreover, the proposal achieves acceptable environmental amenity outcomes, including desirable outcomes for access and parking, acoustics, landscaping, design, and stormwater drainage, incorporating appropriate environmentally sustainable development measures both during the construction and operational phases.

■ The development proposed on site accords with good urban design principles and school planning principles as outlined in clauses 35(6)-(9) and Schedule 4 of *State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017*.

■ The development proposed on site accords with other relevant state planning policies, including *State Environmental Planning Policy No. 55 - Remediation of Land* (SEPP 55).

■ The proposed school development complies with the relevant sections of *State Environmental Planning Policy ((Educational Establishments and Child Care Facilities) 2017,* and satisfies the design objectives contained in this state planning policy.

■ Prior to the gazettal of the Leppington Priority Precinct for urban development a report was published by the NSW Department of Planning and Environment outlining the last revisions to the Precinct Plan (NSW Department of Planning and Environment October 2015 *Leppington (Stage 1) Finalisation Report*). Importantly, revisions to the proposed zonings as they applied to the project site were specifically referred to in Section 4.6.1 of the *Leppington (Stage 1) Finalisation Report*, including the following:

- Access to the school to be from Byron Road, which is capable of accommodating buses.
- The area zoned for the purposes of a school has been moved away from Ingleburn Road, to avoid any potential safety issues, and to avoid the need for a school speed zone on Ingleburn road. as a part of this change in the location and extent of the school the area of the school was reduced from 3.15ha to 2.23ha.
- The adjoining public open space is intended to be co-shared with Council for passive play, or that the school can be designed to fit within the proposed open space site.
- The vegetated area at the southern end of the school site to be no longer mapped on the Native Vegetation Protection (NVP) SEPP map. The report notes that the vegetation does not need to be retained.

Education, Population Growth Pressures

■ The Department of Planning & Environment estimates indicate that the number of children of school age (under 15 years) in NSW is expected to grow by 23% to more than 1.8 million by 2036. This surge in school-aged children will require provision for an estimated 172,000 new students entering the public school system by 2031. As the public system struggles to keep up, there will be increasing pressure on the private sector to assist in meeting this demand. Amity College is one private school offering to assist in accommodating this forecast surge in demand for school places. On the same point, the Department of Education has advised in writing that it no longer has an interest in acquiring the land for the purpose of public school- refer **Appendix F**.

■ The project is located in one of the fastest growing areas of Sydney, where the demand for school places will be the greatest. The Greater Sydney Commission's Our Greater Sydney 2056 Western City District Plan–connecting communities (March 2018) estimates that an extra 77,978 students will need to be accommodated in both government and non-government schools in the Western Sydney District by 2036, with the growth projected to be greatest in Camden local government area, with an extra 26,403 students, or one third of all students, predicted over this time. The Project Site lies within the Camden LGA.

■ The new community in Leppington (stage 1) will benefit from up to 2,500 new homes and the delivery of local amenities close to transport. The Project Site is suitable for the proposal and would provide additional education opportunities to meet the growing demand generated by the Leppington urban release area.

■ As the population grows the need for extra schools also grows. South-West Sydney also has high settlement levels for new migrants due to relatively lower housing and living costs, like-minded faith and cultural-based communities and a relatively strong commercial and small business and employment base. It also has an existing high proportion of migrants within its population. The proposed new Amity College campus will cater to these ongoing population demands. The proposed new school will generate new, and sustainable, jobs and investment. The increase in education facilities will strengthen both the social and economic base of the locality

Based on the above, the proposed development of the proposed Amity College is justified in order to service increasing demand for educational services in this fast-growing urban release area.

Social, Economic

■ The new school meets the relevant educational needs of the local and regional community and provides for educational facilities, commensurate with anticipated demand, educational standards and relevant school building requirements. Schools are an essential part of the urban fabric of any urban area.

■ The design of the new school will create quality educational, operational and design outcomes for the surrounding community, delivering school accommodation in a high quality built form which will be capable of providing a safe and operationally efficient environment for children, teachers, visitors and contractors alike.

■ The new school has been designed and buildings sited so as to minimise significant adverse impacts on surrounding amenity in the locality. Schools have the capacity to integrate with residential zones.

■ The Project will support the planned future growth of surrounding region, including future demand for educational facilities, without significant adverse environmental impacts.

■ The proposed new school campus will be privately funded and will generate a significant number of construction and operational jobs over the life of the project, as detailed elsewhere in this EIS. The economic impacts of the proposal will be positive.

■ The State Government has given formal recognition to the role that non-government schools will have in meeting the anticipated demand in new schools and school facilities generally.

Design Considerations

The design of the project is satisfactory and capable of achieving the following:

■ A design that is capable of meeting current and future educational needs of students. In addition, more than 40% of the site is devoted to school play areas.

■ Recognises the desirable elements of the location's intended desired future character (as it is a precinct undergoing a transition) with the new buildings capable of contributing to the quality and identity of the area.

■ Maintains a reasonable neighbourhood amenity and appropriate residential character by:

- Providing building setbacks to reduce perceived building bulk and overshadowing.
- Using building form and siting that relates to the site's landform.
- Limiting site coverage (ie. by buildings) to 32% of the total site.
- Adopting building heights at the street frontage that provide an appropriate transition between higher density, taller development planned for the lands adjoining to the north, and lower scale residential development planned to the to the south and to the east.

■ The proposed development has appropriate regard for and is compatible with the the future character of the locality as well as the visual and acoustic privacy of existing and future neighbours in the vicinity. This has been achieved by use of appropriate site planning and design and placement of school buildings, and the use of screening devices and landscaping. In addition to the 49% of the total site area devoted to school open space, a further 13.6% of the site is devoted to perimeter landscaping.

■ The design is supported by the Government architect NSW. In an email dated 3 December 2018 Carol Marra, Senior Design Advisor GANSW, provided a summary of the main points raised at the meeting held on 3 December 2018. The first point arising from the meeting was that:

"*Generally the panel supports the overall design approach of the project, including reference to several good precedents to inform the design*." Refer **Appendix B** and **Appendix C** for further details.

8.3 Conclusions

The EIS has adequately assessed the environmental impacts associated with the proposed new Amity College school campus, supported by the accompanying specialist reports, in accordance with the relevant requirements of the EP&A Act, including the objects of the Act and the principles of ecologically sustainable development.

The site is specifically zoned for the purposes of a school. There is an accompanying expectation that a school will be established on the site. The design of the proposed new school is consistent with that which may be expected on a site zoned for the purposes of a school, and while the proposal does not replicate the surrounding development in the neighbourhood, it fits with the intended future character of the Leppington Priority Precinct.

The proposed new school and mitigation strategies proposed will result in acceptable (generally low, or low-medium) risks. The mitigation strategies proposed reflect current best practice.

In light of the significant merits of the proposal and the absence of any adverse environmental impacts, it is recommended that the Minister grant consent to the application.

9. Select References

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DUAP Managing Land Contamination: Planning Guidelines - SEPP 55 Remediation of Land.

EPA Noise Policy for Industry 2017.

Independent Pricing and Regulatory Tribunal (IPART) report dated May 2018 Assessment of Camden Growth Areas Contributions Plan Camden Council Final Report Local Government.

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NSW Environmental Planning and Assessment Act 1979.

NSW Protection of the Environment Operations Act 1997.

RTA/RMS Guide to Traffic Generating Developments.

State Environmental Planning Policy (Sydney Region Growth Centres) 2006.

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

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

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

Sydney Morning Herald Wednesday 17 July 2019 'Good primary school zones lift house prices'.

10. Glossary of Terms

AADT	*Annual Average Daily Traffic.*
Aboriginal object, place	*Has the same meaning as the definition of the term in section 5 of the National Parks and Wildlife Act 1974*
Acoustic	*Relating to hearing, noise and sound.*
AHD	*Australian Height Datum. The standard reference level used to express the relative elevation of various features. A height given in metres, AHD is essentially the height above sea level.*
Ambient noise	*This is the total encompassing sound in a given situation at a given time where no particular sound is dominant. It is composed of sound from all sources near and far, normally experienced in the area. Ambient noise is measured as dB ('A' weighted) over a set period of time.*
AS	*Australian Standard.*
ASS	*Acid sulfate soils.*
Attenuation	*Reduction in sound level between a noise source and another location.*
A-Weighted Sound Level dB(A)	*A level of sound pressure in which the sound pressure levels of the various frequency bands have been weighted to accord roughly with human aural system frequency sensitivity.*
BCA	*Building Code of Australia.*
Biodiversity	*Biological variety at genetic, species and ecosystem scales. The maintenance of biodiversity, at all levels, is acknowledged internationally as a high conservation priority.*
CC	*Construction certificate.A Construction Certificate (CC) is a certificate that is issued by an accredited private certifier or a consent authority under the provisions of Environmental Planning and Assessment Act 1979. The Certificate allows for building work to commence on a project.*
Catchment	*Drainage area of a river, creek. Can also refer to a visual catchment, which is the area within view of a particular viewing location, or road catchment, which is the area reliant on a particular road in order to gain access to another centre or locality.*
CIV	*Capital investment value as defined by the Environmental Planning & Assessment Regulation 2000 and the Planning and Infrastructure Planning Circular PS 10-008. Includes all costs necessary to establish and operate the project, with some exclusions.*
CMP	*Construction Management Plan.*
Contributions Plan	*Section 7.11 of the Environmental Planning and Assessment Act 1979 allows councils to levy contributions towards the cost of providing local infrastructure. Contributions plans set out the local infrastructure required to meet the demand from new development, and the contributions a council can levy on developers to fund the necessary land and works.*

Construction	*All physical works to enable operation, including but not limited to the demolition and removal of buildings, the carrying out of works for the purposes of the development, including bulk earthworks, and erection of buildings and other infrastructure permitted by this consent, but excluding the following:* *•building and road dilapidation surveys;* *•investigative drilling, investigative excavation or Archaeological Salvage;* *•establishing temporary site offices (in locations identified by the conditions of this consent);* *•installation of environmental impact mitigation measures, fencing, enabling works; and* *minor adjustments to services or utilities.*
Contour Drain	*Drainage channel constructed approximately along the contour, and which is designed to slow down and direct the flow of water across a disturbed area to a sediment trap for sediment removal.*
Council	*Camden Council.*
Demolition	*The deconstruction and removal of buildings, sheds and other structures on the site.*
Department	*NSW Department of Planning and Environment.*
Development	*The development described in the development application and accompanying EIS.*
Development Application (DA)	*A Development Application (DA) is required for various types of development projects under the provisions of NSW Environmental Planning and Assessment Act 1979. It means an application for consent under Part 4 to carry out development but does not include an application for a complying development certificate.*
Development Consent	*Means consent under the provisions of NSW Environmental Planning and Assessment Act 1979 to carry out development and includes, unless expressly excluded, a complying development certificate.*
dB (A)	*To approximate the human response to sound, noise level meters have weighting networks which correspond approximately with subjective loudness. The 'A-Weighting' is used to simulate human hearing.*
DBYD	*Dial Before You Dig.*
DCP	*Development Control Plan. A development control plan provides detailed planning and design guidelines to support the planning controls in an environmental planning instrument.*
Demolition	*Demolition is the tearing down of buildings and other man-made structures. The demolition of a building or work may be carried out only with development consent. It includes enclosing a public place in connection with the demolition of a building or work. NOTE: Demolition work must comply with Australian Standard AS 2601-2001 The demolition of structures (Standards Australia, 2001).*
Deposited Plan (DP)	*Deposited Plans (DP) define legal boundaries of land and often record subdivisions, easements and the like.*
Designated Development	*Section 77A of the Environmental Planning and Assessment Act 1979 states that "Designated development is development that is declared to be designated development by an environmental planning instrument or the regulations." Schedule 3 of the Environmental Planning and Assessment Regulation 2000 defines the type of development which is classified as designated development.*

Drainage Line	*A natural depression with no stream bed channel, which may only carry surface water during rainfall events.*
Earthworks	*Bulk earthworks, site levelling, import and compaction of fill material, excavation for installation of drainage and services, to prepare the site for construction.*
EEC	*Endangered Ecological Community.*
Ecologically Sustainable Development (ESD)	*Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. It has the same meaning it has in s.6(2) of the Protection of the Environment Administration Act 1991 - as also defined in clause 7(4) of Schedule 2 of the Environmental Planning and Assessment Regulation 2000. Ecologically sustainable development can be achieved through the implementation of the following principles and programs including: the precautionary principle; inter-generational equity; conservation of biological diversity and ecological integrity; improved valuation, and pricing and incentive mechanisms.*
Educational establishment	*Means a building or place used for education (including teaching), being a school or a tertiary institution.*
EIS	*Environmental Impact Statement submitted with the application for consent for the development.*
Emission	*The release of material into the environment (eg dust).*
ENM	*Excavated Natural Material.*
Environment	*A general term for all the conditions (physical, chemical, biological and social) in which an organism or group of organisms (including human beings) exists.*
Environmental planning instrument (EPI)	*An environmental planning instrument is the collective name for local environmental plans (LEPs) and state environmental planning policies (SEPPs) but does not include development control plans (DCPs). The provisions of EPIs are legally binding on both government and developers.*
EP&A Act	*NSW Environmental Planning and Assessment Act 1979.*
EP&A Regulation	*NSW Environmental Planning and Assessment Regulation 2000.*
EPA	*NSW Environment Protection Authority.*
EPL	*Environment Protection Licence.*
Erosion	*The process of wearing away of the land surface (whether natural or artificial) by the action of water, wind.*
ESCP	*Erosion and sediment control plan.*
Flora and fauna	*Plants and animals.*
Gross floor area (GFA)	*Under the provisions of State Environmental Planning Policy (Sydney Region Growth Centres) 2006 "gross floor area" means the sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor- subject to various inclusions and exclusions.*
ha	*hectare.*

Integrated Development	*Development which requires development consent and one or more of the approvals listed in Section 4.46 of the Environmental Planning and Assessment Act 1979.*
Habitat	*The place where an organism normally lives; habitats can be described by their floristic and physical characteristics.*
Heritage item	*An item as defined under the Heritage Act 1977, and assessed as being of local, State and/ or National heritage significance, and/or an Aboriginal Object or Aboriginal Place as defined under the National Parks and Wildlife Act 1974, the World Heritage List, or the National Heritage List or Commonwealth Heritage List under the Environment Protection and Biodiversity Conservation Act 1999 (Cth).*
Incident	*An occurrence or set of circumstances that causes or threatens to cause material harm and which may or may not be or cause a non-compliance with an issued consent.*
km	*Kilometre.*
Land	*Has the same meaning as the definition of the term in section 1.4 of the EP&A Act.*
Land Use Table	*A table in an EPI listing the objectives of a zone, along with uses permitted and prohibited under any zoning.*
Landscaped area	*Means a part of a site used for growing plants, grasses and trees, but does not include any building, structure or hard paved area.*
L_{Aeq}(time)	*Equivalent sound pressure level: the steady sound level that, over a specified period of time, would produce the same energy equivalence as the fluctuating sound level actually occurring.*
L_{A90}(time)	*The A-weighted sound pressure level that is exceeded for 90 per cent of the time over which a given sound is measured. This is considered to represent the background noise e.g. LA90 (15 min).*
Local Environmental Plan (LEP)	*Local Environmental Plans are planning documents prepared by a Council which detail the zoning of land and the type of development which is permitted with consent in a particular zone. Controls on development are also provided.*
Minister	*NSW Minister for Planning (or delegate).*
Mitigation	*Activities associated with reducing the impacts of the development prior to or during those impacts occurring.*
ML	*Megalitre: 1,000,000 litres.*
Monitoring	*The regular measurement of components of the environment to ensure that environmental guidelines standards are being met.*
OEH	*(former) NSW Office of Environment & Heritage*
Planning Secretary/ Secretary	*Planning Secretary under the EP&A Act, or nominee.*
POEO Act	*Protection of the Environment Operations Act 1997.*
RL	*Reduced Level means height above the Australian Height Datum, being the datum surface approximating mean sea level that was adopted by the National Mapping Council of Australia in May 1971.*
Rehabilitation	*The preparation of a final landform after a project is completed and its stabilisation with grasses, trees and/or shrubs.*

River	*River has the meaning given under the Water Management Act 2002. In summary, this is "any watercourse, whether perennial or intermittent and whether comprising a natural channel or a natural channel artificially improved".*
RMS	*NSW Roads & Maritime Services.*
Road	*Means a public road or a private road within the meaning of the Roads Act 1993, and includes a classified road.*
Scenic quality/visual	*The values of visible components of landscape which contribute to its scenic characteristics.*
Sediment pond/ basin	*Collects waterborne sediment from disturbed areas within a development site and stores that water while suspended sediments fall out of solution (settle).*
SEE	*Statement of Environmental Effects, required for a development application (DA) lodged pursuant to the provisions of the (NSW) EP&A Act 1979.*
SEARS	*Secretary's Environmental Assessment Requirements.*
State Significant Development (SSD)	*Pursuant to clause 15(1) of Schedule 1 of State Environmental Planning Policy (State and Regional Development) 2011 all new schools, regardless of capital investment value, are classified as as State Significant Development (SSD) for the purposes of the Environmental Planning and Assessment Act 1979 (EP&A Act).*
Soil Landscape	*An area of land that has recognisable and describable topography and soils that are capable of being represented on maps and of being described by concise statements. The Soil Conservation Service of NSW has published a Soil Landscapes Series, describing the soils of NSW.*
Stakeholder	*Persons, groups, government and semi-government agencies, and non-government organisations with a legitimate interest in the process of assessment, its inputs and outcomes, as described in the Director General's Requirements.*
State Environmental Planning Policy (SEPP)	*A planning instrument made by the State. These Plans deal with planning issues of State significance.*
The Site, or Project Site	*Refers to the land upon which the proposed development is to take place.*
Subdivision (of land)	*Means the division of land into two or more parts that, after the division, would be obviously adapted for separate occupation. Subdivision of land includes the procuring of the registration in the office of the NSW Registrar-General of a plan of subdivision.*
TfNSW	*Transport for New South Wales.*
Threatened species	*Species of flora and fauna that are listed as endangered species or vulnerable species.*
Visual Analysis	*Landscape analysis based on visual qualities only, excluding consideration of heritage, cultural or social values*
Visual Catchment	*Land within view-sheds. View-sheds are edges or limits to views from a single place or combination of viewpoints.*
vpd, vph	*Abbreviations of vehicles per day (vpd), vehicles per hour (vph).*
Waste	*Has the same meaning as the definition of the term in the Dictionary to the POEO Act.*

Water Sensitive Urban Design (WSUD)	*Water-sensitive urban design (WSUD) is a and planning and engineering design approach which integrates the urban water cycle, including stormwater, groundwater and wastewater management and water supply, into urban design to minimise environmental degradation and improve aesthetic and recreational appeal.*
Watercourse	*Means any river, creek, stream or chain of ponds, whether artificially modified or not, in which water usually flows, either continuously or intermittently, in a defined bed or channel, but does not include a waterbody (artificial).*
Zoning, Zoning Map	*A planning tool used to apply planning policy and provisions of an environmental planning instrument to specific areas of land within a local government area. A Land Zoning Map means in relation to a precinct in the South West Growth Centre, the State Environmental Planning Policy (Sydney Region Growth Centres) 2006 South West Growth Centre Land Zoning Map.*

APPENDICES

Environmental Impact Statement

Proposed School, Leppington, NSW

July 2019

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SEARS

APPENDIX B

Advice Government Architect NSW

APPENDIX C

Architects Drawings and Design Report

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APPENDIX E

Capital Investment Value Report

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APPENDIX G

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Camden Council Consultation