



Staging Report

Darcy Road Public School

Rev 12
15 January 2024

Date	Revision	Prepared	Approved
15/01/2024	12 (final for Supplementary RtS)	Kemal Ozsayin	Matthew Spooner

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1 Overview

This Staging Report (the Report) has been prepared on behalf of the NSW Department of Education (DoE) and School Infrastructure NSW (SINSW) to support the State Significant Development Application (SSD-49073460) for the upgrade of Darcy Road Public School, and in response to the submission letter made by the Department of Planning and Environment (DPE), dated 7 July 2023.

The Report outlines the various stages required for the development of the site while ensuring the operational requirements of the school are met.

The Report will be developed further by the Contractor prior to the commencement of Construction of the SSDA scope. It is noted that as part of the delivery of the project, the Contractor will implement multiple stages in accordance with the Construction Certificates required to be implemented for the project.

2 Revision List

Draft issue of the Plan shall be identified as revision 1, 2, 3, etc. Upon initial issue this shall be changed to a sequential number commencing at revision A.

All copies shall be distributed in accordance with an agreed distribution list. On receipt of a revision, the copyholder shall incorporate the revised pages into their copy of the document.

The document shall be subject to reissue after a practical number of changes have been made.

3 References

- Key Issues - Darcy Road Public School Upgrade – issued by Department of Planning and Environment (DPE), dated 7 July 2023.

4 Description of the Works

4.1 Introduction

This report has been prepared on behalf of the NSW Department of Education (DoE) and School Infrastructure NSW (SINSW) to support the State Significant Development Application (SSD-49073460) for the upgrade of Darcy Road Public School.

Darcy Road Public School is located at 98A Darcy Road, Wentworthville within the Parramatta Local Government Area. Darcy Road Public School comprises 11 separate allotments, which have a combined area of 23,531m², forming an irregular and consolidated development parcel. The legal description is outlined below:

- Lot 6-7 in DP 10955;
- Lot 1 in DP 782155;
- Lot A in DP 383734;
- Lot 1 in DP 122893;
- Lot 1 in DP 160134; and
- Lots 12-16 in DP 16811.

Darcy Road Public School is the subject site of this SSDA, however the extent of physical works is limited and is not located across the entire site. The subject site, and the extent of SSDA physical works are shown in Figure 1 below.

There is a separate planning approval for a temporary school and associated infrastructure to be located on/near the existing oval on the southeast of the site. Indicative location of the temporary school and associated infrastructure is shown below in Figure 1.

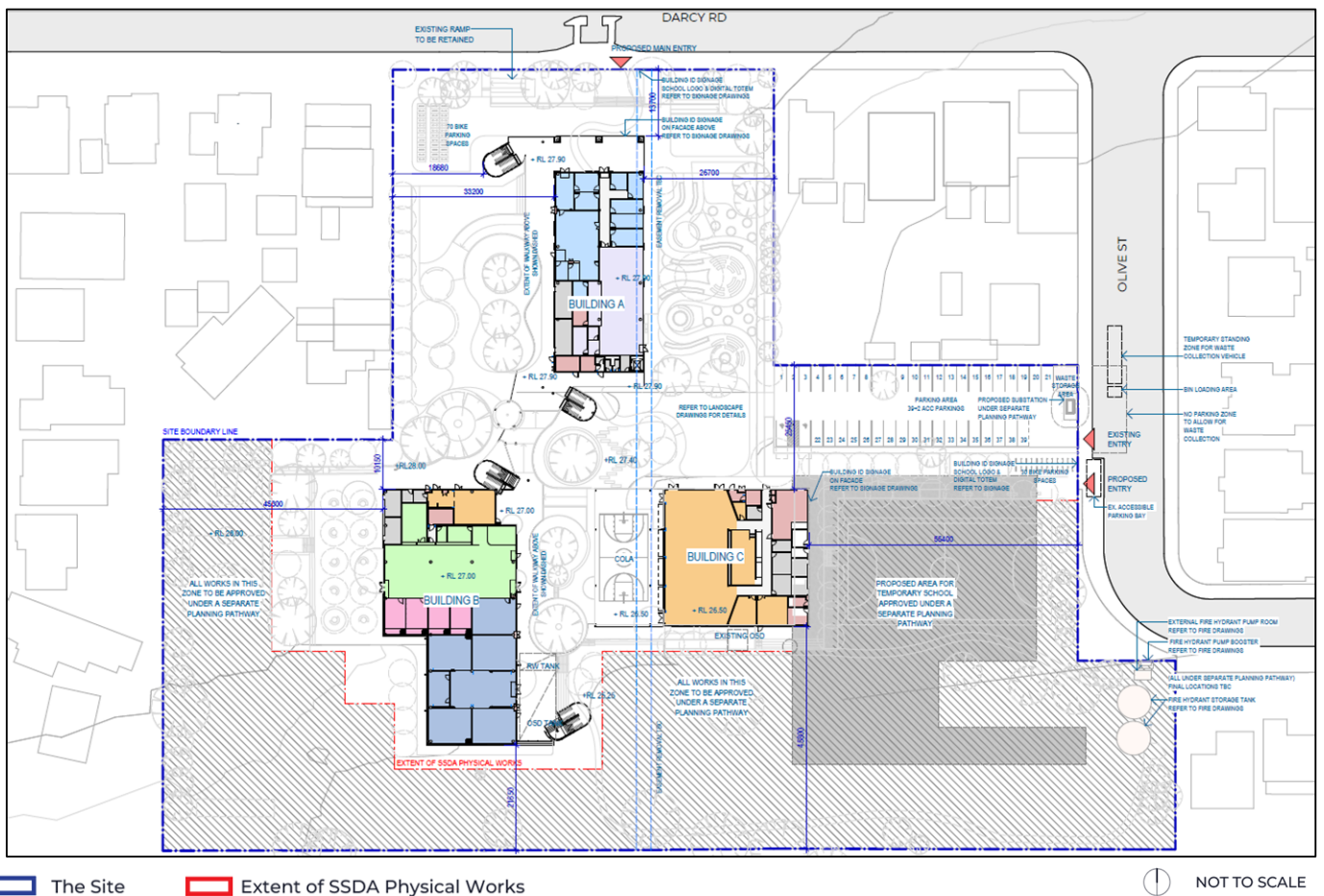


Figure 1 – Site Plan and the extent of SSDA physical works

The development application pathway for the project consists of an SSDA pursuant to section 4.36 of the Environmental Planning and Assessment Act 1979 (EP&A Act). The project involves the upgrade of Darcy Road Public School to accommodate 1,000 students and 25 new permanent staff. The proposal includes the following:

- Demolition of all buildings associated with the existing school, except for the existing hall which will be retained and refurbished;
- Construction of a new school comprising two new interconnected buildings up to four storeys,
- Construction of new open spaces and landscaping;
- Refurbishment of the existing hall including demolition of existing ancillary features to the eastern side of the building and extension of the hall into the existing covered outdoor learning area; and
- Extension of the existing car park.

The existing hard courts and oval within the broader Darcy Road Public School are outside of the extent of SSDA physical works.

During the construction period, the majority of the school will be relocated to a temporary area using demountable buildings in accordance with a separate planning approval outside of the SSDA boundary.

Upon completion of the SSDA works, Darcy Road Public School proposes to accommodate 1,000 students, assisting in alleviating current enrolment pressures within the Parramatta LGA. Darcy Road Public School will contain high quality collaborative learning spaces and associated facilities, creating future focused education through new and sustainable buildings.

The completed Darcy Road Public School will offer:

- facilities that are readily accessible and flexible to meet the demands of an evolving curriculum in line with future-focused learning principles
- flexible and well-connected teaching and learning spaces that enable a variety of teaching and learning practices
- spaces that are engaging and supportive for students and teachers
- technology-rich settings with an emphasis on mobility and flexibility
- a healthy and environmentally sustainable environment
- innovative, connected outdoor spaces that enable play and collaborative learning
- connected open space, creating a welcoming and accessible school with indoor and outdoor teaching and learning opportunities

New teaching spaces will incorporate principles of energy efficiency and ecologically sustainable development (ESD) including:

- passive design principles
- thermal performance and comfort
- natural lighting
- water and recycling management

Pending approval, works are programmed to commence in late-2023, with completion of the Main Works programmed for late-2025.

5 Staging Plan

The project is planned to be delivered in stages to cater for the operational requirements of the school. The proposed staging below outlines how the school will remain operational during the construction of the permanent school. Figure 2 below shows the overall staging of the site. The boundaries and hoarding for the various stages are indicative only and the location and specification of fencing is to be confirmed by the appointed contractor.

It is noted that as part of the delivery of the project, the Contractor will implement multiple stages in accordance with the Construction Certificates required to be implemented for the project.

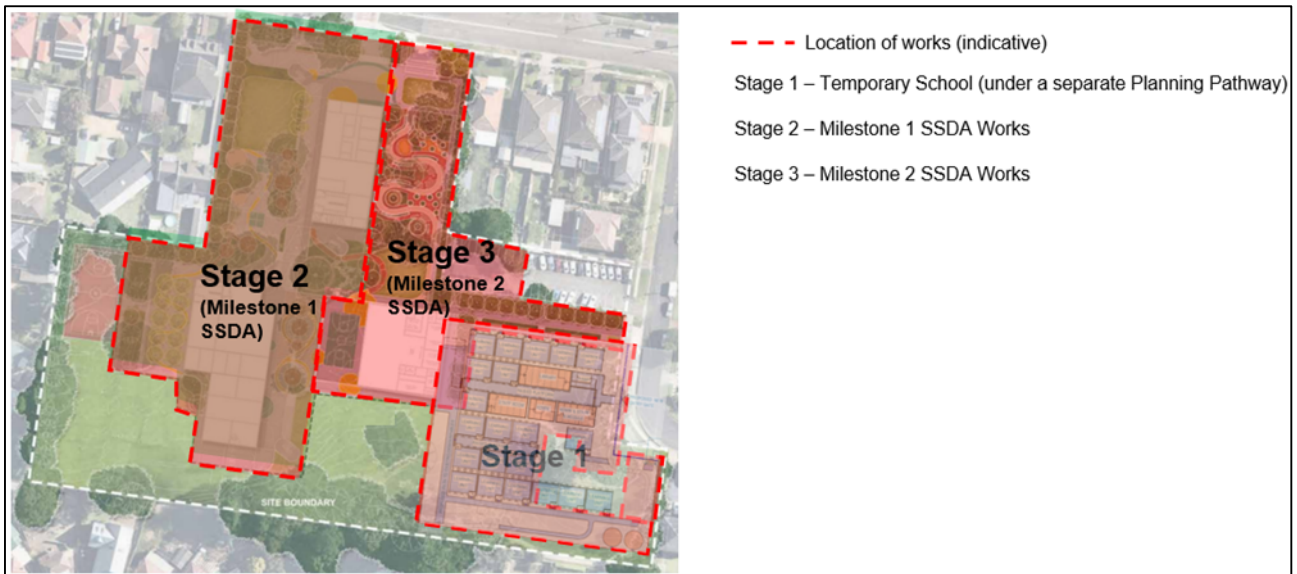


Figure 2 – Site Plan Staging Diagram

It is important to note that the construction of the proposed works (stages 1, 2 and 3) will each occur in isolation and therefore cumulative impacts in relation to construction works is not anticipated during any of the three stages proposed. Once the temporary school is completed (Stage 1), the school will decant out of the Stage 2-Milestone 1 footprint prior to the commencement of Stage 2 works. Once Stage 2 works is complete, the temporary school will be relocated into the new buildings prior to the commencement of demountable removal. Once the demountables are removed the Stage 3 works will commence.

5.1 Stage 1 – Construction of the Temporary School and Associated Infrastructure

Overview

This stage involves construction of the temporary school, new kiosk substation and the fire hydrant booster assembly, pump and water tanks located off Olive Street. **These works are being undertaken by SINSW under separate approvals with works commencing in May 2023 and scheduled to conclude in September 2023.**

During the construction of the temporary school, the existing school will continue to operate with the same number of students (709) within the existing facilities, including the existing carpark. The temporary school will be removed following the completion of Stage 2 with a make good package returning the areas to grassed playing fields/open space.

Refer to Figure 3 for indicative location of the temporary school and associated infrastructure.



Figure 3 – Indicative location of the Temporary School and associated infrastructure

Following construction of the temporary school and associated infrastructure, the existing school operations located within the Stage 2 footprint of the permanent school will be decanted to the new temporary school site. Following the decant, all redundant demountables will be removed/salvaged by SINSW, which are managed under a separate approval pathway. Existing demountable buildings outside of the construction site will continue to operate along with the new temporary school (refer to Figure 4).

During this phase the school will continue to operate with the same number of students (709) within existing and new temporary school facilities, including the existing carpark.



Figure 4 – Temporary School Operations

Student and Staff Access Points

Figure 5 below shows the student and staff access points during the construction of the Stage 1 works. School access points remain unchanged as most of the works for the construction of the temporary school are within the site compound. Minor exclusion zones/hoardings will be erected during the construction of temporary pathways and services on the northeast and southwest of the school site, and minor disruptions (if any) will be managed in consultation with the school. The Stage 1 works will not require any changes to the existing on-street parking and the existing drop-off-pick-up (DOPU) locations will not need to be relocated.



Figure 5 – Access Points and Pedestrian Pathways during Stage 1 works

Mitigation Measures

Below is a list of key mitigation measures required during construction of Stage 1:

- Secure fencing around site perimeter to ensure the safety of children and staff.
- Tree protection measures to be implemented for works around trees in accordance with the project Arborist's report.
- Remedial Action Plan to deal with potential asbestos in the ground.
- Licenced traffic controllers on site to manage deliveries of demountable units.
- Demountables built on piers above the expected flood levels.
- Construction of ramps and pathways to ensure access is maintained across the operational areas of the school during the temporary school phase.
- Signage for staff and students to be implemented in accordance with DoE requirements.
- Ongoing Project Updates to the school community.

5.2 Stage 2 – Construction of Milestone 1 Permanent School under the SSDA

Overview

This stage involves construction of Milestone 1 of the new permanent school under the SSDA (proposed new Buildings A and B). 11 existing demountables and the new temporary school will continue to operate during the construction of Milestone 1 permanent school, and the existing car park will remain in operation. Refer to Figure 6 for location of the Stage 2 site and the adjacent facilities that will remain in operation.

During this phase the existing school will continue to operate with the same number of students (709) within existing and new temp school facilities, including the existing carpark.

This period is expected to commence from late-2023 and anticipated to be completed in early/mid 2025 (TBC pending approvals and confirmation of the construction program).

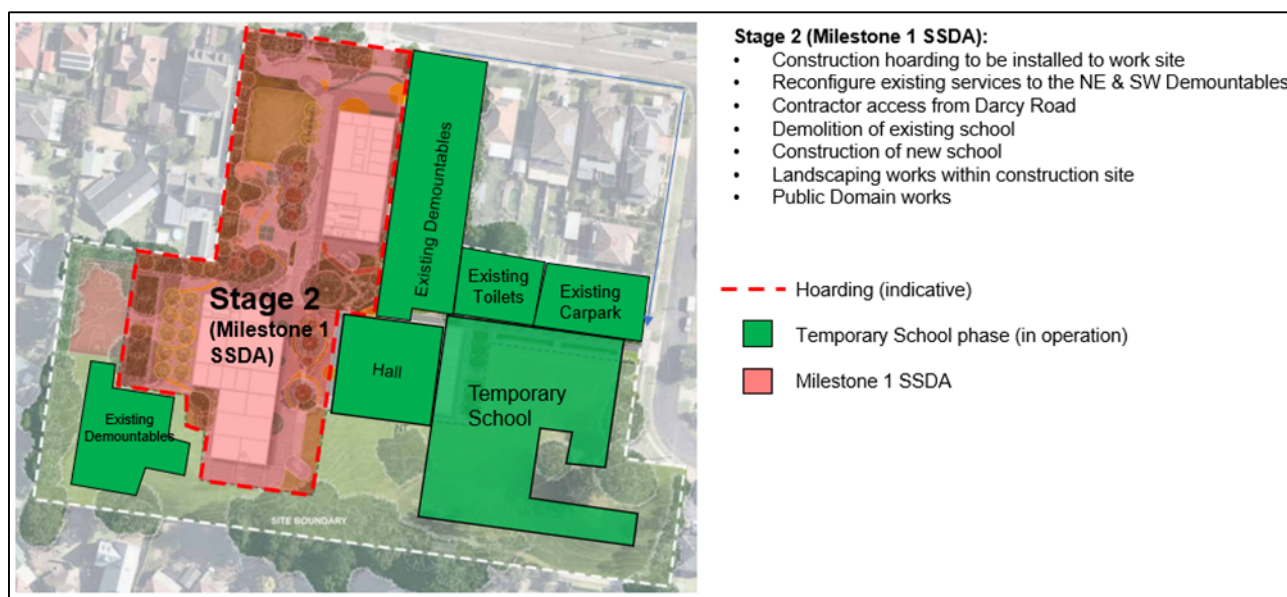


Figure 6 – Milestone 1 SSDA Construction Site and Temporary School Operations

Stage 2 Proposed Physical Works:

Stage 2 Indicative Works	Indicative Duration
<ul style="list-style-type: none"> • Site establishment and preparation • Hazardous materials removal • Demolition • Civil works • Flood Mitigation Works, including construction of the Flood Wall • In ground services • Construction of new Buildings A and B • Internal Landscaping works • Public Domain works 	18 months

Site Access Points

Figure 7 below shows the site access points for construction vehicles, as well as student and staff during the temporary school phase. Before the commencement of Stage 2 works, the temporary school contractor will have constructed temporary ramps and pathways that connect to the existing pathways to ensure uninterrupted access to the school facilities that will remain in operation throughout the construction of the Stage 2 SSDA.

The Stage 2 works will not require any changes to the existing on-street parking and the existing DOPU locations will not need to be relocated as the works are contained wholly within the site hoarding as indicated in Figure 7. Construction site access during Stage 2 is to be to the west of the pedestrian crossing on Darcy Road. Works associated with the Public Domain will be undertaken in accordance with Council's requirements and road occupancy licences. The proposed footpath widening works along parts of Darcy Road and Olive

Street is to occur during the December 2024-January 2025 school holiday period to avoid clashes with the existing DOPU zones.

Pedestrian access routes to and from the operational Stage 1 school location and the existing DOPU zone/s are shown in Figure 7. Major site deliveries will be coordinated to ensure school peak times are avoided.



Figure 7 – Access Points and Pedestrian Pathways during Stage 2 works

Mitigation Measures

Below is a list of key mitigation measures required during construction of Stage 2 (refer to Appendix 1 for full list of Mitigation Measures for Stage 2 works):

- Secure fencing around site perimeter to ensure the safety of children and staff.
- Implementation of a detailed Construction Environmental Management Plan by the Contractor prior to commencement of construction.
- Solid hoarding around perimeter of the site to mitigate against construction noise to sensitive receivers.
- Induction of all construction staff in relation to contractor behaviour, noise mitigation and environmental incident requirements.
- Licenced traffic controllers to manage construction vehicle movements.
- Tree protection measures to be implemented for works around trees in accordance with the project Arborist’s report.
- Consultation with the Council in relation to design finalisation of the public domain works.
- Implementation of an Asbestos Management Plan.
- Ongoing Project Updates to the school community.

Temporary School and Existing Demountables Removal Period

Once Stage 2 works is complete, the school operations will be relocated to the newly built buildings. The temporary school and existing demountables will then be removed/salvaged by SINSW under separate approvals. There will be no operational overlap between the use of the newly built Buildings A and B and the Temporary School as all operations will be decanted out of the Temporary School into the new buildings. Figure 8 below shows the site plan during the temporary school/demountable removal period. Due to site constraints, the removal will occur progressively in stages based on efficiency and site access with Road Occupancy Licences and associated approvals will be sought through the relevant authorities. The expected durations for removal and make good works are noted below:

- Removal of existing northeast demountables – 1 week duration (make good not required as this area is being developed under the SSDA).
- Removal of Temporary School and make good/re-turf – 3-4 weeks duration (2 weeks for removal and 2 weeks for restoration).
- Removal of existing southwest demountables and make good/re-turf – 1 week duration.

The removal works will occur outside of school DOPU times to avoid clashes with school DOPU zones and will be coordinated with the cleaners' access to the new waste area. Once the demountables are removed, the Stage 3 works for the permanent school will commence.



Figure 8 – Site plan during temporary school/demountable removal period (routes TBC following crane lift study)

5.3 Stage 3 – Construction of Milestone 2 Permanent School under the SSDA

This stage involves construction of Milestone 2 of the new permanent school under the SSDA (proposed Building C/Hall) and carpark extension. Prior to commencement of Stage 3 works, the main works Contractor will relocate the temporary school to the newly built Buildings A and B. SINSW will then remove/salvage demountables that are located within the footprint of the Stage 3 works and all other demountables that were in operation during the temporary school phase. Removal/salvage works are managed under a separate approval pathway.

During this phase, it is expected the school will initially continue to operate with the same number of students (709) within the new school facilities. Enrolments may increase in line with the available teaching facilities, SSDA conditions and enrolment demand.

Construction site access will be via the carpark off Olive Street. There is opportunity to undertake the carpark works early in the Stage 3 program (or coordinate around school operations – such as school holidays) to reduce operational downtime as much as possible, however, this will be confirmed by the Contractor.

Stage 3 works is expected to occur between early/mid-2025 to late-2025 (TBC pending approvals, confirmation of the construction program, and Stage 2 works duration).

Following construction of the Stage 3 permanent school, it is anticipated the school numbers will gradually increase to align with the new capacity.

Refer to Figure 9 for location of the Stage 3 site and the adjacent facilities that will be in operation during this stage.

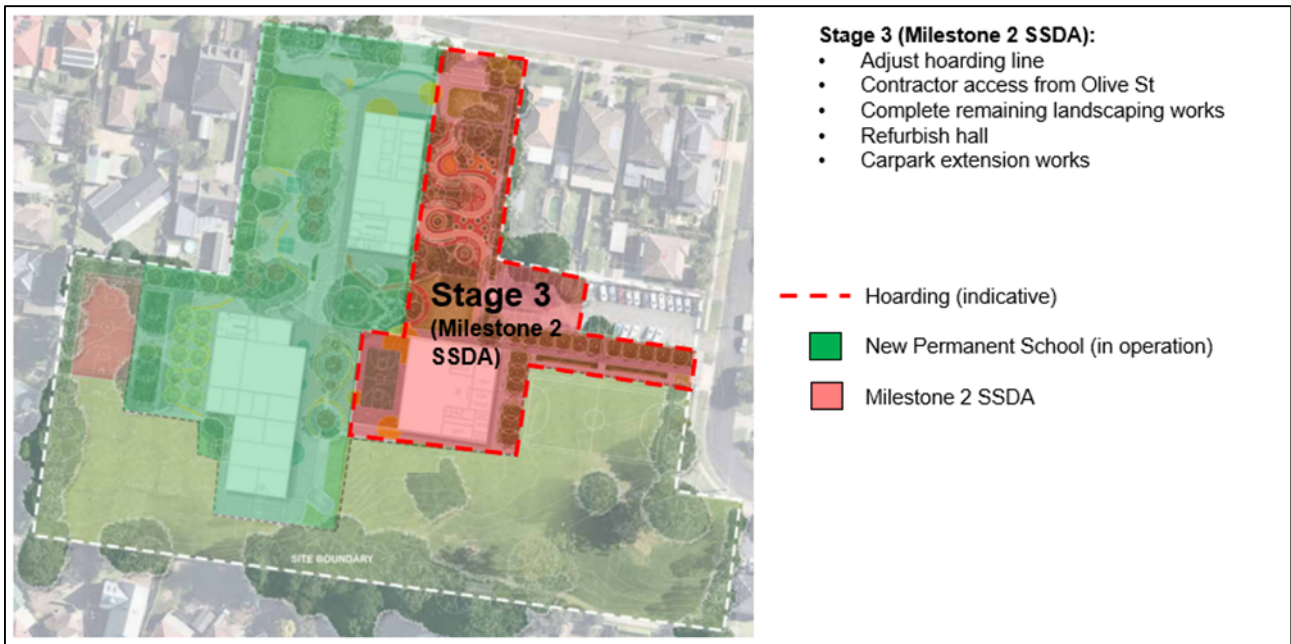


Figure 9 – Milestone 2 SSDA Construction Site and adjacent School Operations

Stage 3 Proposed Physical Works:

Stage 3 Indicative Works	Indicative Duration
<ul style="list-style-type: none"> • Site establishment and preparation • Hazardous materials removal • Demolition • Civil works • In ground services • Construction of new Building C/Hall • Carpark make good and extension • Internal Landscaping works 	8 months

Areas and type / treatment of open space/play area for students

The open play space shown on the southern portion of the site (refer to Figure 9) will be fully available once the existing demountables in those areas are removed and the areas made good/re-turfed. As noted previously this will occur after the completion of the Stage 2 works and the students are relocated to the permanent school buildings. The total open space area on the southern portion of the site is roughly 10,000 square metres, which allows for a play space ratio of approximately 14m²/student (for 709 students) or 10m²/student (for 1000 students). This excludes the play spaces/landscaping within the Stage 2 footprint, and further open/play space will also be available once the Stage 3 works are complete.

Site Access Points

Figure 10 below shows the site access points for construction vehicles, as well as student and staff during the construction of the Stage 3 works. Before the commencement of Stage 3 works, the contractor will construct new school access points off Darcy Road and Olive Street under the Stage 2 works.

The Contractor will access the Stage 3 site via the existing carpark off Olive Street and the users of the school carpark will be displaced to neighbouring streets for the period of the Stage 3 carpark works, which is expected to be 4 weeks in duration (excluding delays/inclement weather).

Prior to the commencement of the Stage 3 works, a ‘No Parking’ sign is required to be implemented on the western side of Olive Street directly opposite the new Waste Area (refer to Figure 10 and the Operational Waste Management Plan submitted with the EIS). No other changes to on-street parking are required to enable the Stage 3 works.

The existing DOPU locations will not need to be relocated during the construction of the Stage 3 works. Pedestrian access routes to and from the operational Stage 2 school location and the existing DOPU zone/s are shown in Figure 10. Major site deliveries will be coordinated to ensure school peak times are avoided.

Operational Waste Collection during Stage 3 Works

The existing waste area located within the footprint of the Stage 3 works will be relocated permanently to the new waste storage area prior to the commencement of the Stage 3 works (refer to Figure 10). During Stage 3, waste access/pedestrian paths from the operational Stage 2 school to the new waste storage area is indicated in Figure 10. Access through the Stage 3 site to the new waste area will be coordinated with the Contractor. There is the ability for the school cleaners to dispose of the waste at a gate on the west of the Stage 3 site as indicated below, and for the Contractor to then move/wheel the waste to the new waste area. This will be confirmed once the Stage 3 site plans are prepared in consultation with the Contractor. The waste management contractor will access the new waste storage area via the existing carpark driveway off Olive Street, with access to be coordinated with the Contractor on waste collection days.



Figure 10 – Access Points and Pedestrian Pathways during Stage 3 works

Waste vehicle routes and manoeuvrability for proposed Stage 3 collection is shown in Figure 11 below, extracted from the Operational Waste Management Plan prepared for the EIS. This is as per the existing Council waste vehicle collections for the neighbouring properties.



Figure 11 – Proposed Waste Vehicle Manoeuvrability for Waste Collection during Stage 3 and future state

Mitigation Measures

Below is a list of key mitigation measures required during construction of Stage 3 (refer to Appendix 2 for full list of Mitigation Measures for Stage 3 works):

- Secure fencing around site perimeter to ensure the safety of children and staff.
- Implementation of a detailed Construction Environmental Management Plan by the Contractor prior to commencement of construction.
- Solid hoarding around perimeter of the site to mitigate against construction noise to sensitive receivers.
- Induction of all construction staff in relation to contractor behaviour, noise mitigation and environmental incident requirements.
- Licenced traffic controllers to manage construction vehicle movements.
- Tree protection measures to be implemented for works around trees in accordance with the project Arborist's report.
- Implementation of an Asbestos Management Plan.
- Ongoing Project Updates to the school community.

6 Conclusion

This Staging Report has been prepared on behalf of the NSW Department of Education (DoE) and School Infrastructure NSW (SINSW) to support the State Significant Development Application (SSD-49073460) for the upgrade of Darcy Road Public School.

The Report outlines the various stages required for the development of the site while ensuring the operational requirements of the school are met. The various stages occur in sequence as completion of each stage enables the subsequent stage to commence. This methodology mitigates the potential for cumulative impacts from the various stages of the project.

The Report will be developed further by the Contractor prior to the commencement of Construction of the SSDA physical works.

Appendix 1 – List of Mitigation Measures for Stage 2 and 3 works

Appendix B – Updated Mitigation Measures Table

The collective measures required to mitigate the impacts associated with the proposed works are detailed in the tables below. These measures have been derived from the assessment in the Environmental Impact Statement and those detailed in appended consultants' reports.

Mitigation Measure	Stages applicable to mitigation measure
Design and Operation	
European Heritage	
<p>The 50-year anniversary memorial, as well as the flags contained within the garden in the northern section of the school in between buildings F and G will be retained within the school environment. There are also several other donation plaques, pavements and a time capsule that will be retained in the context of the school. All of these may be relocated within the schoolgrounds.</p>	Operation
<p>It is likely that the appropriate approval pathway will be through the self-reporting application for an Exception under Section 139(4) of the Heritage Act 1977, and archaeological mitigation through an Unexpected Finds Procedure during ground works.</p>	
Aboriginal Heritage	
<p>A copy of this ACHAR report will be lodged with the AHIMS Sites Registrar and provided to each of the Registered Aboriginal Parties (RAPs).</p>	Operation
<p>Consultation with the registered Aboriginal stakeholders would continue throughout the life of the project, with the registered Aboriginal parties to be sent an update on the project every six months.</p>	
<p>If any element of the development is relocated outside the area assessed in this study, or if any alteration to the development plan is proposed that could result in additional impact, a new Aboriginal heritage due diligence assessment will be undertaken by a suitably qualified heritage consultancy to identify whether any further Aboriginal heritage assessment is required in accordance with the risk management process set out in the Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales (DECCW, 2010).</p>	
<p>The proponent will ensure that all relevant personnel and contractors involved in the development works are aware of all relevant Aboriginal heritage legislative requirements, including any conditions of approval made by DPE with respect to Aboriginal heritage protection and management.</p>	

Mitigation Measure	Stages applicable to mitigation measure
<p>If Aboriginal objects are uncovered during construction, work will cease, and an archaeologist, Heritage NSW – DPC and the Deerubbin LALC will be informed. The unexpected finds process will then be followed, which is detailed within the ACHAR.</p>	
<p>If suspected human skeletal material is identified at any time during development works, all works in the vicinity of the discovery will cease immediately and the NSW Police, the NSW Coroner’s Office and Heritage NSW will be contacted for advice about how to proceed. Human skeletal remains are protected under the provisions of the Coroners Act 2009 (remains that are less than 100 years old) and the National Parks and Wildlife Act 1974 (traditional Aboriginal burials)</p>	
<p>Continue to engage with Registered Aboriginal Parties (RAPs) and identify opportunities to integrate the identified intangible cultural values.</p>	
Social Impacts	
<p>Continued engagement with relevant stakeholders, to identify emerging social issues and trends and issues relevant to the school's operation.</p>	Operation
<p>Liaise with the directly adjacent neighbours (including those directly adjacent to the temporary school) to address shared boundary fence impacts and issues identified during engagement.</p>	
<p>Ongoing monitoring of the performance of the school across a range of metrics, including student outcomes, community engagement and community benefits. This could be achieved through the development of a framework of outcomes and KPIs with measurement approaches, such as school community and broader community surveys.</p>	
<p>Provide opportunities for students to join school sports teams, particularly interschool sports competitions to enhance health and wellbeing.</p>	
<p>Monitor student health and wellbeing.</p>	
<p>Continued collaboration with the school community post-construction to ensure the facilities can continue to meet student and staff needs.</p>	
<p>Identify opportunities to build partnerships with local Indigenous groups to run educational programs and initiatives that build understanding of new Indigenous design elements. This is being implemented via the engagement of the National Aboriginal Design Agency to implement Aboriginal artwork on the project.</p>	
<p>A Plan of Management will be prepared and implemented as a condition of consent to ensure shared use of the school facilities and open space (hall, oval, and carpark).</p>	
Arboriculture	
<p>Revegetation or planting of trees within the available areas of the site. A tree revegetation to be prepared integrated with proposed works and landscaping. The tree species proposed for replanting are to be those known to occur within the state and commonwealth listed threatened ecological community known as Cumberland Plain Woodland (CPW) but also species suitable for the intended use of the site.</p>	Operation
<p>New trees commensurate with CPW can be planted near old or senescent trees or to replace trees removed due to poor health in order to provide established replacement trees when old trees die.</p>	

Mitigation Measure	Stages applicable to mitigation measure
Mulching and planting around the base of trees to improve soil aeration, soil moisture and to minimise the risk of trampling.	
Installation of low beam and bollards or fencing to protect stands of good trees and to protect any future tree plantings.	
Harvesting and repurposing of hollows for reinstallation within retained trees.	
Flooding	
Implement the Flood Emergency Response Plan when required.	Operation
Salinity Management	
Implement the Salinity Management Plan prepared by Stantec.	Operation
Contamination and Remediation	
An Asbestos Management Plan is to be prepared by the Principal Contractor prior to the commencement of construction works and an ongoing asbestos management plan during operation phase.	Operation
Waste Management	
Signage will be prepared and located on site in accordance with the Australian Standard (AS 1319) for safety signs, and the NSW EPA and Australian Standard for recycling signage.	Operation
The School Facility Manager will make adjustments as required based on actual waste volumes (if waste is greater than estimated) and increase the number of bins and collections accordingly.	
Traffic and Transport	
Implement the School Transport Plan including the monitoring and review program.	Operation
Widen the footpaths along with the following high pedestrian volume locations to over 2.5m (which is a minimum for a shared path). <ul style="list-style-type: none"> • Olive Street, western side. • Darcy Road, southern side, between School Bus Stop and Olive Street. 	
Provide a pedestrian refuge island or other pedestrian treatment at Darcy Road / Olive Street.	
Grind the path trip hazards and fill the school's internal footpath edge drop-offs with soil/grass up to the level of the footpath.	

Mitigation Measure	Stages applicable to mitigation measure
At the school internal cycle path provision of installing relevant signage and line marking, grinding the trip hazards, raising the level of the soil at locations with edge drop-offs, and more frequent maintenance / sweeping of the path.	
Provide a continuous path (same as the existing 1.6m) connecting the northern part of the school track to the bike storage shelter (behind the soccer goal).	
Extend the length of the Bus Zone on the northern side of Darcy Road to approximately 40m, allowing one bus to pull into the kerb behind another bus that is already stopped.	
A provision for the morning school bus at southwest of Wentworth Avenue along Stapleton Street and Emert Street if the catchment changes are implemented.	
Provide “Keep Clear” signage across the intersection of Darcy Road and Olive Street to mitigate queuing from the kiss and drop zone on the southern side of Darcy Road across Olive Street.	
Establish carpooling scheme that enables staff to share their car trip to the school with more than 1 person in the car, reducing cars travelling to the school.	
Clearly signpost the Emergency access driveway from the staff car park as an emergency access driveway and “Authorised Vehicles Only”.	
Prepare a travel access guide and distribute it to inform families of the available travel options and encourage a mode shift towards sustainable transport.	
Nominate a travel coordinator to implement, assess, monitor, and review the transport strategies provided within the School Transport Plan. This might be a single person who can act as a coordinator or a Committee of people who can work together.	
Provide scooter and skateboard parking infrastructure.	
Transport mode shift resulting in a reduction of 12-25%, which would reduce the additional vehicle demand down to some 70-82 vehicles in the afternoon.	
If, following the review and monitoring program stipulated in Section 8 of the School Transport Plan , it is found that the operation of the drop off / pick up is resulting in traffic congestion or safety issues, additional mitigation measures are to be considered, such as the implementation of staggered start and finish school times or an extension of the parent parking on Darcy Road between Olive Street and Fyall Avenue at Frank Hayes Park through a P10 min zone (8.30-9.30am, 3-4pm on school days) in consultation with Council.	
Implement a full-time “No Parking” restriction along Olive Street to ensure the frontage clear of parked vehicles and enable kerbside waste collection.	
Provide additional bicycle parking areas to be located within the school along with the end of trip facilities such as shower and locker facilities.	
<p>Bus stop(s) on the northern side of Darcy Road near Warra Street (Stop ID 2145253) to be signposted for bus zone use after 9am use and before 3pm, aligning with the current timetable of Bus route 709.</p> <p>Bus stop(s) on the southern side of Darcy Road near Frank Hayes Park (Stop ID 2145184) to be signposted for bus zone use after 9.30am and before 3pm, aligning with current timetable of Bus route 709.</p>	End of Stage 2

Mitigation Measure	Stages applicable to mitigation measure
Implement a maximum two-minute drop off (kiss and drop zone) time limit, enforced with visual signage and community complaints management process.	Operation, Stage 2 and 3
Monitor drop off and pick up queuing on Darcy Road during Stages 2 and 3 works.	Stage 2, Stage 3
Construction	
Flooding	
A new 0.5-meter-high wall to be placed to the north and west of the school.	Stage 2
A new stormwater pipe to be installed next to the wall to capture this water. This pipe system will connect to the existing trunk drainage to the south of the school.	
A new channel, measuring 2m in width and 0.5m in depth to be placed to the west of the school on top of the proposed stormwater pipe.	
A new stormwater pipe to be installed in the schoolyard to capture floodwater flowing in from Darcy Road.	
The existing pit on Darcy Road before the road crossing to be replaced with two pits, each 2.4 meters in length.	
Two additional pits of the same type as existing are installed at the end of Olive Street cul-de-sac.	
Amended stormwater and OSD design approach by providing on site detention to the increase the impervious area only with the OSD capturing runoff from the proposed building roofs.	
Noise and Vibration	
Temporary 2m solid noise barriers are to be erected in the proposed location to provide attenuation to the construction noise.	Stages 2 and 3
A detailed construction noise and vibration management plan and a quantitative construction noise assessment will be developed in the later stage of the project with the consultant team and contractor and it will be finalised prior to issuing a construction certificate in accordance with AS2436-2010 and other relevant Australian Guidelines.	
All employees, contractors and subcontractors are to receive an environmental induction and will instruct all persons at the site with regard to all relevant project specific and standard noise mitigation measures, including but not limited to permissible hours or work, limitation of high noise generating activities, location of nearest affected noise receivers, construction employee parking areas, designated loading/unloading areas and procedures, site opening/closing times (including deliveries) and environmental incident procedures.	
During extended construction hours, less intrusive works will be scheduled to be carried out and/or works will be carried out away from sensitive receivers.	
Activities that approach the highly noise affected criteria for the residential receivers to be carried out during times where receivers are less sensitive to noise.	

Mitigation Measure	Stages applicable to mitigation measure
Avoid unnecessary revving of engines and turn off plant that is not being used/required.	
Where possible organise the site so that delivery trucks and haulage trucks only drive forward to avoid the use of reversing alarms	
Where possible, avoid using tonal reverse alarm outside standard construction hours.	
Organise and schedule the equipment operations to limit the noisiest machines operating simultaneously.	
Site set up/ movement of plant / delivery of material/ waste removal to site will generally be restricted to day period.	
Truck drivers are to be informed of site access routes, acceptable delivery hours and must minimise extended periods of engine idling.	
Ensure there is no unnecessary shouting or loud stereo/radios on site. There must be no dropping of metal from heights, throwing of metal items or slamming of doors.	
Use less noise intensive equipment where reasonable and feasible.	
Where practical fixed plant will be positioned as far as possible from the sensitive receivers.	
Use temporary site buildings and material stockpile as noise barrier.	
Employ the use of solid barrier plywood hoardings if required.	
Where practical, a partial enclosure shall be used to minimise noise levels.	
<p>Where required, the developer will engage a qualified Acoustical Consultant to assess noise and ground borne vibration levels at agreed sensitive locations at agreed intervals. Monitoring periods will need to be determined as required by the Council. It is proposed that the results of the monitoring program are prepared by the Acoustical Consultant and contractor into monitoring reports, summarising construction noise and vibration results over the subject period. These reports will be made available to council as required. The monitoring reports will:</p> <ul style="list-style-type: none"> • Include a representative sample of typical site activities likely to occur on a day to day basis, activities causing complaints and/or any activity nominated in writing by the Council. • Outline activities, noise levels and remedial measures undertaken. • Make recommendations on control measures available where noise or vibration levels are found to exceed the guideline prescribed limits and describe the methods to be employed to ensure ongoing compliance, such as <ul style="list-style-type: none"> – Restricted times of operation of certain noisy activities (such as pile driving) including scheduling of noisy activities to less sensitive times. – The use of low noise techniques, such as Pressure or Bored Piling instead of the impact driven pre-cast pile techniques. – Provision of sound attenuating barriers, fences or acoustic enclosures. • Define the permissible noise levels at all relevant sensitive zones. 	
Implement measures to minimise and manage noise levels from kiss and drop off activities including:	

Mitigation Measure	Stages applicable to mitigation measure
<ul style="list-style-type: none"> • Visual signage to discourage shouting, loud music or any offensive noise from these areas. • Encourage the short use of these spaces to prevent long queuing and traffic generation. • Strong community complaints management process. 	
Fixed plant will be positioned as far as possible from the Temporary School	Stage 2
Temporary acoustic hoarding will be positioned along the Temporary School boundary when close proximity earthworks are occurring.	
Activities that approach the highly noise affected criteria for Temporary School are to be carried out during times that are less sensitive to classroom usage.	
Construction Management	
A detailed Construction Environmental Management Plan is to be prepared by the Principal Contractor and approved before works can commence.	Stages 2 and 3
The proposed hours of construction are 7:00am-6:00pm weekdays, 8:00am-1:00pm on Saturday and no work on Sundays or public holidays.	
<p>The following construction administration measures will be put in place:</p> <ul style="list-style-type: none"> • Inclusion of registers for the implementation and maintenance of the CTMP and a register for key personnel. • Consultation with all stakeholders who may be impacted by the implementation of the CTMP including TfNSW, Parramatta Council, DoE and SINSW, DRPS Principal / delegated authority, the School Community, NSW Emergency services, owners and occupiers of adjoining properties and local business owners. • Public notification where the community will be notified at least one week in advance before construction works begin and temporary management conditions are established. • Notification of emergency services, including site access arrangements in the case of an on-site emergency and any travel delays around the area. • Traffic Management Plan Auditing conducted by supervising personnel of the site and where any non-compliances are identified, the audit procedure will have a mechanism for issuing formal corrective action. • Site inductions to be presented to all workers and subcontractors, and will include access arrangements and standard environmental, OH&S and emergency protocols. • Fatigue management for all workers operating vehicles, machinery and tools. • Work health and safety and risk assessment whereby any personnel implementing the CTMP must do so with the proper application of the Work Health and Safety Regulation 2011 and the Work Health and Safety Act 2011. Risk assessment will also be undertaken at regular intervals, which shall be developed by the head contractor. • Incident / Accident Management will be through a Construction Incident Management Plan which will be prepared by the Principal Contractor and approved before works commence. • Construction Incident Management Plan (CIMP) • Relevant certificates and approvals which are to be obtained from Council and other relevant authorities as required which may include approvals for roadwork speed zones, Council road opening permits, road occupancy approvals, hoarding/fencing approvals, cranes and barricades, and oversize and articulated vehicle use on local roads. 	

Mitigation Measure	Stages applicable to mitigation measure
<p>A sign on the hoarding will provide a phone number and email address for members of the community to make enquiries or complaints regarding the construction activities.</p>	
<p>Traffic controllers will coordinate construction vehicle and bus movements at the construction vehicle access point on Darcy Road to ensure there are no conflicts between busses and construction vehicles.</p>	
<p>Geotechnical</p>	
<p>Excavation of the soil profile may be carried out using conventional earth-moving equipment such as tracked loaders or hydraulic excavators.</p>	<p>Stages 2 and 3</p>
<p>Excavation of weathered bedrock is unlikely to be required. However, if required, it can be again carried out using conventional earth-moving plants such as heavy excavators with toothed buckets.</p>	
<p>The excavated residual materials may be stockpiled on the site and can be reused as engineered fill, if required. However, the topsoil may not be suitable to reuse as fill materials.</p>	
<p>The excavation works will be carried out in accordance with the “Excavation Work, Code of Practice” January 2020 by Safe Work Australia.</p>	
<p>Earthworks in relation to engineered fill compaction for any support of structure foundations or pavement construction will comply with the requirements detailed in the Geotechnical Report.</p>	
<p>Temporary batters may be possible where excavations are set back sufficiently from adjacent structures and the site boundary. The batter slope or bench will be scaled following excavation, to remove all loose materials which could slide or topple from the face during the construction stage and pose a risk to construction personnel. A summary of the recommended batter slope for each geotechnical unit is presented in the Geotechnical report.</p>	
<p>The temporary batter slope recommended above will be backfilled with suitable engineered materials to the design ground level. If required, suitable permanent retaining walls will be designed and constructed in accordance with the recommendations provided in the geotechnical investigation report, to permanently support the batter slope for the design life of the proposed development.</p>	
<p>No major excavation is required for the proposed development. However, consideration will be given to selection of suitable earth pressure parameters wherever excavation is involved. A suitable earth retaining wall will be designed and constructed along the excavation boundaries in accordance with the recommendations in the Geotechnical Report.</p>	
<p>Pile foundations are preferred for the site’s subsurface conditions. For preliminary assessment of piles, the parameters in the Geotechnical Report will be adopted.</p>	
<p>A Salinity Management Plan will be prepared by a suitably qualified environmental scientist and implemented during development.</p>	
<p>The following management controls will be considered to limit the potential impact of the proposed development:</p>	

Mitigation Measure	Stages applicable to mitigation measure
<ul style="list-style-type: none"> ○ Managing disturbance of the soil – focus on capping of the soil surface exposed when excavating and filling, with more permeable material which will prevent ponding and reduce capillary rise. This will also act as a drainage layer and reduce potential erosion. ○ Minimising cut and fill – where possible use excavated soils in fill areas with similar salinity characteristics and place the layers in the original order. ○ Minimising water infiltration – ensure cut and fill areas are well compacted. ○ Maintain vegetation where possible and plant salt tolerant species – plants will also reduce soil erosion and will be considered in areas of disturbed soil. ○ Ensure the site is well drained. 	
<p>The design of the carpark pavement will be carried out based on a preliminary soaked CBR value of 1.0%.</p>	
<p>Subgrade treatment such as using lime for subgrade stabilisation to reduce the soil shrink/swell due to seasonal moisture change.</p>	
<p>Engineered fill will preferably comprise well-graded granular material, free of organic matter and deleterious substances, and will not have particle sizes larger than 75mm.</p>	
<p>The site won residual silty clays/clays which are to be excavated, may be reused as engineered fill provided that the over-wet and over-sized materials are removed. Where possible, the residual clay will be used in the lower fill layers, and granular fill materials placed in layers over the clay layers. Fill layers will be placed in not more than 200mm loose thickness layers, and then compacted to between 98% and 102% of its Standard Maximum Dry Density (SMDD) and moisture condition of the fill material will not be exceed $\pm 2\%$ to its Standard Optimum Moisture Content (SOMC) at the time of compaction.</p>	
<p>Density and Proof Roll tests will be carried out on the fill layers at not less than the frequencies given in AS3798-2007, to confirm that the recommended compaction densities are achieved.</p>	
<p>Earthworks will be conducted under a Level 1 geotechnical supervision.</p>	
<p>The initial stages of foundation excavation will be inspected by a geotechnical engineer to ascertain that the recommended foundation has been reached, confirm initial assumptions about foundation conditions, and to check for any possible variations that may occur between borehole locations.</p>	
<p>Arboricultural</p>	
<p>Any retained tree on site will require protection both during and after development construction, applying the tree protection guidelines detailed in the Arboricultural Impact Assessment</p>	Stages 2 and 3
<p>Revegetation or planting of trees within the available areas of the site. A tree revegetation plan is to be prepared integrated with proposed works and landscaping. The tree species proposed for replanting are to be those known to occur within the state and commonwealth listed threatened ecological community known as Cumberland Plain Woodland (CPW) but also species suitable for the intended use of the site.</p>	
<p>New trees commensurate with CPW can be planted near old or senescent trees or to replace trees removed due to poor health in order to provide established replacement trees when old trees die.</p>	

Mitigation Measure	Stages applicable to mitigation measure
Mulching and planting around the base of trees to improve soil aeration, soil moisture and to minimise the risk of trampling.	
Installation of low beam and bollards or fencing to protect stands of good trees and to protect any future tree plantings.	
Harvesting and repurposing of hollows for reinstallation within retained trees.	
<p>When working in close proximity of any tree to be retained or the nominated TPZ located within or adjacent to potential development areas, the following general management principles will be adopted:</p> <ul style="list-style-type: none"> • earthworks around subject trees are to be undertaken in the presence of an AQ5-certified arborist who may provide additional on-site advice • machine digging within the root mass of the subject tree (or trees) is to be minimised and, where possible, replaced by hand digging • any exposed roots of the subject tree will be wrapped and protected during exposure and be replaced in a similar position prior to disturbance • inspection of retained trees by an AQ5-certified arborist will be conducted annually to 3 years after development completion. 	
<p>In the event that trees are retained under any proposed or future development proposal, appropriate tree protection measures will be implemented including:</p> <ul style="list-style-type: none"> • In the event that trees can be retained it is considered that an AQ5 qualified arborist be engaged to manage any construction works within the tree protection zone (TPZ) and to identify any other mitigation measures to maintain or improve their condition where works proposed impact on more than 10% of the TPZ. • TPZs in close proximity to the proposed works will be adequately marked and sign posted. Signage identifying the TPZ shall be placed at 10m intervals along the TPZ barrier fencing. These signs will face towards the development site and shall have lettering that complies with the relevant Australian Standards. TPZ fencing and signage will be inspected on a regular basis and maintained in good condition. • All trees nominated for removal are to be removed prior to any construction activity or bulk earthworks. Approved tree removal operations in the vicinity of the retained trees are to be undertaken in a manner that avoids canopy, root damage and soil compaction to retained trees. Such works will be supervised by a qualified arborist. • Stumps are to be ground, not dozed or dug out unless they impact on the installation of services, roads, or building works. • All trench footings and major earth movement are to avoid TPZs. • Stockpiling materials and other vehicles are to avoid TPZs during all operations. • Any trenching or construction works unavoidably undertaken within TPZs will be witnessed, supervised and recorded by an AQ5 qualified arborist who will specify any works to be undertaken to avoid or remediate damage to trees. 	
<p>A suitably qualified AQF 5 Arborist will be engaged for comprehensive tree protection measures. This will include the following key aspects:</p>	
<ul style="list-style-type: none"> • Based on the assessment, the Arborist will develop detailed Tree Protection Plans (TPPs) for all impacted trees on the site. These plans will outline specific protective and mitigation measures to be implemented during construction, such as fencing, mulching, root barrier and construction techniques. • The Arborist will work closely with the construction team to ensure that the tree protection measures are incorporated into the project plan. They will provide guidance to construction crews. • The Arborist will ensure that all tree protection measures align with councils DCP, bylaws, and Australian Standard AS 4970 Protection of trees on Developments. • The Arborist will develop contingency plans in case of any unexpected tree-related emergencies during construction, ensuring prompt and appropriate responses. 	

Mitigation Measure	Stages applicable to mitigation measure
<ul style="list-style-type: none"> The Arborist may suggest the use of lightweight machinery and equipment whenever possible to minimise soil compaction. Heavy equipment can compress the soil, reducing the air spaces essential for healthy root growth. The Arborist may suggest appropriate pruning techniques to maintain tree health and structural integrity, ensuring that any necessary pruning is performed with care and expertise. The Arborist may also conduct educational sessions or workshops for construction personnel, stakeholders, and the public to raise awareness about the importance of tree protection and the significance of their role in the project. A tree revegetation plan is to be prepared integrated with proposed works and landscaping. The tree species proposed for replanting are to be those known to occur within the state and commonwealth listed threatened ecological community known as Cumberland Plain Woodland (CPW) but also species suitable for the intended use of the site. New trees corresponding with CPW can be planted near old or senescent trees or to replace trees removed due to poor health in order to provide established replacement trees when old trees die. Mulching and planting around the base of trees to improve soil aeration, soil moisture and to minimise the risk of trampling. Installation of low beam and bollards or fencing to protect stands of good trees and to protect any future tree planting. Harvesting and repurposing of hollows for reinstallation within retained trees. 	
<p>There are numerous construction techniques which will be followed when working within the TPZ of trees:</p> <ul style="list-style-type: none"> Flexible paving materials, such as porous asphalt or permeable pavers, offer the advantage of allowing water to infiltrate the ground, which reduces surface runoff. This permeability helps maintain a natural water flow to the tree's roots, preventing excessive water build up, which can be harmful to the tree's health. Additionally, the flexibility of these paving materials permits movement that encourages root growth without causing damage to the pavement. This dual benefit supports both the health of the trees and the integrity of the pavement during construction and beyond. The use a floating foundation technique for construction near trees with sensitive root systems. This involves creating a raised platform above the ground, allowing the roots to grow undisturbed beneath the structure. Instead of traditional digging methods, employ air excavation to expose underground utilities or perform groundwork. Air excavation uses compressed air to safely remove soil around roots without causing damage. Erecting sturdy and visible barriers around the TPZ of the trees will prevent inadvertent damage from construction equipment, foot traffic, or other activities. Fencing, wooden enclosures, or brightly coloured tape can be used to clearly mark the protected area. Establishing limited access zones around the trees will ensure that construction workers and vehicles do not encroach upon the TPZ. Strictly enforcing these zones will help safeguard the root systems and minimise soil compaction. In areas with significant root presence, consider hand digging to avoid accidental damage to tree roots. Hand tools allow for precise and careful excavation. 	
<p>Contamination and Remediation</p>	
<p>An Asbestos Management Plan is to be prepared by the Principal Contractor prior to the commencement of construction works and an ongoing asbestos management plan during operation phase.</p>	<p>Stages 2 and 3</p>
<p>Hazardous Materials</p>	
<p>ACM was identified to the subfloors of Block E and Block F, which was of poor, unsealed condition and will be removed as soon as practicable.</p>	<p>Stages 2 and 3</p>

Mitigation Measure	Stages applicable to mitigation measure
ACM was identified to the subfloors of Block A and Block D. These packers were found to be in a poor, unsealed condition. In the interim, prior to demolition/refurbishment, these will be sealed with an industry grade sealant as soon as practicable.	
All remaining asbestos containing materials were found to be in a fair or good condition. Prior to demolition, these items may remain in-situ provided they are not drilled, ground or otherwise disturbed. These items will be removed by a Class B Asbestos Removal Contractor prior to demolition or refurbishment.	
ACM identified on-site that does not pose a significant risk to health may remain in situ and be managed with the aid of an asbestos management plan.	
All lead paints will be removed prior to demolition in accordance with the current Regulation and Australian Standard. Elevated levels of lead in paint were identified throughout the site.	
If demolition/refurbishment isn't undertaken as soon as practicable, the ceiling dust containing elevated levels of lead may remain in place provided that.	
PCB work is to be conducted in accordance with the Environmental Protection & Heritage Council's Polychlorinated Biphenyls Management Plan, Revised Edition April 2003.	
<p>As the buildings are to be refurbished:</p> <ul style="list-style-type: none"> • All asbestos removal work will be undertaken by suitably licensed asbestos-removal contractors in accordance with the Work Health and Safety Regulations 2017. • Monitoring of airborne-fibre concentrations will be included as part of the scope of any ACM removal works undertaken. This will be conducted by competent persons who are engaged independently from the removal contractor to avoid potential conflicts of interest. • All identified hazardous materials will be removed prior to demolition in accordance with the current Regulation and Australian Standard. 	
Waste Management	
<ul style="list-style-type: none"> • All excavation waste removed from site will be classified by a suitably qualified environmental consultant as per Waste Classification Guidelines Part 1: Classifying Waste NSW EPA 2014. 	Stages 2 and 3
<ul style="list-style-type: none"> • A Waste Data File will be maintained on-site and all entries will include hazardous waste stating the following: <ul style="list-style-type: none"> - The classification of the hazardous waste; - The license of the facilities that can accept the hazardous waste material - The time and date of material removed; A description of and the volume of waste collected - The location and name of the waste facility that the waste is transferred to - The vehicle registration and the name of the waste contractor's company; and - Disposal docket. 	
Construction waste storage is contained wholly within the site.	
The routes for movement of waste between work site and waste storage area are to be kept obstruction-free.	

Mitigation Measure	Stages applicable to mitigation measure
The routes for movement of bins and waste between storage and collection points are marked in the site drawing and will be kept obstruction-free (if waste is moved between the waste storage area(s))	
The waste bin collection point provided will be accessible for waste collection vehicles. There are no obstructions to turning or reversing, pulling up vehicles and lifting bins.	
Access for waste collection vehicles will not be compromised by construction-related activities vehicles or other consequences of construction staging.	
All waste not being reused on site will be removed during, or at the completion of, the construction stage.	
No waste will be left on site unless it is part of valid reuse on site, which is integral to and in place in the design.	
In order to manage noise levels, collection of waste from the construction site will only occur during hours approved for construction work, but ideally before or after school hours.	
All vehicles entering or leaving the site must have their loads covered.	
All vehicles, before leaving the site, to be cleaned of dirt, sand and other materials, to avoid tracking these materials onto public roads	
At the completion of the works, the work-site is left clear of waste and debris.	
Non-recyclable waste and containers are to be regularly, collected and disposed of at a licensed disposal site. Waste will be collected daily where applicable.	
No burning or burying of waste is permitted on the site	
Any bulk garbage bins delivered by authorized waste contractors are to be placed and kept within the property boundary.	
All waste (including hazardous materials) must be stored appropriately on-site by the head contractor and disposed of by a licensed waste contractor at a licensed facility which can receive such waste.	
Should an unexpected find of potential contamination be encountered during the works, the expected finds protocol outlined in the Construction Waste Management Plan will be followed.	
Construction Traffic	
<p>The nominated contractor is to make every effort to schedule work during the standard work hours, construction activities may be necessary outside these hours in certain situations, including:</p> <ul style="list-style-type: none"> the delivery of oversized equipment or structures that police or other authorities determine require special arrangements to transport along public roads. 	Stages 2 and 3

Mitigation Measure	Stages applicable to mitigation measure
<ul style="list-style-type: none"> • where a road occupancy license is required for an activity likely to impact on traffic flow, such as road maintenance work or lane closures around a building site. • emergency work to protect human health or avoid the loss of life or damage to property, or to prevent environmental harm. • maintenance and repair of public infrastructure where disruption to essential services, required system conditions (such as low-flow conditions for sewers) and/or considerations of worker safety do not allow work within standard hours. • public infrastructure works where work outside the recommended standard hours is supported by the affected community to shorten the length of the project. 	
<p>Contractor parking is not to be permitted on-site (unless performing deliveries or similar and contractors will manage their on-site vehicle parking) and similarly will not be permitted on Darcy Road. Public transport options are to be promoted by the nominated contractor.</p>	
<p>Due to the works being within the school site, and access to / from the work areas will interface with students arriving and departing the school, it is recommended that there be no vehicular movements during the drop-off and pick-up times of DRPS students.</p>	
<p>Preparation and implementation of a Traffic Guidance Scheme.</p>	
<p>Internal compliance audits of the final Construction Traffic Management Plan (CTMP) will be conducted by supervising personnel at the work site.</p>	
<p>In terms of access and routes to and from the site, it is recommended that higher order roads be adopted when travelling to / from the school as well pedestrians throughout the construction program.</p>	
<p>There will be the need to implement immediate localised changes to how the school operates to cater for the construction activities, inclusive of potential temporary removal / prohibition of the drop-off / pick-up zone on the southern side of Darcy Road on the school frontage.</p>	
<p>Internal compliance audits of the final Construction Traffic Management Plan (CTMP) will be conducted by supervising personnel at the work site. When non-compliances are identified, the audit procedure will have a mechanism for issuing formal corrective action.</p>	
<p>In order to minimise any potential impacts on performance and safety of the road network. Stantec have recommended the following administrative measures to be put in place:</p> <ul style="list-style-type: none"> • All construction deliveries will take place during standard construction hours and outside of drop-off / pickup activities. • Construction deliveries are to be staggered throughout the day to minimise queueing and minimise any periods of excessive noise levels. • There will be no lane closures, road closures or detours during the construction works. 	
<p>Heavy vehicles movements are to occur outside of drop-off / pick-up activities</p>	
<p>Appropriate traffic guidance schemes along Darcy Road will be required for the site entrances</p>	
<p>Contractor parking is not to be permitted on-site (unless performing deliveries or similar) and similarly will not be permitted on Darcy Road. Public transport options are to be promoted by the nominated contractor</p>	

Mitigation Measure	Stages applicable to mitigation measure
<p>Pedestrian access shall be maintained in a safe condition at all times for the duration of the construction works. This is to ensure a safe, fully signposted passage, minimum 1.2m wide path is provided separated from the works and moving vehicles for pedestrians (including persons with a disability) at all times. Where necessary, a suitably qualified traffic controller between the hours of 7.30 and 9.30am and 2.30 and 4.00pm during school term may be required to control the movement of pedestrians entering and departing the site, around the school works.</p>	
<p>Monitoring and potential temporary relocation of the Darcy Road drop-off / pick-up zone on the southern side along the school frontage may be required. The following is to be investigated:</p> <ul style="list-style-type: none"> - Darcy Road, between Olive Street and Fyall Avenue at Frank Hayes Park. This will require adjustment to the bus zone times to avoid conflict with Route 709. - Fyall Avenue, western side at Frank Hayes Park. This will require adjustment to the parking restrictions on the eastern side to maintain traffic flow. - Olive Street. This will require adjustments to parking restrictions to maintain traffic flow. 	
<p>Administrative controls shall be in place for the duration of the project. These include emergency protocols, site inductions, driver code of conducts, traffic management audits and complaint registers</p>	
<p>No construction vehicular movements are permitted during the drop-off and pick-up times of students.</p>	
<p>The construction area will be secured with hoarding and pedestrian access will have clear sign posting and a minimum 1.2m footpath around the site.</p>	
<p>Higher order roads will be adopted when travelling to/from the school.</p>	
<p>Administrative controls shall be in place during the project (emergency protocols, site inductions, driver code of conducts, complaint registers, traffic management audits).</p>	
<p>Ensure a suitably controlled traffic controller at peak times is employed to control the movement of pedestrians entering and existing the site.</p>	
<p>Respite periods to reduce noise impacts on the school and local residents will be implemented.</p>	
<p>Social Impacts</p>	
<p>Regular briefing sessions with Principal Contractors and subcontractors, via tool box talks to advise them of required standards of behaviour (such as no loud talking on local streets when arriving early to work) and also sets expectations for how parking will be managed. For example, where contractors will park on site and how they access this location, to ensure locals are not highly impacted.</p>	Stages 2 and 3
<p>Regular check-ins with school leadership team and the Principal Contractor, throughout construction, to minimise the impacts of traffic congestion.</p>	
<p>The school will monitor accessibility issues and liaise with the project team to implement any changes required to existing facilities.</p>	
<p>Signage and communication with families around parking etiquette to mitigate impact on direct neighbours i.e. no parking/stopping in peoples driveways, on footpaths.</p>	
<p>Implementation of Community Engagement Plan (CEP) for the project which includes clear and consistent communication regarding construction timing and potential impacts to the affected community.</p>	

Mitigation Measure	Stages applicable to mitigation measure
Continue to communicate with the stakeholders and community to carefully respond to and consider affected community members and ensure complaints-handling processes are communicated. Appendix E of the CEP outlines a Major Incident and Crisis Management protocol, which will be followed in case of an incident that results in material harm or may not or may cause non-compliance.	
Ongoing monitoring of the effectiveness of the School Transport Plan is proposed to ensure successful implementation of the objectives and goals to reduce car usage.	
The Travel Plan Coordinator will manage the School Transport Plan and undertake actions as per the report, including widening footpaths, provision of signage on the bus stops, and changes to the school buses to increase uptake. 'Keep Clear' signage across the intersection of Darcy Road and would minimise queuing.	
Signage and communication with school community around parking etiquette to mitigate impact on direct neighbours i.e. no parking/stopping in peoples driveways, on footpaths.	
Consultation with stakeholders including the school community will occur prior to implementation of the CTMP, and will also include TfNSW, Parramatta Council, DoE and SINSW, and the School Principal, as well as local owners, occupiers and business owners.	
Conduct regular interface meetings between project team, contractor and school representatives to monitor construction impacts to learning outcomes and to allow collaboration between stakeholders to address any construction or school operational challenges.	
Offer EAP services for existing school community with significant levels of distress and/or anxiety directly related to the project.	
Continue to engage with Registered Aboriginal Parties (RAPs) and identify opportunities to integrate the identified intangible cultural values. The RAPs are being consulted with a project update by the ACHAR consultant every 6 months until project completion.	
Close dialogue with relevant stakeholders such as the school community will occur to identify opportunities to encourage social interaction between workers and the local community (such as complaints management, education, local procurement) and mitigate any issues arising.	
Community consultation feedback will be incorporated into uses and design of shared spaces to ensure they meet the needs of the community.	
Continue to engage with Council on opportunities for shared/joint use arrangements.	
Ongoing consultation with school stakeholders to shape the final design of the internal spaces is proposed.	
Frequent notification of nearby residents of construction works as per "School Infrastructure NSW – Managing construction impacts in your community" – policy/website.	
CCTV will be implemented as per DoE's School Security Unit Specifications and Installation Guidelines.	
Implement technical recommendations as per the Preliminary ACHAR (Extent 2022) to ensure impacts to Aboriginal cultural heritage are mitigated during construction.	
Undertake a photographic archival record of the school prior to demolition activities to serve as a permanent record of the site, as recommended in the Preliminary Heritage Advice (Extent, 2022)	
Implement mitigation measures set out in the relevant technical reports prepared for this SSDA to reduce the impacts associated with traffic, noise and vibration and visual amenity during the construction phase.	

Mitigation Measure	Stages applicable to mitigation measure
Develop and implement a Communication and Engagement Strategy (CES) to communicate with surrounding residents, nearby businesses, workers, and visitors to the area to ensure that all stakeholders are made aware of the timing and likely impact of the construction period. Opportunities for feedback and to ask questions will also be provided.	
Procurement of all materials and labour will be in accordance with NSW DoE Aboriginal Procurement Policy and NSW DoE Main Works 21 Preliminaries – Section 4.4 'Aboriginal Participation'.	
A project-specific Aboriginal Participation Plan will be developed to monitor and report on the minimum Aboriginal participation requirements. This will be prepared by the Contractor to meet its Aboriginal Participation in Construction (APIC) targets.	
Continue to consult with City of Parramatta Council, adjacent businesses, and other key stakeholders, to minimise impacts, and potential cumulative impacts.	
Implement mitigation measures set out in the Traffic and Transport Impact Assessment (Cardno, 2022) which notes that it is recommended that higher order roads be adopted when travelling to/from the school, and there will be the need to implement immediate localised changes to how the school operates to cater for the construction activities, inclusive of potential temporary removal/prohibition of the drop-off/pick-up zone on the southern side of Darcy Road on the school frontage.	
Development of a Construction Management Plan that includes complaints handling procedure for identifying and responding to community issues related to construction impacts.	
Implementation of the Communications Strategy developed for the Project that detail the processes and communication strategies to ensure that key stakeholders are advised and consulted about major changes and disruptions, and the process for providing feedback and further consultation during the Project.	
Implement a plan to target the employment of vulnerable groups during construction and operational phases. This will be prepared by the Contractor to meet its Aboriginal Participation in Construction (APIC) targets.	
Collaborate with educational institutions to offer internships and training opportunities for teaching students at the school during operation in line with the Department of Education policies.	
The construction company for the site is to provide a representative for meetings that may occur once a month and may include representatives of the local community and Council staff to discuss traffic control and other issues at the site.	

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