

JRPP No.	2016HCC029
DA No.	DA 13-1109:3
Proposed Development	Educational Establishment – section 96(2) Amendment
Location	Lot 1718 in DP1206108 at 24 Heritage Drive, Chisholm (Previously known as Lot 272 in DP1152174)
Applicant	Diocese of Maitland and Newcastle
Author	Maitland City Council

Assessment Report and Recommendation

Executive Summary

Council is in receipt of an application seeking a modification of consent under Section 96(2) of the Environmental Planning and Assessment Act 1979 (EP&A Act), to amend development consent DA 13-1109 for an Educational Establishment, currently known as the 'St Aloysius Catholic Primary School', in Chisholm's new estate referred to informally as Waterford County.

DA 13-1109 was originally granted development consent by the JRPP, with the support of the Council on the 16th September 2013, for the construction of an Educational Establishment (Chisholm Catholic Primary School) at Settlers Boulevard, Chisholm, previously known as Lot 272 in DP1152174. The approval was originally for a two stream Primary School with a total capacity of 420 students and up to 27 full-time staff. The key issues identified in the original application related to traffic, access and car parking, and was considered to have been satisfactorily addressed by the application. The site currently has completed part of the approved development with Stage 1 constructed and the School open and currently operating at a capacity of 383 students, of the 420 total student capacity.

The application required determination by the JRPP due to the value of works which exceeded \$5 million (\$9.19 million). The value is above the threshold for Educational Establishment developments under Schedule 4A(6b) of the Environmental Planning and Assessment Act 1979. This Section 96(2) is again, referred to the JRPP pursuant to the requirements of the SEPP Major Development (2008).

This Section 96(2) application seeks a modified consent, to permit an increase to the approved Educational Establishment to cater for a total of 630 students and up to 42 full-time equivalent staff, as well as providing additional onsite car parking and the expansion of Wings A and B's building footprints to cater for the expansion of the development.

The subject site is currently identified as Lot 1717 in DP1206108 at 24 Heritage Drive Chisholm and is zoned R1 General Residential under the Maitland LEP 2011. The lot has an area of 7.41Ha and has a generally flat elevation ranging from 14m AHD in the west to 24m AHD in the northeast.

The lot is a corner lot with frontage to Heritage Drive and Tigerhawk Drive, primary distributor roads. Currently the site exists at the temporary termination of these roads, which are still under construction for the staged residential subdivision of the wider Urban Release Area. The lot also adjoins progressively developing R1 General Residential zoned land to the north, east and west, and to the south a large parcel of vacant land zoned B1 Neighbourhood Centre. This lot is anticipated to be developed as a neighbourhood retail centre for the local community in the future. Sporting fields are anticipated and conceptually proposed to the east of the site.

The application was notified and advertised for a period of 14 days from 9th May 2016 to 23rd May 2016. During this period, no submissions were received.

An assessment of the application has been carried out under Section 79C(1) of the Environmental Planning and Assessment Act, 1979 as amended. The proposed development is considered satisfactory in terms of the relevant matters for consideration under the Act and the application is supportive of a positive consent, subject to new and amended conditions.

INTRODUCTION

Council is in receipt of an application seeking a modification of a consent under Section 96(2) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), to amend development consent DA 13-1109 for an Educational Establishment, currently known as the 'St Aloysius Catholic Primary School'. Part of the approved development has already been completed, with Stage 1 constructed and the School open and currently operating at a capacity of 383 students, of the 420 total student capacity.

This application is seeking consent to increase the approved Educational Establishment to cater for up to 630 students and 42 x full-time equivalent staff

as well as additional parking and larger buildings associated with Stage 2, addition of a new Stage 3 to cater for the progressive expansion of the development on the site.

Consent was originally granted by the Joint Regional Planning Panel (JRPP), with the support of Council on the 16th September 2013. The application-required determination by the Hunter and Central Coast JRPP, in accordance with Schedule 4A, Clause 6b, of the EP&A Act, as the value of works exceeded the \$5 million (being \$9.19 million) threshold for private infrastructure and community facilities such as Educational Establishments, defined under Schedule 3 of the *Environmental Planning and Assessment Regulation 2000*.

The development is considered integrated development under Section 91 of the EP&A Act, as the land is for an Education Facility, a Special Fire Protection Purpose (SFPP) and is identified within mapped bushfire prone lands for which 100B of the *Rural Fires Act 1997* (Rural Fires Act) applies. General Terms of Approval have been issued by the RFS, dated 26th July 2016.

The purpose of this report is to provide an assessment of the amended proposal against the heads of consideration pursuant to s79C of the *Environmental Planning & Assessment Act 1979* (NSW) to enable a determination of the amended DA.

BACKGROUND

Development consent was originally granted for an Educational Establishment on a Lot, then known as proposed Lot 7271. The lots in this vicinity have undergone many lot identification changes as the immediate surrounding area develops progressively in the evolving large residential subdivision. The lot is currently known as Lot 1718 in DP1206108, at 24 Heritage Drive, Chisholm and is zoned R1 General Residential with a total lot area of 7.41 ha.

The consent was originally granted for:

- The erection of an Educational Establishment;
- A Two – Stream, Primary School being Kindergarten through to Year 6;
- An estimated total capacity of **420 students**;
- An estimated 17 full-time equivalent staff for Stage 1b and expanding to **27 full-time equivalent staff** for Stage 2;
- A two staged construction, with the second stage subject to demand and funding;

- Official school hours of 9.00am to 3.00pm
- A gross floor area of 2333m² and having a maximum building height of 9.4 meters;
- A total of **27 car parking spaces**, inclusive of 1 accessible space to be provided onsite;
- An overflow informal carpark for special events, adjoining the proposed permanent car park, and within the internal loop of the kiss and ride roadway totalling up to 1000sqm of overflow parking (estimated capacity of 30 vehicles);
- An internal road loop accessed from Heritage Drive, which acts as a drop off/pick up zone within the lot near the main school administration building. The loop has a total internal road length of 200m;
- A designated bus zone off Tigerhawk Drive with an area for School and Public Buses; and
- Two pedestrian crossings to be provided. One along Heritage Drive and one on Tigerhawk Drive.

The key issues identified for the original application related to traffic, access and Carparking, however were considered to have been appropriately addressed by the application.

A Modification Application under s96(1A) of the EP&A Act was assessed and approved by Council under delegated authority on the 24th February 2014, for minor changes to original consent. The application included changes to building levels, size, materials and some building envelopes as well as a change to the external elevation of the Multipurpose Centre Hall. An approved additional drop off-zone lane was to be included as part of Stage 1 works and relocation of the pedestrian entry point on Tigerhawk Drive was also proposed for a better overall design and logical outcome.

A second section 96(1A) application to modify the original consent to permit the relocation of the school's pedestrian entry off Tigerhawk Drive entry and access walkway, as well as relocate the emergency vehicle crossing slightly, which accesses off Tigerhawk Drive was proposed and approved by Council under delegated authority on 3 November 2014.

This, third application for modified consent under Section 96(2) of the EP&A Act, was lodged on the 27th April 2016 for assessment and consideration by Council and preparation of the application for review and determination by the JRPP, in accordance with the EP&A Act and Regulation.

SITE DESCRIPTION

The subject site is currently identified as Lot 1717 in DP1206108 at 24 Heritage Drive Chisholm and is zoned R1 General Residential under the Maitland LEP 2011. The lot has an area of 7.41Ha and has a generally flat elevation ranging from 14m AHD in the west to 24m AHD in the north-east.

The lot is a corner lot with frontage to Heritage Drive and Tigerhawk Drive, primary distributor roads. Tigerhawk and Heritage Drives provide a road width of 15m wide with two-way vehicular travel, on-road cycle lanes, off road parking lanes, and a pedestrian walkway to both sides. These roads both function as Primary Distributor roads within the wider residential subdivision. Currently the site exists at the temporary termination of these roads, which are still under construction for the staged residential subdivision of the wider Urban Release Area.

The lot adjoins future residential zoned land to the north, east and west, with the southern large parcel of vacant land zoned B1 Neighbourhood Centre. This lot is anticipated to be developed as a small-scale retail centre for the local community in the future. Sporting fields are proposed slightly east of the subject site.

Stage 1 of the Educational Establishment has been constructed onsite with a total four buildings servicing the current 383 students. Tigerhawk Drive, in front of the school is operating as a bus bay and Stage 1 of the onsite carpark, and Kiss and ride lanes have been constructed providing 18 parking spaces, and one additional accessible parking space.

The development is considered integrated development under Section 91 of the EP&A Act, as the land is for an Education Facility, a Special Fire Protection Purpose, and is within mapped bushfire prone lands for which 100B of the Rural Fires Act 1997 (Rural Fires Act) applies.

PROPOSAL

The site currently has commenced development of DA 13-1109, with Stage 1 completed and the school operating at a capacity in 2016 of 383 students, with 2 operating buses.

This application seeks to modify the existing consent to allow the following:

- To increase the school to a Three-Stream, School;
- Increase the estimated total capacity to **630 students** (*an additional 210 students*);
- Increase the staff to **42 x full-time equivalent staff** (*an additional 15 staff*) ;
- Increase to the floor area of the second Block A, and addition of a second storey increasing the floor area by a minimum of 350sqm;
- An increase to the onsite parking to **41 car parking spaces** (*an additional 14 spaces*) , **plus 1 x accessible space** to as already provided onsite;
- Removal of a selected trees;
- Amend one of the sporting courts to an artificial turf court;
- An increase to the gross floor area by a minimum of 350sqm for Wing B and maintaining the maximum building height of 9.4 meters.

Official school hours will remain from 9.00am to 3.00pm. The internal road loop and Kiss and ride-Off Zone remains unchanged with an estimated internal road length of 200m, with a Kiss and ride drop of capacity of up to 32 vehicles at any-one-time. The bus zone off Tigerhawk Drive contains the School Bus and Public Buses area which will also remain as previously approved and caters for a total of 4 x Long Rigid Buses.

It is anticipated by the applicant that the currently approved 420 student population will grow progressively to the 420 capacity until Term 2 of 2018. Any additional student enrolments in excess of 420 is not anticipated until following Term 2, and will be a gradual increase and based on enrolment demands.

PLANNING ASSESSMENT

The following matters are considered relevant to the determination of this application.

Environmental Planning and Assessment Act 1979

Section 96(2) Other Modifications

In accordance with section 96(2), an application may be modified if:

- a) The development can satisfy that the modification is substantially the same development to which development consent was originally granted for.

- b) The development has consulted with the relevant public authorities, regulatory, or concurrence bodies in respect of any conditions imposed as a requirement of a concurrence to the consent or in accordance with any general terms of approval, who have not objected to the amended development application.
- c) The application has been notified in accordance with the regulations and the Maitland Development Control Plan 2011.
- d) The application has considered any submissions received concerning the modification during the prescribed period of notification.

This application has been assessed on its merits and is considered to remain 'substantially the same development' to that which received original development consent, as an Educational Establishment. The definition and intention of the modification, remains solely for an Educational Establishment, and applies to increase the originally approved student/employee capacity numbers and built footprints on the locally strategic selected "School Site". This modification application has been re-referred to the relevant authorities and concurrence bodies for comment and has been readvertised and notified and received no submissions for the application in this instance.

Schedule 4A

The application requires review and determination by the Hunter Joint Regional Planning Panel (JRPP), in accordance with Schedule 4A, Clause 6b, of the EP&A Act, as the value of works exceeded \$5 million (being \$9.19 million) threshold for private infrastructure and community facilities such as Educational Establishments. Accordingly, the application has been notified to the Hunter JRPP in accordance with the EP&A Act for review and determination.

Section 79C of the Act is reviewed below.

Section 79C(1)(a)(i) provisions of any environmental planning instrument

The proposal has been assessed under the relevant matters for consideration detailed in Section 79C(1) of the *Environmental Planning and Assessment Act, 1979* as follows:

Local Environmental Plan

Maitland Local Environmental Plan 2011(MLEP 2011)

Land Use Table

The subject land is zoned R1 General Residential under the Maitland Local Environmental Plan (LEP) 2011. The proposed development is defined under the LEP as an 'educational establishment' (school) and is permissible with consent in the R1 General Residential zone. The proposal is considered to be consistent with the zone objectives, as:

- It provides a compatible land use to provide support to the needs of the community.
- It is another land use that provides facilities or services to meet the day to day needs of residents and the community.

Part 6 - Urban Release Areas

The subject land is identified as an Urban Release Area under Part 6 of the MLEP 2011 applies, and which requires the Thornton North Urban Release Area, Development Control Plan (DCP), Chapter F.7 Thornton North- Waterford County Precinct to be applied to ensure development of the land occurs in a logical and cost effective manner. The area plan under this section of the DCP identifies the site subject of this DA for a Potential School Site. Assessment for compliance with the DCP chapter is addressed where applicable below.

Part 7 - Acid Sulfate Soils

The site is Class 5 acid sulfate soils. In accordance with Clause 7.1(6) the proposal does not require development consent in relation to Acid Sulfate Soils as the proposal will not disturb more than 1 tonne of soils at anyone time, will not require works or excavation works greater than 5m below ground surface level and is not works likely to lower the water table.

State Environmental Planning Policies

The following State Environmental Planning Policies apply to this application:

State Environmental Planning Policy (State and Regional Development) 2011

This policy sets out under Part 4, the function of regional panels being Joint Regional Planning Panels, in determining applications for regional development. Part 4 of the policy specifically applies to regional development and outlines the functions of Council's and regional panels with respect to the receipt, assessment and determination of certain development applications. The

provisions of the policy have been considered in the processing of this application for determination by the Hunter and Central Coast JRPP.

The proposal is for a Section 96(2) amendment for a development originally considered and approved by the JRPP.

State Environmental Planning Policy (Infrastructure) 2007

In accordance with Part 3, Division 3 of this SEPP, Educational Establishments are permissible within the consent in the prescribed R1 zone. As per Clause 32, prior to determination of an application the development must consider the relevant state standards relating to School Facility Standards relating to Landscape Standard, Facilities Standard and Specification Standard. Statements have been provided by the applicant for the original application that the proposal meets the requirements of the schools facilities standards. These standards have been taken into consideration and this amended proposal does not vary significantly from any of the requirements stipulated in the current policies, therefore the proposal is in accordance with the SEPP and the current School Facility Standards.

As per the original DA, this application is in accordance with Clause 104, and Schedule 3 the development is to be considered under the provisions of Traffic Generating Development given this establishment is for 50 or more students. This application is for an increase to the approved student capacity, and has therefore been referred to the RMS in accordance with this schedule for their consideration and comment.

RMS have previously provided correspondence in relation to the proposed School development on 25th June 2013 (ref: SF2013/046612/1 and CR2013/003672), as permitted under Clause 104 and Schedule 3 of this SEPP. RMS provided no objections to the original application, and listed a number of requirements to be addressed or included in Council's Conditions of Consent. Where relevant these were included accordingly. One matter was implemented as an advice on the original consent, relating to likely traffic impacts as a result of the Schools growth beyond Stage 1. Council's assessment for local road traffic impacts were considered satisfactory based on the amended and justified proposal to a maximum student capacity associated with Stage 2.

This same advice, applies to this modification application, given the increase in student numbers will exceed the stage 2 student capped population and may have traffic impacts on the local road network. No perceived impact to the RMS

road network is anticipated. This advice has hence been reconsidered as part of this assessment and the original Advice H, has been amended accordingly as part of this modification application, to accord with RMS's original requests. A new condition of consent is recommended that requires any increase in student population above 420 students being subject to further Traffic Impact Assessment to identify likely traffic impact and subsequent road upgrade requirements to the satisfaction of Council. RMS currently provides no amended advice in relation to this matter and raises no objection to the current proposal.

There are other no other State Environmental Planning Policies or Environmental Planning Instruments (EPI) applicable to this proposal.

Section 79C(1)(a)(ii) any draft environmental planning instrument that is or has been placed on public exhibition

A Draft Local Environmental Plan (LEP) was on exhibition from 7th July 2016 to 22 July 2016 during the assessment of this application. The Draft LEP seeks to resolve minor mapping, property description and zoning anomalies, rezone some land to reflect the intended use and amend some areas of the flood planning maps to reflect changes to flood prone sites across the Local Government Area (LGA). The draft LEP has been reviewed and it is confirmed that no changes under this draft LEP specifically relate to this subject lot.

There are no other Draft EPI's applying to the proposal.

Section 79C(1)(a)(iii) any development control plan

The following chapters of the Maitland Citywide Development Control Plan apply to this application:

- A.4 –Notification;
- B.6 – Waste Not – Site Waste Minimisation & Management;
- C.1 – Accessible Living;
- C.11 – Vehicular Access & Carparking; and
- C.12 – Crime Prevention through Environmental Design; and
- F.7 – Thornton North Urban Release Area.

Part A & B – Administration and Environmental Guidelines

Part A.4 – Notification

This part describes the development types requiring advertising/notification. In accordance with the requirements of this DCP chapter, the proposed modification was advertised/notified from the 9th May 2016 to the 23rd May 2016. No submissions were received.

Chapter B.6 – Waste Not- Site Waste Minimisation & Management

As previously proposed, waste will be generated as part of the operations for the site and this will be managed through the provision of skip bins on the site, which will be collected by a private contractor. A waste management plan was submitted with the original proposal that included measures to recycle and store waste in an environmentally acceptable manner during the construction and operational phases. A permanent enclosed bin area has been constructed with easy access within the onsite carpark and is screened from view. This is considered sufficient to cater for the development and the proposed amendments.

Part C – Design Guidelines

Chapter C1. Accessible Living

This chapter applies to new buildings/development and commercial developments, and aims to increase awareness and provide guidelines for access and mobility. This chapter identifies, that the BCA requires the provision of One (1) parking space for commercial development where ten (10) or more parking spaces are required by Councils Parking Code, with a second space to be provided above One-hundred (100) spaces. The proposal provides One (1) accessible parking space onsite with good access and connection to the school facilities onsite.

The amended design continues to demonstrate an ability to comply with accessibility criteria for car parking, footpaths and entry into the buildings.

Chapter C.11 – Vehicular Access & Car Parking

Vehicular Access

Stage 1 of the development has been constructed with a single two-way driveway access onto Heritage Drive. The existing site vehicle access provides for two-way travel internally, with one-way travel applied to the Kiss and Ride facility. Onsite parking, accessible parking, and bin storage areas are also provided onsite.

It is considered there is adequate sight lines for vehicles entering and leaving the current site access onto Heritage Drive and this is consistent with the DCP relation to design and sight distances.

The existing vehicle access is located immediately opposite the Longtail Street/Heritage Drive (T) intersection, a new residential street currently servicing eight residential lots, creating a four way intersection. The location of the existing driveway is considered inconsistent with the provisions of this chapter of the DCP, given the proximity to the roadway intersection. It is noted that on merit the original development application, for a maximum student population of 420 was considered acceptable without any on-street traffic controlling devices such as a median strip required. Hence, this requirement of the DCP was deemed to be not required, based on the maximum school numbers and anticipated local traffic impacts.

To be compliant with the DCP, the existing School access should be located where it causes the least interference, or shall require where opposite an intersection:

- a median island to prevent right turning traffic that may obstruct through traffic, or
- a right turning bay.

Access and roadway arrangements as constructed in the vicinity currently do not allow the inclusion of a right hand-turning bay within the current roadway configuration. Hence, a median would be the second alternative under the DCP. This element has been reconsidered, as part of this assessment given this current application is for an increase to the approved student population capacity.

Council, and RMS, have previously under the original application and again for this modification, raised concerns in relation to increasing student population and the potential for impacts to the local traffic network and road safety. It was considered by the original consent, under "Advice H" that any future increase to student populations was to be subject to further assessment and review. The advice aims to ensure that any increase in student population or intensity of the site would therefore be assessed on merit accordingly. This application seeks to increase student populations and traffic impacts have been reconsidered.

The Education Facility is currently operating at a capacity of 383 enrolled primary students and intends to achieve its 420 capacity by Term 1 in 2018. This application seeks an amended consent to permit an increase to the student population by 210 students to a maximum of 630 students, anticipated in 2018.

In light of the existing access arrangements, Council has considered the parameters surrounding the exiting site conditions, the submitted Traffic and Parking Assessment by Intersect Traffic (April 2016), the addendum Traffic Information letter dated 7th July 2017, additional information provided by QOH Architects (dated 19th March 2016 and 2nd August 2016) and future predicted traffic flows subject of this modification application. A summary and assessment of the provided information is provided below.

In response to Council's vehicular access traffic concerns the applicant has responded and justified the provision of a median strip to Heritage Drive is not viable, and is considered unreasonable in light of alternate proposed measures by the application to reduce on road traffic congestion and local road impacts to a reasonable level as follows;

- 1. The congestion is short term and localised. As stated in the Intersect Traffic consultants Traffic Impact Assessment (April 2016) and provided Additional Information (July 2016), the congestion is for an assumed period of 30 minutes in the morning and 15 minutes in the afternoon.*
- 2. Traffic Congestion is of a short duration, Monday-Friday during school terms only. Therefore, the impact on the local road network is not significant and is temporary and localised.*
- 3. Actual morning service times within the Kiss and Ride are currently observed by Intersect, to be less than 1 minute, given the children are in the car and ready to exit the vehicle quickly. However afternoon service times were observed to be in the order of 5 minutes.*
- 4. The traffic congestion is assumed, for this modification, for the AM period to have an arrival rate of 8.33 vehicles per minute, and can adequately cater for traffic queuing wholly onsite.*
- 5. During the PM period a rate of 16.67 vehicles per minute is to be assumed and modelling indicates the kiss and ride facility cannot adequately cater for queuing internally onsite, and on road queuing will result for the 30 minute period.*

Based on the above the total need for kiss and ride parking rate, specified in item 2 above, its anticipated the facility will create a demand for the AM period of **9 vehicles per 1 minute, or occupation of 55m** of the kiss and ride facility lanes. During the PM period, a demand of up to **84 vehicles per 5 minutes, or 500m of vehicle queuing**. Therefore, the Kiss and ride Facility will function satisfactorily in the AM, but will result in some temporary on-road traffic congestion in the PM periods for an expected period of 30mins, Monday to Friday, during School Terms.

NOTE: Council, considers the kiss and ride facility can cater for up to 32 vehicles at any one-time, or a distance of up to 200m.

6. *The proponent advises that the currently observed and predicted traffic volumes, explained in the items above could be alleviated if the following strategies are implemented by the Educational Facility:*
 - a. *Reduce private vehicle arrival rates through encouragement of alternative transport travel options available to students, that the kiss and ride facility shall be a flowing of traffic. This could be managed through normal parent communication avenues.*
 - b. *Providing instructions that no right turning into or out of the school premises at any-time is permitted. This could be managed through normal parent communication avenues.*
 - c. *Reduce the duration of the service time permitted for the kiss and ride facility onsite to less than 5mins to 2.5mins.*

NOTE: Ideally, Council advises that if the Kiss and Ride facility was to function so that is was consistent with a 'no-stopping zone', it could potentially achieve a service time of less than 3min standing time (as per normal road no-stopping rules). This would considerably improve the internal traffic flow of the Kiss and Ride facility, and again considerably reduce the potential for on-road traffic congestion. *Therefore, Council has some comfort that the Kiss and Ride Facility has the potential to operate effectively if managed onsite appropriately and proactively.*

Placement of additional informative signage would be a suitable measure to assist in alleviating anticipated traffic impacts.

- d. *Implementation of the Council suggested additional on-road kiss and ride "No Parking Zone" to allow standing vehicle's, on the eastern side of Heritage Drive only, to cater for additional kiss and*

ride vehicles and reduce on road congestion on Heritage Drive during peak schooling periods. (this is subject to application and assessment by Council's Traffic Committee)

- 7. Projected school enrolment isn't anticipated to exceed 420 students until Term 1 of 2018. Which at this point more of the residential subdivision road networks may be further developed and potentially may provide some alleviation to the predicted traffic impacts and reduce the spread of vehicles frequenting the site;*
- 8. By 2018, part of the newly proposed adjoining High School Development, if approved may be constructed. The operation of the High School is anticipated to provide more efficient public transport and reduced traffic numbers associated with the Primary School through, shared car transport to drop children at school and additional bus services; and*
- 9. Given the variable nature of the immediate vicinity's development future. The current and predicted traffic impact would vary considerably. These variations and the progressive development of the residential estate is considered to potentially reduce the reliance on private vehicle transport to the Primary School, and may result in better traffic impact outcomes within the vicinity.*
- 10. The existing traffic management plan (TMP) for the operation of the onsite Kiss and Ride facility be reviewed and revised regularly and be updated on a regular basis for Councils consideration and monitoring of effectiveness. The applicant proposes a condition of consent be applied which requires the investigation of the traffic parameters following the implementation of the above mentioned mitigation options and once the school population exceeds 420 students*

The aim of the re-investigation of traffic impacts is to accurately consider and assess the growing development as the surrounding residential area develops. This re-investigation intends to progressively address and minimise on-road queuing of traffic along Heritage Drive, due to congestion of the Kiss and Ride Facility. In addition to this, the application also proposes that once the school population exceeds 420 students the following could also be re-considered:

- a. The construction of a median strip for the existing school access, as requested by Council;*
- b. Closure of the Kiss and Ride Facility during PM peak times;*

Not consistent with the DCP and is not considered adequate by Council for a number of reasons, and will NOT be permitted for any period.

- c. Retain the Kiss and Ride facility, unaltered, if it is deemed to be functioning at an acceptable level during peak periods.

Based on the above mitigation measures and subject to traffic parameters being reviewed regularly until increased final proposed capacity numbers are achieved the application is considered satisfactory. This will allow sufficient assessment by Council and consideration of the progressively changing nature of the vicinity. This will ensure ongoing and efficient functioning of the kiss and ride facility traffic impact concerns, and gives allowance for adaptable mitigation measures to address actual traffic impacts on the local street network as the school population increases and the surrounding area develops progressively.

Therefore, Council is satisfied in consideration of the above proposed mitigation measures that the anticipated vehicular access traffic impacts are generally restricted to on road congestion, and right hand turning movements associated with the existing Kiss and Ride Facility associated with the Educational Facility. The implementation of an adaptable condition, as per the applicants request, which requires the re-investigation of the Kiss and Ride facility and vehicular access be assessed following exceedance of the student population capacity of 420, and ongoing until the maximum capacity achieved is considered reasonable and recommended accordingly. This will allow the ongoing assessment of traffic parameters in conjunction with the developing residential estate. This condition will ensure ongoing and efficient functioning of the kiss and ride facility traffic impact concerns, and gives allowance for adaptable mitigation measures to be implemented to address/mitigate perceived traffic impacts on the local street network as the school population increases.

It's concluded, that ongoing review of the traffic impacts associated with the Educational Facility's increase in capacity, and the potential to require a median strip, can be considered progressively. A condition of consent is recommended to ensure that adequate assessment of the vehicular access parameters is appropriately managed by the developer, and aims to review the validity of a median strip and its requirement under the DCP as the school capacity expands. The installation of the median strip is acknowledged by Council, to not prevent on-road traffic impacts but will assist to increase road safety and provide additional restricted access into the School site for better local

management, less interference and unless otherwise justified by the applicant/developer as the school capacity increases over time.

Car Parking

The onsite parking is partly constructed, and is located within clear sight from the street.

The proposed development is defined as an Educational Establishment, and under this chapter requires the provision of parking at a rate of:

- One (1) x space per staff member;
- Plus one (1) space for every 30 students over 17 years of Age (not applicable to this application);
- Plus provision of a drop off/pick up area;
- Plus provision for accessible parking facilities.

The site currently has constructed for Stage 1, Eighteen (18) parking spaces and One (1) accessible space, and has approved Twenty-six (26) spaces plus the One (1) accessible parking space in total to cater for the Primary School with a maximum of 27 employees.

This modification seeks to increase the maximum full-time equivalent employee numbers to Forty-two (42) staff, and hence requires a minimum of 42 parking spaces, plus one accessible space to comply with the DCP. The kiss and ride facility provides additional internal "no parking" to allow drop off of school children and aims to reduce on-street congestion, and can be beneficial if appropriately managed onsite. No students above the age of 17 will attend this primary school and hence no parking for students is required in this instance. However, it is advisable to allow some additional parking to cater for parents or other related users who may require to stop and enter the Educational Facility from time to time.

The existing onsite car parking spaces, parking spaces have been constructed in accordance with Condition 11, as per Councils DCP, and to accord with AS 2890.1/2004 for off-street parking. Existing onsite parking is conditioned to provide parking spaces with dimensions of 5.4m long and 2.4m wide, with an aisle width of 6.2m wide for two-way travel. This is compliant with the DCP. The accessible parking space is detached from the employee parking, and complies with the relevant AS.

Loading/Unloading Service Requirements

Use of the main entrance permits access for general deliveries including kitchen deliveries by maintenance staff and contractors and access for staff off-street parking, and child drop off zone, which is considered adequate. A condition of consent applies that limits service/loading vehicles outside of School peak hours.

Traffic Generating Development

In accordance with Schedule 3 of the *SEPP(Infrastructure) 2007*, this application is considered a Traffic Generating Development, which requires referral to the Roads and Maritime Services (RMS) for concurrence. The RMS provided concurrence on 27th June 2016 as discussed in more detail earlier in this report.

Overall, it is considered that car parking on-site is acceptable, provides sufficient and appropriate landscaping, sign posting and is clearly visible from the street, hence the proposed variations to Council's DCP for parking dimensions are justified in this instance.

Chapter C.12 – Crime Prevention through Environmental Design

The existing and proposed modification application continues to provide opportunities for natural and casual surveillance from within the development by staff and users to the surrounding landscaped areas. The layout and landscaping design does not provide ideal opportunities for theft or crime, provides a high quality environment in the local area, and demonstrates clear guardianship of the land and definitive school boundaries. Therefore, the proposal remains consistent with this chapter of the DCP.

Part F – Urban Release Areas

F.7 Thornton North

This Chapter applies to the Thornton North Urban Release Area. The Plan aims to direct the development of the entire area in a logical and effective manner. The plan identifies a site earmarked for a potential School Site, within the Waterford County Precinct Plan. The development is consistent with the intentions for this chapter and the urban development of the Urban Release Area. There are no specific development controls relating to provision for Public

Facilities and Services such as Schools within this plan. The Maitland DCP generally applies to any school developments as considered above.

Section 79C(1)(a)(iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph)

There are no other specific regulations that are applicable to this modification application proposal. The EP&A Regulation has been previously considered accordingly in the report above.

Section 79C(1)(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

<u>Potential Impacts</u>	<u>Comments</u>
<i>Context and setting</i>	The proposal is located on a site identified within the Thornton North Urban Release Area precinct plan to be developed as a School Site. The site is bound on two sides by distributor roads being Heritage Drive and Tigerhawk Drive. The land is grassed, generally level and has constructed Stage 1 of the Educational Facility, operating at a current capacity of 383 students with 17 full-time equivalent staff. Surrounding development, to the north is a recently lodged development application for a proposed adjoining High School development on the same allotment. This proposes a seven stream school with a total of 1200 students. Beyond to the north are approved residential lots and the developing estate. To the east vacant land and the approved Settlers Boulevard, the main thoroughfare road into the estate and beyond is currently partly vegetated lands earmarked in the Urban Release Area Plan for future District Sporting Fields. To the south is to be developed as a potential village centre, intended for a low scale commercial area. To the west is existing approved and currently developing residential areas. The proposal is considered to be consistent with the zone objectives and is intended development for the land that is appropriate for its context and setting.

<i>Access, transport and traffic</i>	The lot has direct frontage to Heritage Drive and Tigerhawk Drive, which have a kerb-to-kerb road width of 15m. Heritage Drive has an approximate road width of 15m kerb to kerb. Both roadways are moderate capacity, Distributor –Primary Roads that function as one of main access routes to the wider residential estate. ACCESS: The proposal is currently accessed off Heritage Drive a partly formed roadway that is to be extended as the subdivision of the Waterford Estate continues. The location of the existing school driveway and for the predicted traffic volumes that will frequent the site during peak hours is considered to be inconsistent with the provisions of the DCP, given the proximity to the roadway intersection and has been identified as a concern for the expansion in school numbers capacity. The predicted volume of traffic demonstrated to potentially attempt to enter the Education Facility via a Right-turn movement from Heritage Drive. Right is anticipated to cause some obstruction to the through flow of local traffic along Heritage Drive and cause backlogged congestion to the pedestrian crossing, the Longtail/Heritage Drive local intersection and the Heritage/Tigerhawk Drive larger intersection. Hence, the median strip is advisable, as per the DCP requirements for intensification of the use of the land. Accordingly, it is considered that to prevent right-hand turning congestion, a small median strip may be required in the future, within the Heritage Drive road pavement across the existing School Driveway, that shall be installed to Councils current standards and requirements at the developer cost. The intention is that this would prevent right hand turning movements into the Education Facility and cause any potential traffic congestion to be limited to the south-bound lane of Heritage Drive only. This median strip would allow Left-in/Left-out movements to be associated with the school only, and also require the 8 residential lots along Longtail Street to be capable of making only left-in/left-out access onto Heritage Drive. This is
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	considered acceptable to cater for the School traffic impacts on the local traffic network. The need for such a median will be assessed further in accordance with a recommended condition of consent. TRAFFIC: In consideration of the Traffic Impact Assessment, additional information and Councils assessment of the locality the following conclusions are drawn in relation to the proposed school capacity expansion of students and potential traffic impacts: 1. Should the kiss and ride facility function as a flowing movement of traffic, the AM peak periods are assumed to be able to adequately cater for the existing and proposed traffic volumes for the 15minute period. There may be some on-road traffic congestion on Heritage Drive during the PM peak periods for a duration of up to 30mins, only during school terms and on weekdays. 2. As the school and the local subdivision expands traffic congestion is anticipated to reduce slightly, as vehicle's will have more road network routes to utilise, more school bus services will be available which may encourage less reliance on private vehicle travel to school by students, and a higher percentage of children that utilise bus, bike and pedestrian travel to and from school. 3. The extension of the kiss and ride facility through lane, for additional vehicle queuing length could be considered as part of the High School loop extension. It is anticipated that this extension will assist to alleviate on-road congestion and provide more vehicle collecting room internally onsite. Additionally, there may be a reduction in primary school private car traffic, with the sharing of students traveling to school with Higher School students, more reliance on combined bus transport and higher level of car-pooling, reducing the
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	individual traffic impact inflicted by the primary school alone. 4. The proposal for a school is consistent with the Thornton North- Waterford County Precinct, Development Control Plan, which identified the site for a school. 5. As the local residential subdivision develops further the road network will continue to develop and is anticipated to result in the redistribution of the traffic within the subdivision as the road network opens and may increase the available capacity for traffic on some internal roads. The wider subdivision is intended to provide an additional link of the entire estate road network to another external road being McFarlane's Road, and this will be in addition to the existing main access point at Raymond Terrace Road, Chisholm. These factors will result in the constant redistribution of the traffic within the subdivision as the road network opens, new roads are laid and may increase the available capacity for traffic on internal roads. This is anticipated to have a significant impact on the school site. It is proposed by the applicant that the provision of a median strip be optional based on ongoing a Traffic Management Plan (TMP), or assessments as the precinct develops. This is in accordance with the Traffic Impact Assessment and addendum letters provided for this DA. The median strip may be implemented, if necessary at a later date. The TMP is intended to be updated progressively until the increase in capacity of children exceeds 420 and achieves maximum capacity of 630 students. The main aim of any TMP is to achieve a continuous flowing internal kiss and ride facility onsite, with a maximum servicing time of 2-3mins, as this is anticipated to considerably reduce recently observed on-road traffic congestions and contain peak traffic volumes within the school roadway loop internally. Additional parking in accordance with the DCP will be provided
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	for the facility as part of this proposal and is considered sufficient. Traffic impacts may be experienced for short periods due to queuing and congestion in the surrounding area at peak times, generally in the afternoon hours for durations of approximately 15mins-30mins, on weekdays during the school terms. This variable nature is considered adequate providing internal traffic management is undertaken to reduce and prevent traffic congestions where possible. It is anticipated that with implementation of the TMP based on predicted traffic volumes the internal roadway facility should be able to cater for the proposed development and its increase in student capacity, without significant impact to the local surrounding road network. PARKING: Onsite parking is provided for the total number of fulltime employees. No parent or student parking is provided onsite. On-street parking is expected to be utilised if a parent was to enter the Facility. Four bus bays are already constructed on Tigerhawk Drive and can cater for standard and long rigid buses. One of these spaces is also noted to be a public bus bay. Covered bus stop facilities are also provided along Tigerhawk Drive, and a pedestrian crossing before the bus parking areas.
<i>Public domain</i>	The proposal will not impact the existing approved presentation to the public domain.
<i>Utilities</i>	The proposed new and amended school buildings can be connected into nearby utilities and services without the potential for adverse impacts.
<i>Heritage</i>	There will be no adverse impacts to local, state or commonwealth heritage in the area as a result of the proposal.
<i>Other land</i>	The proposal will not inhibit access to land or other known

<i>resources</i>	resources that could be within the area.
<i>Water/Soils</i>	During construction the site will be managed for erosion and sediment control to minimise any potential impacts to water or soils. Following the proposed disturbance works the land will be stabilised and returfed or landscaped appropriately as per the approved and amended plans. The development and its associated stormwater is to continue to be connected to an existing stormwater system in accordance with Councils engineering standards. Hence, it is unlikely that there would be an adverse impact to water or soils.
<i>Air and Microclimate</i>	The development proposes adequate water and soil management measures, which reduce the potential for air and microclimate impacts during construction and operational phases of the development. It is unlikely that there would be an adverse impact to air or microclimate as a result of the proposal.
<i>Flora and Fauna</i>	The site has previously been developed and disturbed over a long history. The proposal will require the part removal of few tree species onsite for the amended development. Sufficient landscaping is proposed on the site and therefore this is considered acceptable within this location. The existing trees are not considered to contribute to significant flora stands or provide significant habitat, resource or feed source to the areas flora and fauna. Given the location of the development being located in a developing estate and is developed as a school site already it is unlikely that there would be an adverse impact to flora and fauna as a result of the proposal.
<i>Waste</i>	The proposal will be continue to be serviced by waste services.
<i>Energy</i>	The development will continue to be connected to existing energy services and is not considered to not have potential for

	adverse energy impacts.
<i>Noise and vibration</i>	CONSTRUCTION: Any adverse noise impacts that could cause impact or nuisance will be during construction works and will be of short term duration. OPERATIONAL: Proposed hours of operation will remain as originally approved with school hours being Monday to Friday 9am-3pm, during school terms. There is no significant anticipated change to the current operational noise and vibration for the school operations that would change significantly as a result of this modification application.
<i>Natural hazards</i>	The development is considered integrated development under Section 91 of the EP&A Act, as the land is for an Educational Establishment, a Special Fire Protection Purpose (SFPP), and is within mapped bushfire prone lands, under the LEP and for which 100B of the Rural Fires Act 1997 (Rural Fires Act) applies. The site is not mapped as environmentally constrained under other facets of the LEP.
<i>Technological hazards</i>	The development is unlikely to be affected or have any adverse impacts upon technological hazards.
<i>Safety, security and crime prevention</i>	This application proposed a number of minor changes to the approved building footprints, however none are considered to alter the currently approved and operating safety, security and crime prevention measures employed on the site such as open visible areas, building lighting etc. The current measures onsite are considered adequate and appropriate to the development proposal and will not be affected by the modification application.
<i>Social and Economic impact in the locality</i>	The proposed modification will not alter the existing site impacts to the locality. The proposal is not considered to negatively impact on the site or its surrounds, and provides a number of positive benefits to the immediate locality and wider community through the provision of additional schooling facilities, variety of development densities in the subdivision

	estate, and is strategically located in proximity to future sporting fields, and future commercial development. These will collectively contribute to a positive benefit the community and will assist in generating economic and social stimulus.
<i>Site design and internal design</i>	The lot has direct frontage to Heritage Drive and Tigerhawk Drive, which have a kerb-to-kerb road width of approximately 15m. Heritage Drive has an approximate road width of 15m kerb to kerb. Both roadways are moderate capacity, Distributor –Primary Roads that function as one of main access routes to the wider residential estate. Reliance on these two roads as sole distributor roads will alleviate as the subdivision and precinct develops in the near future. Both roads are in good condition and can cater for the current and future demands of the development proposal.
<i>Construction</i>	The proposal's construction will not cause any perceived adverse impacts that cannot be adequately managed by normal procedures and will be short term in nature.
<i>Cumulative impacts</i>	The proposal will facilitate the intensification of development on a site that was strategically intended for a school development. Social and economic impacts are considered positive and the development will not create or contribute significantly towards any adverse cumulative impacts that are not anticipated for the locality area.

Section 79C(1)(c) the suitability of the site for the development

The site attributes are suitable and conducive for the future expansion of the existing Educational Facility. The proposal is within a developing new residential locality and was always intended to be developed as a school site. The development is nearby to residential and intended future commercial and open space properties.

The subject land is identified as an Urban Release Area under Part 6 of the MLEP 2011 applies, and which requires the Thornton North Urban Release Area, Development Control Plan (DCP), Chapter F.7 Thornton North- Waterford County Precinct to be applied to ensure development of the land occurs in a logical and cost effective manner. The area plan under this section of the DCP identifies the site subject of this DA for a Potential School Site.

The proposal is considered to be consistent with the location, to fit within the locality appropriately and is in context for the development intended for the zone.

Section 79C(1)(d) any submissions made in accordance with this act or the regulations

This proposed modification was advertised/notified in accordance with the provisions of this chapter of the DCP for 14 days from the 9th May 2016 to the 23rd of May 2016. No submissions were received in relation to the public notification process.

The application requires review and determination by the Hunter Joint Regional Planning Panel (JRPP), in accordance with Schedule 4A, Clause 6b, of the EP&A Act, as the value of works exceeded \$5 million (being \$9.19 million) threshold for private infrastructure and community facilities such as Educational Establishments. Accordingly, the application has been notified to the Hunter JRPP in accordance with the EP&A Act for review and determination.

The development is considered Integrated Development under Section 91 of the EP&A Act, as the land is for an Education Facility, a Special Fire Protection Purpose, and is within mapped bushfire prone lands for which 100B of the *Rural Fires Act 1997 (Rural Fires Act)* applies. The application has been referred to the Rural Fire Service for consent and received advice on 26th of July 2016. The provided advice has been updated accordingly within the relevant conditions of consent subject of this modification application accordingly, and supersedes previous advice provided for the application.

This application, in accordance with Schedule 3, *SEPP (Infrastructure) 2007*, has been referred to the RMS for their consideration, advice and comment on the proposed modification to increase student capacity on the site for the Educational Establishment development. RMS responded on the 27th June 2016, and raised no objection to the development, however requested the following matters to be considered by Council as follows:

- that a condition be added imposing the maximum student population on the site, and
- that Council should ensure appropriate traffic measures are in place during the construction of the project to minimise the impacts of

construction vehicles on traffic efficiency and road safety within the vicinity.

- The RMS also requests that Council provide a copy of the Notice of Determination to the Hunter Department of the RMS.

Accordingly, a new condition of consent is recommended relating to maximum student population and a copy of any determination shall be provided to the RMS as per their requests.

Section 79C(1)(e) the public interest

The proposal is to provide additional schooling facilities and will directly benefit the community in terms of providing additional educational facilities, a mix of land use in the immediate area, and is located in a strategically planned location to service the surrounding locality and wider area. The benefits to the community will be ongoing by virtue of the services the site can offer and assist to generate economic and social stimulus.

The proposal is considered to be positive and in the public's best interests.

CONCLUSION

An assessment of the application has been carried out under Section 79C(1) and Section 96(2) of the *Environmental Planning and Assessment Act, 1979* as amended. The proposed modified development is considered satisfactory in terms of the relevant matters for consideration under 79C the Act and is considered under Section 92(2) of the Act to be substantially the same development as that which was originally approved, and has consulted the relevant public and local authorities. Consideration of applicable general terms of approval has been applied accordingly.

Therefore, the development application is considered by Council to be satisfactory, for which development consent could be granted by the Joint Regional Planning Panel under Schedule 4A of the EP&A Act.

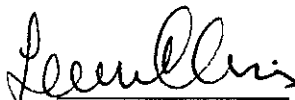
Signed (Assessing Officer)



Date: 18/8/16

Roxy White
Town Planner

Reviewed (Supervising Officer)



Date: 18/8/16

Leanne Harris
Coordinator Development Assessment
Planning Environment and Lifestyle

Authorised for submission to JRPP



Date: 18.8.16

Bernie Mortomore
Group Manager
Planning Environment and Lifestyle

ENVIRONMENTAL PLANNING AND
ASSESSMENT ACT, 1979 (As Amended)

NOTICE OF DETERMINATION

DEVELOPMENT APPLICATION
(AMENDED)

To the Applicant:

Diocese of Maitland Newcastle
PO Box 780
NEWCASTLE NSW 2300

LAND:

SETTLERS BOULEVARD, CHISHOLM
LOT 727 DP1152174

DEVELOPMENT:

S96(2) Modification to Alter Approved Building Plans for Wings A & B, amending to a three staged development, increasing to 630 students and 42 staff and provision of additional On-Site Car Parking

With reference to the application to modify development consent, submitted on 27 APR 2016 the terms of consent in respect of **Development Application No. DA-13-1109-3** pursuant to Section 96 of the Environmental Planning and Assessment Act, 1979, (as amended) are hereby modified in the manner and to the extent indicated in the amended Schedule of Conditions as attached.

Those existing conditions which have been modified, existing conditions which have been deleted and new conditions which have been added are identified within the shaded items contained within the schedule.

Amended Consent Issued:

Original Consent Endorsement Date: 22 AUG 2013

PER GENERAL MANAGER

This notice should be retained and read in conjunction with the original Notice of Determination issued on 22 AUG 2013, and as amended on 12th Feb 2014 and 3rd Nov 2014. Please note the date of consent remains the original endorsement date, and that the consent lapses 5 years from this original endorsement date unless the conditions of consent specify a reduced period. Any reference in the Environmental Planning and Assessment Act, 1979 or any other Act to a development consent shall, in the case of this matter, be a reference to the original development consent as modified herein.

Right of Appeal:

If you are dissatisfied with this decision, section 96(6) of the Environmental Planning and Assessment Act, 1979 gives you the right to appeal to the Land and Environment Court.

Schedule of Conditions DA 13-1109

(Section 96 dated)

Educational Establishment (Chisholm Catholic Primary School)

Reason for Conditions

The following condition(s) have been applied to the development, subject of this consent, to ensure that the development meets the requirements of the NSW Environmental Planning and Assessment Act 1979, the NSW Environmental Planning and Assessment Regulation 2000, and the various policies and development controls of Maitland City Council and other government agencies relevant to the development being undertaken.

APPROVED PLANS AND DOCUMENTATION

1. The development shall be carried out in accordance with the stamped approved plans and documentation as detailed in the following schedule and any amendments arising through conditions to this consent or as shown in red colour on the plans:

Plan Ref. N°	Sheet N°	Rev N°	Revision Date	Prepared by: (consultant)
Job No. 128ON – Chisholm Catholic Primary School Architectural - Plans	DA001, DA101, DA102, DA911	8	02.08.16	QOH Architects Pty Ltd
Job No. 128ON – Chisholm Catholic Primary School Architectural - Plans	DA206, DA207, DA900, DA910	7	20.04.16	QOH Architects Pty Ltd
Job No. 128ON – Chisholm Catholic Primary School Architectural - Plans	DA910	7	02.08.16	QOH Architects Pty Ltd
Job No. 128ON – Chisholm Catholic Primary School Architectural - Plans	DA200, DA201-205, DA231-234, DA300-307, DA350-351	6	20.04.16	QOH Architects Pty Ltd
Job No. 128ON – Chisholm Catholic Primary School Architectural - Plans	DA100	9	02.08.16	QOH Architects Pty Ltd
Job No. 128ON – Chisholm Catholic Primary School Architectural - Plans	DA230	5	20.04.16	QOH Architects Pty Ltd
Job No. 128ON – Chisholm Catholic Primary School Architectural - Plans	DA940-941	1	02.08.16	QOH Architects Pty Ltd
Job No. 955 Landscape	DA800	3	20.04.16	O'Hanlon Design

Concept Plans				Landscape Architects Pty Ltd
Job No. 955 Landscape Concept Plans	DA801-804	2	20.04.16	O'Hanlon Design - Landscape Architects Pty Ltd
Job No. 955 Landscape Concept Plans	DA805	3	20.04.16	O'Hanlon Design - Landscape Architects Pty Ltd
Hunter Water Stamped Plan	NE150350 - DA-00	A	21.04.16	Acor Consultants (NNSW) Pty Ltd

Condition Amended

CONTRIBUTIONS & FEES

- Pursuant to Section 80A(1) of the Environmental Planning and Assessment Act 1979, and the Maitland S94A Levy Contributions Plan 2006, a contribution of \$91,905 shall be paid to the Council.

The above amount may be adjusted at the time of the actual payment, in accordance with the provisions of the Maitland City Council S94A Levy Contributions Plan 2006.

Payment of the above amount shall apply to Development Applications as follows:

- Building work only - prior to issue of the Construction Certificate.
- Subdivision and building work - prior to the issue of the Construction Certificate, or Subdivision Certificate, whichever occurs first.
- Where no construction certificate is required - prior to issue of an Occupation Certificate.

The above "contribution" condition has been applied to ensure that:

- Where the proposed development results in an increased demand for public amenities and services, payment towards the cost of providing these facilities/services is made in accordance with Council's adopted contributions plan prepared in accordance with the provisions of section 94A of the Environmental Planning and Assessment Act, 1979.
- Council's administration expenses are met with respect to the processing of the application.

CERTIFICATES

- Prior to the commencement of works an application for a Construction Certificate shall be submitted to, and be approved by, the Accredited Certifier.

- Prior to the issue of an Occupation Certificate for Stage 1a, Stage 1b, Stage 2 and Stage 3 all conditions of development consent applicable to each respective stage shall be complied with.

Condition Amended

- Prior to occupation of the buildings contained in Stages 1b, 2 and Stage 3 an Occupation Certificate as applicable to the relevant stage shall be issued by the Principal Certifying Authority.

Condition Amended

6. Prior to issue of the Construction Certificate for Stage 2, a certificate of compliance under Section 50 of the Hunter Water Act 1991 for the total development (Stages 1b, 2 and 3), shall be submitted to the Accredited Certifier.

Condition Amended

COMPLIANCE

- ~~7. Prior to issue of an Occupation Certificate for Stage 1b and Stage 2, the subdivision certificate for DA 13-579 shall be issued.~~

Condition Deleted

- 7A. Prior to issue of an Occupation Certificate for Stage 2 and 3, any development of the land shall be in accordance, where applicable, with the relevant School Facility Design Standards relating to Landscape, Design Standard and Specification Standards, in accordance with Clause 30 of the SEPP (infrastructure) 2007.

Condition Added

- 7B. The maximum number of students permitted under this consent for the Primary School is 630 students subject to the requirements of Condition 21A being implemented.

Condition Added

LANDSCAPING

8. All landscaped areas of the development shall be maintained in accordance with the approved landscape plan. The landscaped areas shall be kept free of parked vehicles, stored goods, waste material, and the like.

AMENITY

9. The use and occupation of the premises including all plant and equipment installed therein, shall not give rise to any offensive noise as defined under the Protection of the Environment Operations Act, 1997.

ARCHAEOLOGY

10. Prior to or during construction, upon identification of any potential archaeological deposit likely to contain Aboriginal artefacts, works within that vicinity shall cease. Application shall be made to the National Parks and Wildlife Service (NPWS) by a suitably qualified Archaeologist, for an excavation permit for Aboriginal relics. A copy of such a permit, shall be submitted to Council.

CARPARKING

11. Car parking for the development shall be provided with a minimum allocation for the development of 42 spaces, plus 1 accessible parking space. The car park design shall be modified as follows to achieve compliance with the Maitland Development Control Plan 2011 as follows:

- Parking bay width 2.6m
- Parking bay length 5.5m
- Aisle width 6.7m

Condition Amended

12. All on-site driveways, parking areas and vehicle turning areas shall be constructed with a bitumen sealed granular pavement, segmental pavers, or as reinforced concrete.
13. All parking bays shall be delineated with line-marking and/or signposting.
14. The grassed overflow parking areas shall only be available and used for parking during "special events" designated by the school. Appropriate measures are to be taken by the school to ensure these areas are not used for parking at other times.

VEHICLE ACCESS

15. Prior to issue of the Occupation Certificate for Stage 1b the driveway layout and profile, from the road pavement to the vehicle parking area shall be constructed as "heavy duty", in accordance with an engineer's design or Council's standard drawings SD007, SD008, SD009, SD010 & SD012 in the *Manual of Engineering Standards* (also with reference to Council's information document "*Footway Crossings - Driveways*"). The driveway layout shall be constructed in accordance with the approved plans as amended in red.
16. Prior to commencement of construction of the driveway crossing on the public footway verge, the works shall have been approved by Council. An application form, "Application To Construct Private Works On Footway" shall be submitted to Council, together with the appropriate fee.
17. Adequate sight distances shall be provided at the proposed vehicular accesses for vehicles entering and exiting the site in accordance with the Austroads *Guide to Road Design* (with RTA supplements) and relevant Australian Standards.
18. Damage to existing footway and/or kerb and gutter along the frontage of the property, arising from construction activity on the site, shall be reinstated in accordance with Council's standards.
19. The one-way internal access road and pick-up/set down bay for students shall be sign posted and pavement marked in accordance with the relevant Australian Standards.
20. Prior to issue of an Occupation Certificate, a STOP sign shall be installed at the exit of the main vehicular egress onto Heritage Dr.

21. Prior to issue of an Occupation Certificate, the road construction works under DA 13-1373 (Stages 2A and 2B) shall be complete and approved by Council and the Subdivision Certificate issued.

21A. Upon enrolments reaching 420 students the applicant shall prepare and submit to Council a further Traffic Assessment and Management Plan to identify the likely impacts and subsequent road upgrade requirements (if any) associated with the growth of the school. The assessment shall be prepared in accordance with the RTA Guide to Traffic Generating Developments 2002 and is to include, but not limited to, the following;

- a) Identify all relevant vehicular traffic routes and intersections for access to/from the subject area,
- b) Current traffic counts for all of the above traffic routes and intersections,
- c) The anticipated additional vehicular traffic generated from the proposed stage / increase in student numbers,
- d) The distribution on the road network of the trips generated by the proposed development. The predicted traffic flows are to be shown diagrammatically to a level of detail sufficient for easy interpretation,
- e) Consideration of the traffic impacts on existing and proposed intersections and the capacity of the local and classified road network to safely and efficiently cater for the additional vehicular traffic generated by the proposed development. The study shall also give consideration to the cumulative traffic impacts of other proposed and approved developments in the area,
- f) Identify any necessary road network infrastructure upgrades that are required to maintain existing levels of service on both the local and classified road network. Preliminary concept drawings for such works shall be submitted for any identified road infrastructure upgrades. Any upgrades will be required to the satisfaction of RMS and Council at the full cost to the developer.

Condition Added

21B Prior to the issue of the Occupation Certificate for each new stage, the Traffic Assessment and Management Plan shall be implemented as per Condition 21A. and is to be reviewed annually. A copy of the annual review is to be made available to Council upon request.

Condition Added

ROAD SAFETY

22. Prior to issue of an Occupation Certificate, a pedestrian crossing or children's crossing shall be provided on Heritage Dr to provide a safe crossing facility for students. Street lighting shall be provided in accordance with the relevant Australian Standards. A 1.5 metre wide concrete pedestrian path shall be provided on the western side of Heritage Drive from the path in Tigerhawk Drive to the pedestrian crossing.

Condition Amended

23. Prior to issue of an Occupation Certificate, a pedestrian crossing or children's crossing shall be provided on Tigerhawk Dr to provide a safe crossing facility for students. The crossing

shall be located to the west of the school bus lane and public bus lanes. Street lighting shall be provided in accordance with the relevant Australian Standards.

Condition Amended

24. ~~Prior to issue of an Occupation Certificate for Stage 2, the Stage 2 'drop-off' zone internal to the site shall be constructed in conjunction with Stage 1 of the development.~~

Condition Deleted 12.2.14

25. Prior to issue of an Occupation Certificate, school zone signs, end school zone signs, patches and Dragon's Teeth shall be provided on all roads surrounding the school and side streets leading into these roads in accordance with RMS requirements.

- 25A. A separate application is to be made to Council for consideration by Council's Local Traffic Advisory Committee for any additional bus zones, no parking zones or other kerbside regulatory parking controls within the public road reserve.

Note: For any proposed changes to school zone locations and associated signs and markings the school shall meet the Roads and Maritime Services requirements.

Condition Added

26. Waste collection and delivery vehicle access to the site shall be restricted to outside of school drop-off/pick-up times.
27. All works listed in Road Safety conditions shall be completed at full cost to the developer to the satisfaction of Council.

STORMWATER DRAINAGE

28. Prior to occupation of the development, a stormwater drainage system providing:

- i) On-Site Detention (OSD) of stormwater, and
- ii) an emergency overland flow path for major storm events,
- iii) entrapment of gross pollutants, nutrients and hydrocarbons generated from the contributing ground-surface catchment areas,
- iv) conveyance where necessary, of stormwater through the site from upstream catchments, (including roads and adjoining properties),
- v) detailed pavement finished surface levels, to ensure stormwater runoff catchment and its direction into the detention system,

shall be constructed in accordance with a design prepared by a suitably qualified person and Council's Manual of Engineering Standards.

The design shall be based on the stamped *concept* plan number 13-305 C01 to C07 Issue 1 dated 4.4.13, and stamped concept plan number NE150350 DA01 to DA04 Issue B dated 12.04.16 and DA00 Issue A dated 21.04.16 and DA05 Issue A dated 08.04.16

EROSION CONTROLS

29. The property shall be protected against soil erosion, such that sediment is not carried from the construction site by the action of stormwater, wind or "vehicle tracking".

BUILDING CONSTRUCTION

30. All building work shall be carried out in accordance with the provisions of the Building Code of Australia.
31. All excavations and backfilling shall be executed safely, in accordance with appropriate professional standards and shall be properly guarded and protected to prevent the works from being dangerous to life or property.
32. The applicant shall submit to Council, "Notice of Commencement" at least two days prior to the commencement of construction works.
33. Unless otherwise approved by Council in writing; all building work associated with this approval shall be carried out between 7.00am and 6.00pm Monday to Fridays and 7.00am to 5.00pm on Saturdays with no work permitted on Sundays or Public Holidays that may cause offensive noise.

SERVICES & EQUIPMENT

34. Upon completion of the building BUT prior to its occupation, a Final Fire Safety Certificate with respect to each critical and essential fire safety measure installed in the building shall be submitted to Council. Such certificates shall be prepared in accordance with Division 4 of Part 9 of the Environmental Planning and Assessment Regulation, 2000.
35. At least once in each twelve month period, fire safety statements in respect of each required essential fire safety measure installed within the building shall be submitted to Council. Such certificates are to state that:
- a) The service has been inspected and tested by a person (chosen by the owner of the building) who is competent to carry out such inspection and test; and
 - b) That the service was or was not (as at the date on which it was inspected and tested) found to be capable of operating to a standard not less than that specified in the fire safety schedule for the building).

Such statements shall be prepared in accordance with Division 5 of Part 9 of the Environmental Planning and Assessment Regulation, 2000.

36. A copy of the fire safety schedule and fire safety certificate shall be prominently displayed in the building in accordance with Division 4 of Part 9 of the Environmental Planning and Assessment Regulation 2000.
37. A copy of the fire safety schedule and fire safety certificate shall be forwarded to the Commissioner of New South Wales Fire Brigades, in accordance with Division 4 of Part 9 of the Environmental Planning and Assessment Regulation, 2000.

ACCESS & EGRESS

38. Access for people with a disability must be provided in accordance with DP1, DP2, and DP8 of the Building Code of Australia. Compliance with Part D3 of the Building Code of Australia satisfies this requirement. All elements are to meet the requirements of Australian Standard AS1428.1 "Design for Access & Mobility".

SITE CONSIDERATIONS

39. All excavated and/or filled areas are to be retained or battered and suitably drained so as to prevent any subsidence of the area and constructed so as to deny any flow of water into or around the building or neighbouring buildings or onto neighbouring land.
40. All building refuse on this building site shall be stored in such a manner so as not to cause a nuisance to adjoining properties.
41. If the work:
 - i) is likely to cause pedestrian or vehicular traffic in a public place to be obstructed or rendered inconvenient, or
 - ii) involves the enclosure of a public placea hoarding or fence must be erected between the work site and the public place.

If necessary, an awning is to be erected, sufficient to prevent any substance from, or in connection with, the work falling into the public place.

The work site must be kept lit between sunset and sunrise if it is likely to be hazardous to persons in the public place. Any such hoarding, fence or awning is to be removed when the work has been completed.
42. A sign must be erected in a prominent position on the work:
 - (i) stating that unauthorised entry to work site is prohibited, and
 - (ii) showing the name of the person in charge of the work site and a telephone number at which that person may be contacted during work hours.

Any such sign is to be removed when the work has been completed.

This condition does not apply to:

- (i) building work carried out inside an existing building, or
- (ii) building work carried out on premises that are to be occupied continuously (both during and outside working hours) while the work is being carried out.

- 43. Approved toilet facilities are to be provided, at or in the vicinity of the work site at the rate of one toilet for every 20 persons or part of 20 persons employed at the site. The provision of toilet facilities in accordance with this Clause must be completed before any other work is commenced.
- 44. The site is to be cleared of all building refuse and spoil immediately after completion of the building/structure.
- 45. No building materials, refuse or spoil is to be deposited on or be allowed to remain on Council's footpath.
- 46. Suitable and adequate measures are to be applied to restrict public access to the site and building works, materials and equipment.

RURAL FIRE SERVICE – GENERAL TERMS OF APPROVAL

Asset Protection Zones

The intent of measures is to provide sufficient space and maintain reduced fuel loads so as to ensure radiant heat levels of buildings are below critical limits and to prevent direct flame contact with a building. To achieve this, the following conditions shall apply:

- 47. At the commencement of building works and in perpetuity, the entire property shall be managed as an inner protection area (IPA) as outlined within section 4.1.3 and Appendix 5 of 'Planning for Bushfire Protection 2006' and the NSW Rural Fire Service's document 'Standards for asset protection zones'.

Water and Utilities

The intent of measures is to provide adequate services of water for the protection of buildings during and after the passage of a bushfire, and to locate gas and electricity so as not to contribute to the risk of fire to a building. To achieve this, the following conditions shall apply:

- 48. Water, electricity and gas are to comply with section 4.1.3 of 'Planning for Bush Fire Protection 2006'.

Condition Amended

Access

~~The intent of measures for internal roads is to provide safe operational access for emergency services personnel in suppressing a bush fire, while residents are accessing or egressing an area. To achieve this, the following conditions shall apply:~~

~~49. Internal roads shall comply with section 4.2.7 of PBP 2006.~~

~~Condition Deleted~~

Evacuation and Emergency Management

~~The intent of measures is to provide suitable emergency and evacuation (and relocation) arrangements for occupants of special fire protection purpose developments. To achieve this, the following conditions shall apply:~~

~~50. An Emergency/Evacuation Plan shall be prepared consistent with the NSW Rural Fire Service document 'Guidelines for the Preparation of Emergency/Evacuation Plan'.~~

~~Condition Deleted~~

Design and Construction

~~The intent of measures is that buildings are designed and constructed to withstand the potential impacts of bush fire attack. To achieve this, the following conditions shall apply:~~

~~51. New construction shall comply with Sections 3 and 5 (BAL 12.5) Australian Standard AS3959-2009 'Construction of Buildings in bush-fire prone areas' (or equivalent requirements of an Acceptable Construction Manual as identified in the National Construction Code) and Section A3.7 of Addendum Appendix 3 of 'Planning for Bush Fire Protection'.~~

~~Condition Amended~~

Landscaping

52. Landscaping to the site is to comply with the principles of Appendix 5 of 'Planning for Bush Fire Protection 2006'.

General Advice

53. The new buildings shall be incorporated into the existing emergency evacuation plan prepared in accordance with the NSW Rural Fire Service document titled 'Guidelines for the Preparation of Emergency/Evacuation Plan'.

~~Condition Added~~

ADVICES

A You are advised that in regard to potential soil erosion from the construction site, such pollution of the environment is an offence under the Protection of the Environment & Operations (POEO) Act and may incur infringement fines.

B You (or the owner) are advised to notify Council in writing, of any existing damage to the street infrastructure (including landscaping) along the frontage of the property, prior to

commencement of construction. The absence of such notification signifies that no damage exists. Where necessary repairs are carried out by Council, the owner of the property shall be held liable for the cost of those repairs.

- C You are advised that there are design matters in relation to the **drainage concept plan** that warrant further attention prior to commencement of works (refer to approved plan amended in red).
- D You are advised that, **prior to pouring of internal concrete driveways and kerbs**, which act as surface depression storage for the stormwater detention, (and/or surfaces which divert runoff to those storage areas), levels should be confirmed, by survey, on formwork and control marks.
- E You are advised that further **consent for a driveway** across the footway verge must be obtained. **Inspections** of works (eg formwork & reinforcement **MUST** be carried out by Council. (See Council's "*Application To Construct Private Works On Footway*"). You should contact Council (ph. 49 34 9700), giving at least 24 hours notice for inspections.
- F You are advised that the issue of this development consent does not amount to a release, variation or modification by Council of any **covenant or easement** applicable to this property and that Council will not be held responsible when action on this consent results in any loss or damage by way of breach of matters relating to title of the property.
- G You are advised that compliance with the requirements of the **Disability Discrimination Act**, (DDA) applies to works on this site. It should be noted that compliance with the Building Code of Australia does not necessarily meet the requirements of the DDA.

- H ~~Prior to an expansion of the school to cater for years 7 to 12 a Traffic Impact Study shall be undertaken to identify likely traffic impacts and subsequent road upgrade improvements. The study shall be prepared in accordance with the RTA Guide to Traffic Generating Developments 2002 and is to include, but not limited to, the following;~~
- ~~• Identify all relevant vehicular traffic routes and intersections for access to/from the subject area,~~
 - ~~• Current traffic counts for all of the above traffic routes and intersections,~~
 - ~~• The anticipated additional vehicular traffic generated from the proposed development,~~
 - ~~• The distribution on the road network of the trips generated by the proposed development. The predicted traffic flows are to be shown diagrammatically to a level of detail sufficient for easy interpretation,~~
 - ~~• Consideration of the traffic impacts on existing and proposed intersections and the capacity of the local and classified road network to safely and efficiently cater for the additional vehicular traffic generated by the proposed development. The study shall also give consideration to the cumulative traffic impacts of other proposed and approved developments in the area,~~

- ~~• Identify any necessary road network infrastructure upgrades that are required to maintain existing levels of service on both the local and classified road network. Preliminary concept drawings for such works shall be submitted with the development application for any identified road infrastructure upgrades. Any upgrades will be required to the satisfaction of RMS and Council.~~

Advice Deleted.....

I The vehicular entry/exit to the school being located opposite Ellerman Avenue (now Longtail Street) may result in significant queuing during school drop off/pick up times due to the high number of turning movements. Consideration shall be given to restricting turning movements left in/left out only and providing turning facilities on Heritage Drive. The need for future upgrading of the intersection should be considered in conjunction with the required Traffic Assessment and Management Plan (subject of Condition 21A).

Advice Added

CHISHOLM CATHOLIC PRIMARY SCHOOL

HERITAGE DRIVE, CHISHOLM

PROPOSED LOT 7271 IN LOT 727. DP 1152174

DEVELOPMENT APPLICATION

ARCHITECTURAL (QOH ARCHITECTS)

DA000	DRAWING REGISTER & COVER PAGE
DA001	LOCATION PLANS
DA100	SITE PLAN
DA101	SITE ANALYSIS PLAN
DA102	DA CONSTRUCTION STAGING PLAN
DA200	WING A - GPLA 1-4 PLAN
DA201	WING A - GPLA 5-8 GROUND FLOOR PLAN
DA202	WING A - GPLA 17-22 FIRST FLOOR PLAN
DA203	WING B - ADMINISTRATION PLAN
DA204	WING B - HALL & M/P BUILDING PLAN
DA205	WING C - GPLAS 9-16 PLAN
DA206	DETAIL PLAN + ELEVATIONS - BUS STOP ENTRY
DA207	DETAIL PLAN + ELEVATIONS - VEHICULAR ENTRY
DA230	WING A - GPLA 1-4 ROOF PLAN
DA231	WING A - GPLA 5-8 & 17-22 ROOF PLAN
DA232	WING B - ADMINISTRATION ROOF PLAN
DA233	WING B - HALL & M/P BUILDING ROOF PLAN
DA234	WING C - GPLA 9-16 ROOF PLAN
DA300	STREET ELEVATIONS
DA301	WING B - OVERALL ELEVATIONS
DA302	WING A - OVERALL ELEVATIONS
DA303	WING B - ADMIN ELEVATIONS
DA304	WING B - MULTIPURPOSE HALL ELEVATIONS
DA305	WING B - M/P BUILDING ELEVATIONS
DA306	WING A - GPLA ELEVATIONS 1-4
DA307	WING A - GPLA ELEVATIONS 5-8 & 17-22
DA350	WING A - SECTIONS
DA351	WING B - SECTIONS
DA900	NOTIFICATION PLAN I
DA910	ACCESSIBILITY PLAN
DA911	VEHICLE + PEDESTRIAN ACCESS



**CHISHOLM CATHOLIC
PRIMARY SCHOOL**

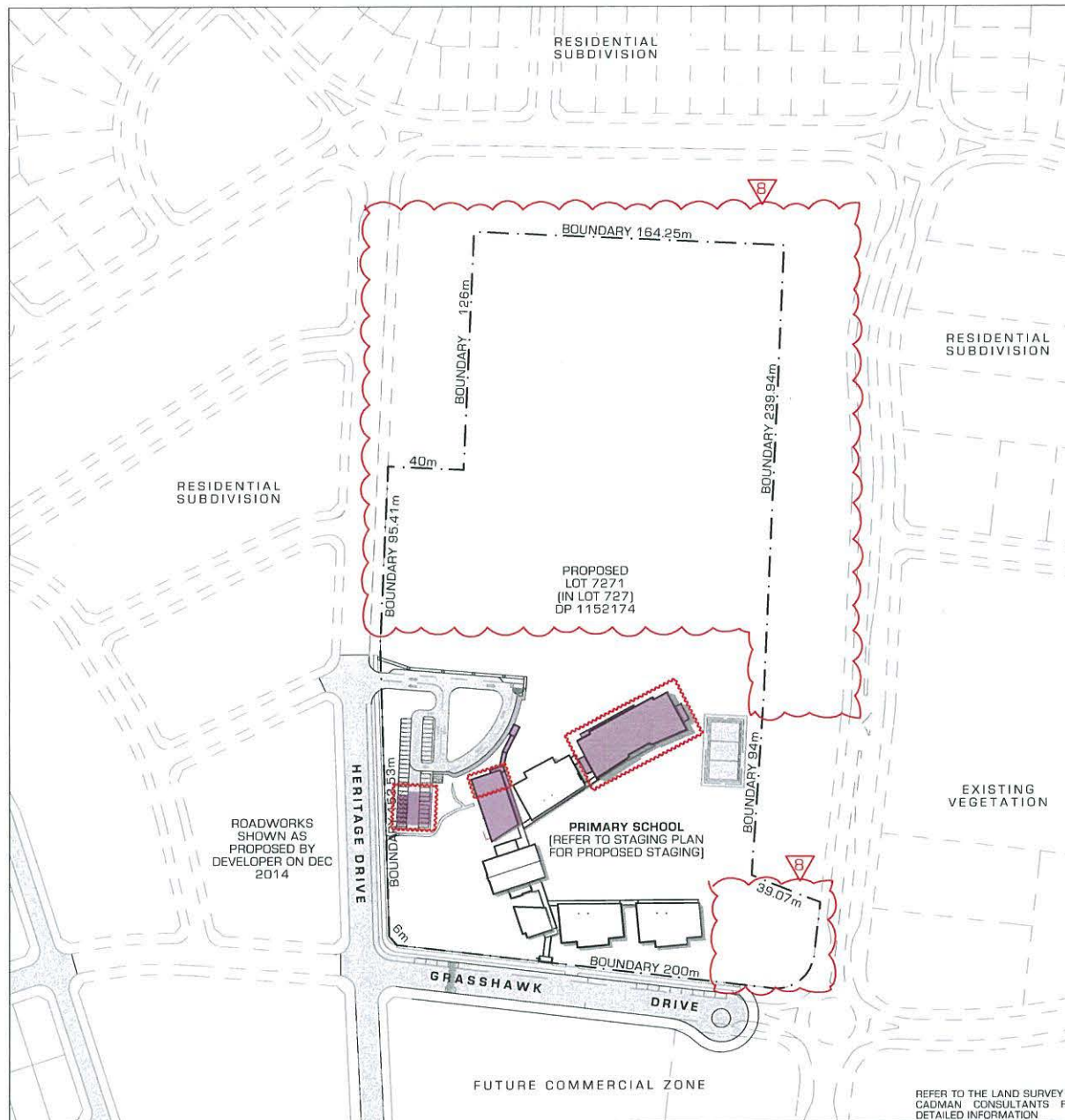
HERITAGE DRIVE, CHISHOLM, NSW

DA S96 SET
DRAWING REGISTER & COVER PAGE

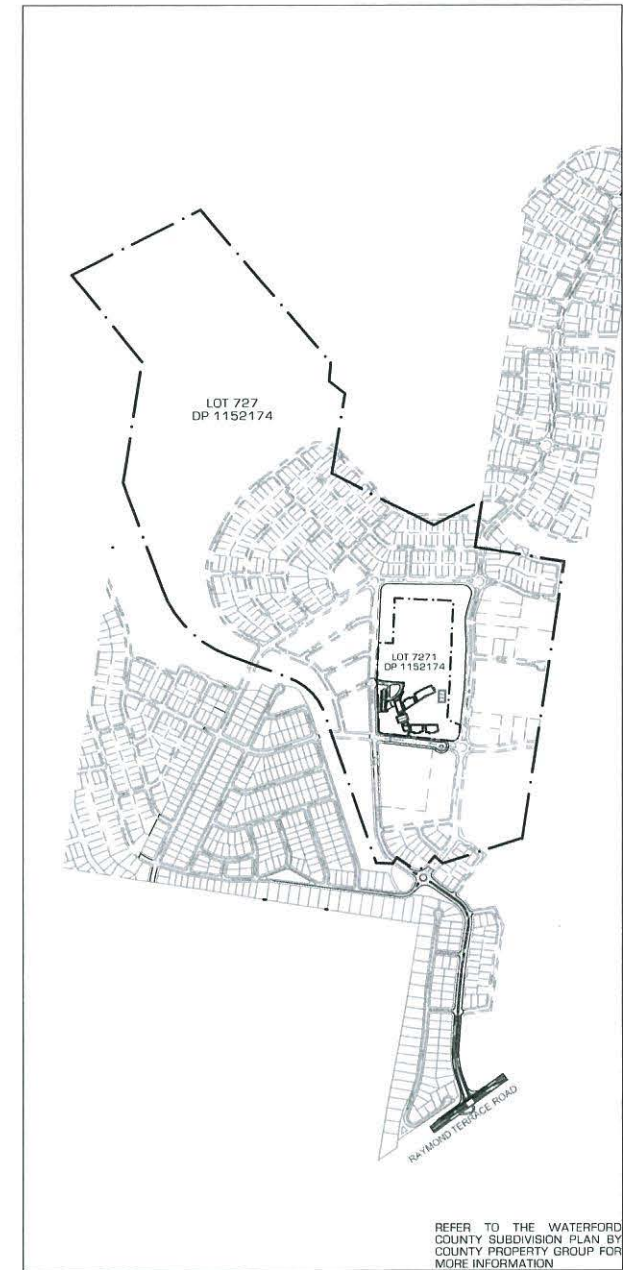
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AND NOT TO BE RELIED ON FOR
ACCURACY
2. MATERIALS, COLOURS, PLANTS
ETC SHOWN ARE INDICATIVE
ONLY. REFER TO EXTERNAL
FINISHES AND LANDSCAPE
PLANS FOR SELECTIONS

EDWARD O'HANLON
EDWARD O'HANLON ARCHITECTS - DIRECTOR
NSW ARCHITECTS REGISTRATION NO. 4306
20/04/18 ISSUE FOR EXTERNAL SUBMISSION
16/03/18 ISSUE FOR INFORMATION
06/03/18 CONSULTANT REVIEW
05/11/14 FOR REVIEW AND SUBMISSION
16/12/12 FOR SECTION BE SUBMISSION
DATE REVISION ISSUE

DRAWN BY:	QOHN	SCALE:
CHECKED BY:	TOH CD	NTS
JOB NUMBER	DRAWING NUMBER	ISSUE
1280N	DA000	6
DEVELOPMENT APPLICATION		



LOCATION PLAN
1:2500



CONTEXT PLAN
1:15000



CHISHOLM CATHOLIC PRIMARY SCHOOL

HERITAGE DRIVE, CHISHOLM, NSW

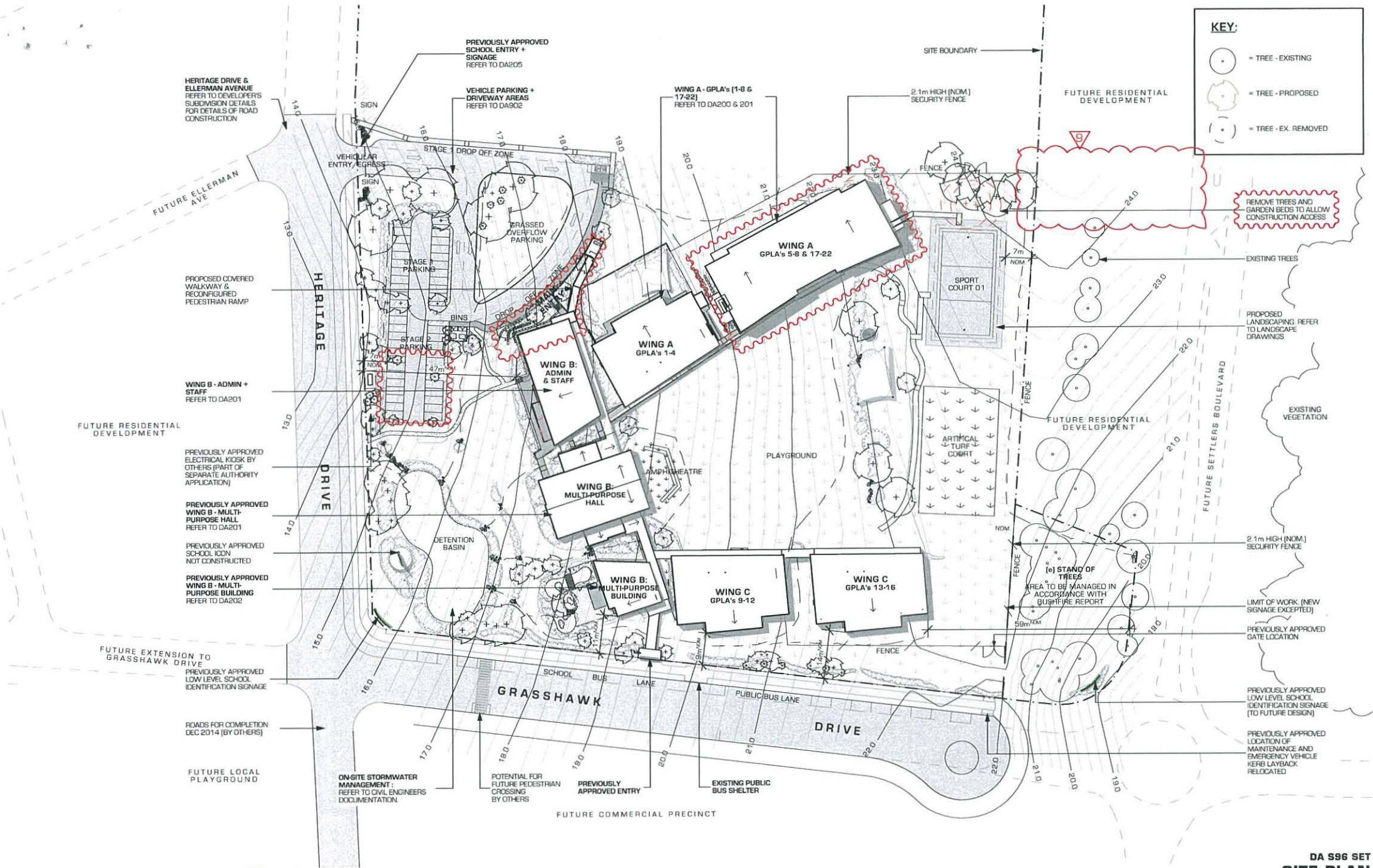


SUBJECT OF THIS APPROVAL

NOTES
1. DO NOT SCALE DIMENSIONS
OFF DRAWINGS



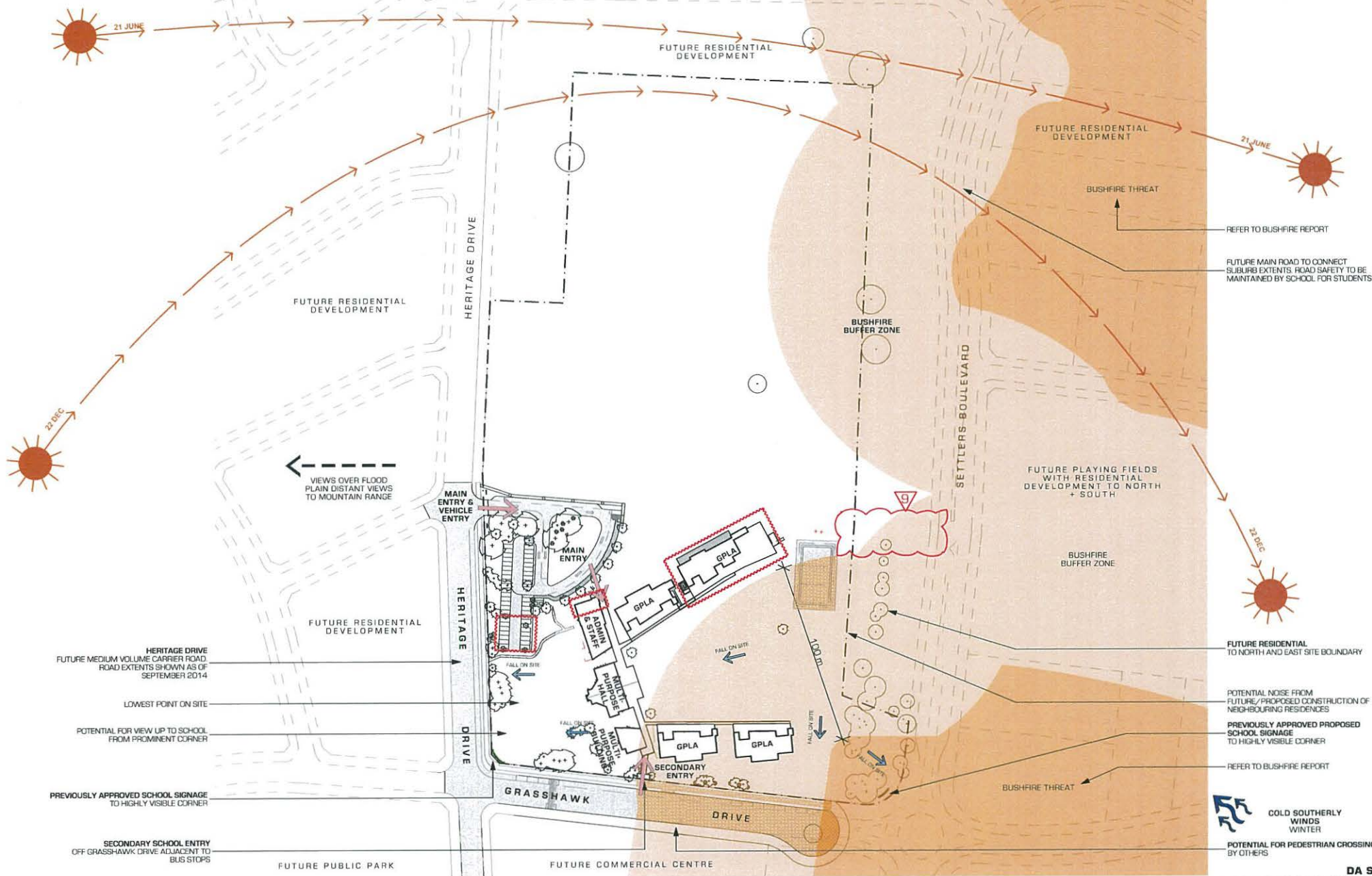
EDWARD O'HANLON GUARDIAN ARCHITECTS - DIRECTOR NSW ARCHITECTS REGISTRATION NO. 4306		DRAWN BY: DOHN		SCALE	
DOHN 14/01/14 REVISION 14/01/14		CHECKED BY: TOH CD		1:2500 # A3, 1:15000 # A3	
DOHN 14/01/14 ISSUE FOR INFORMATION		JOB NUMBER		DRAWING NUMBER	
DOHN 14/01/14 CONSULTANT ISSUE		DATE		REVISION	
DOHN 14/01/14 FOR INFORMATION BY SUBMISSION CD		DEVELOPMENT APPLICATION		ISSUE	



HOT NW WINDS
SUMMER



COOL NE BREEZES
SUMMER



DA S96 SET

SITE ANALYSIS PLAN



CHISHOLM CATHOLIC PRIMARY SCHOOL

HERITAGE DRIVE, CHISHOLM, NSW

WORKS SUBJECT OF THIS
APPROVAL

NOTE
1. DO NOT SCALE DIMENSIONS
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EDWARD O'HANLON
EDWARD O'HANLON ARCHITECTS - DIRECTOR
EDWARD O'HANLON ARCHITECTS - REGISTRATION NO. 4300

15/04/16	REVISED ISSUE FOR THE 100% SUBMISSION	1
16/04/16	ISSUE FOR SECTION 90 SUBMISSION	2
16/04/16	ISSUE FOR INFORMATION	3
16/04/16	CONSULTANT ISSUE	4
16/04/16	FOR SECTION 90 SUBMISSION	5

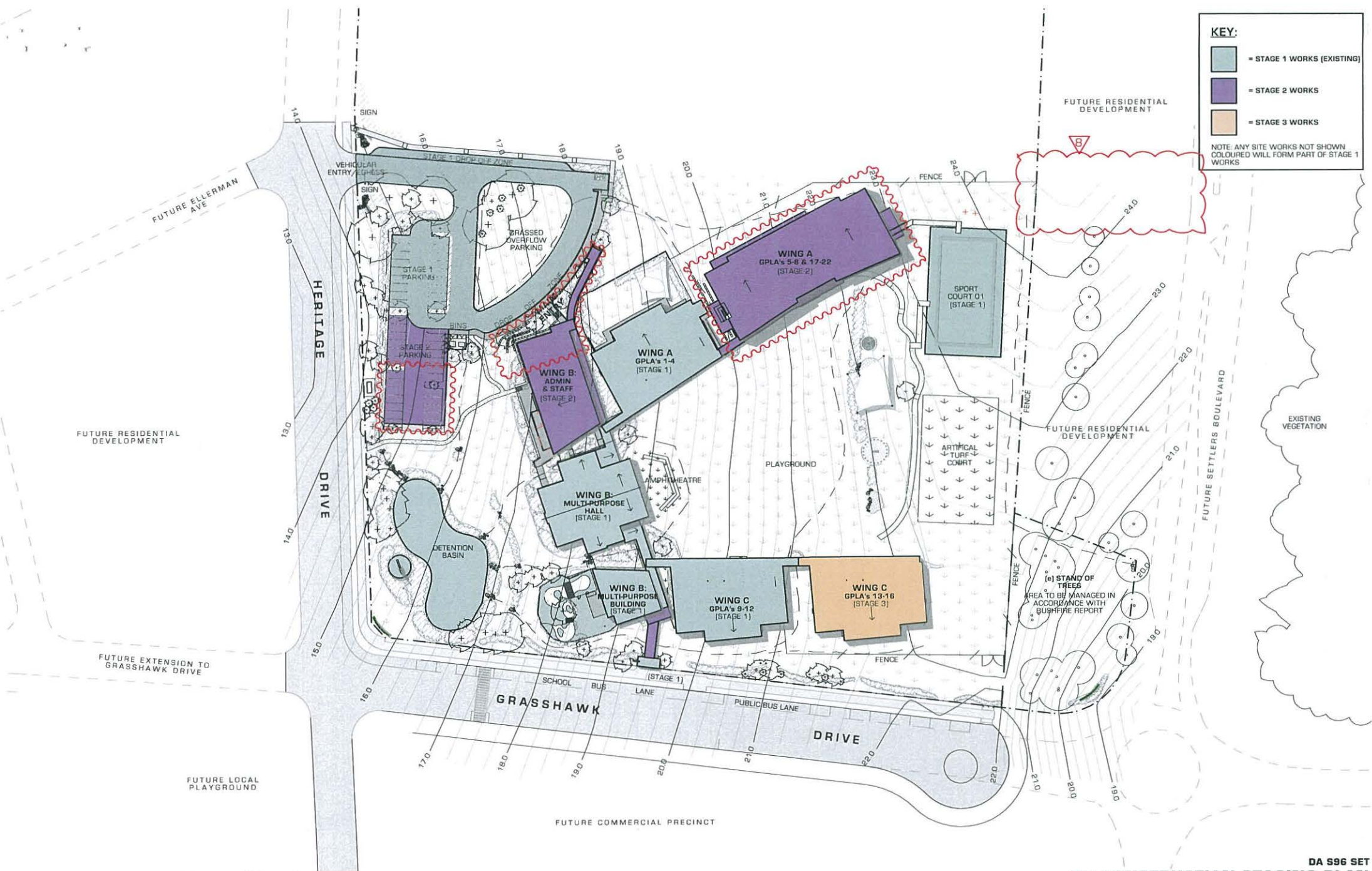
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JOB NUMBER		DRAWING NUMBER		ISSUE
1280N		DA101		8
DATE	REVISION	ISSUE		DEVELOPMENT APPLICATION

NEWCASTLE
1 & 2 Gillingham Street, 1st Floor, Ground Floor
14/14 Hunter Street, Newcastle, NSW 2300
NSW 2300
NEWCASTLE NSW 2300
081 430 1100 F
081 430 1100 F

SYDNEY
288 Harris Street, Level 1, 20th Floor
NSW 2000
02 9420 1100 F
02 9420 1100 F

www.goharchitects.com.au

- KEY:**
- STAGE 1 WORKS (EXISTING)
 - STAGE 2 WORKS
 - STAGE 3 WORKS
- NOTE: ANY SITE WORKS NOT SHOWN COLOURED WILL FORM PART OF STAGE 1 WORKS



**DA S96 SET
DA CONSTRUCTION STAGING PLAN**



**CHISHOLM CATHOLIC
PRIMARY SCHOOL**

HERITAGE DRIVE, CHISHOLM, NSW

WORKS SUBJECT OF THIS
APPROVAL

NOTES
1. DO NOT SCALE DIMENSIONS
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EDWARD O'HANLON
EDWARD O'HANLON ARCHITECTS - DIRECTOR
NSW ARCHITECTS REGISTRATION NO. 4305

12/04/16 REVIEWED FOR DESIGN NO. SUBMISSION
15/04/16 ISSUE FOR DESIGN NO. SUBMISSION
16/03/16 ISSUE FOR INFORMATION
14/03/16 CONSULTANT ISSUE
14/03/16 FOR ARCHITECTURE SUBMISSION

DATE **REVISION** **ISSUE**

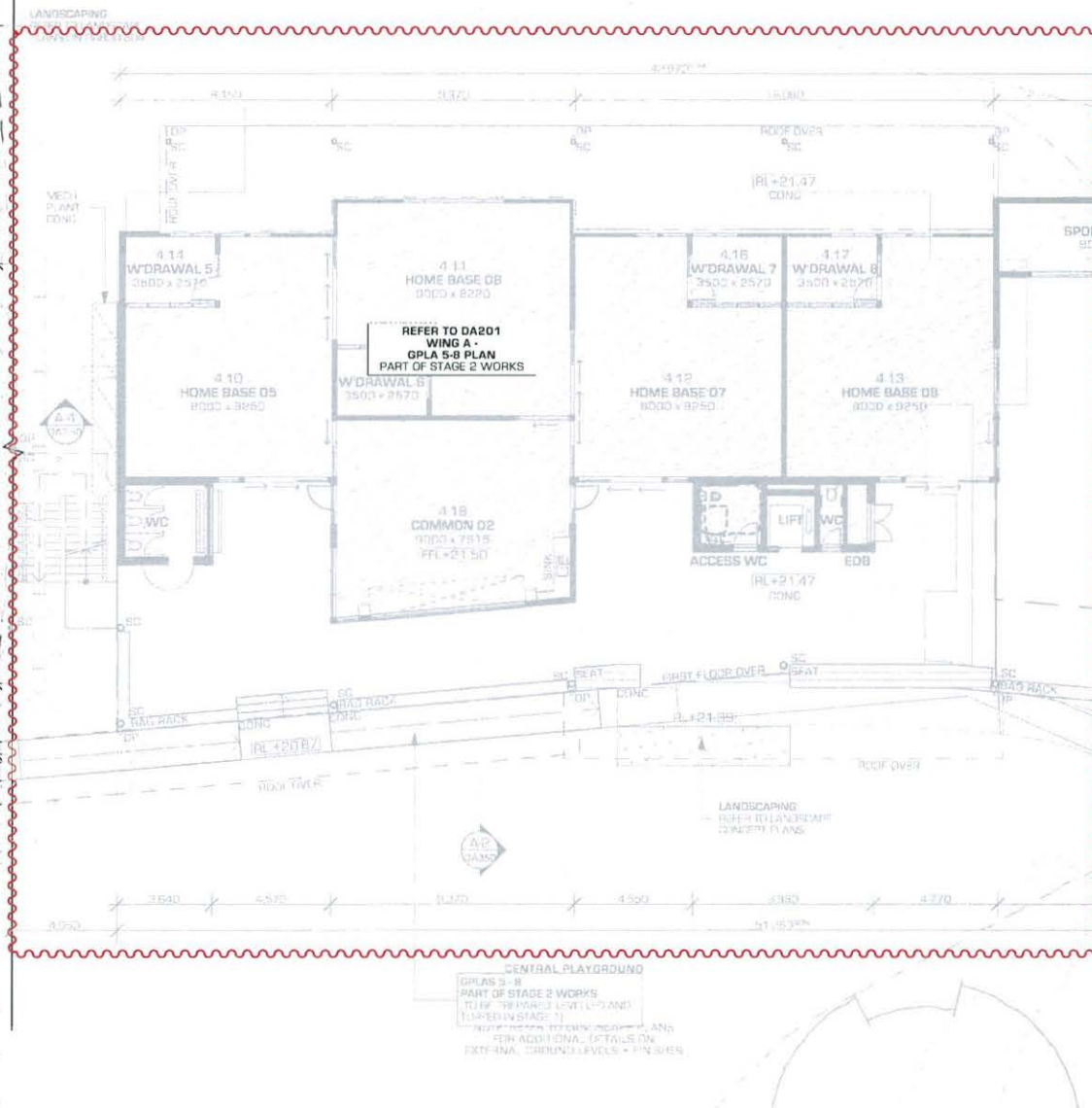
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CHECKED BY: TOH/CD **1:1000 @ A3**
JOB NUMBER: **1280N** **DRAWING NUMBER:** **DA102** **8**

DEVELOPMENT APPLICATION

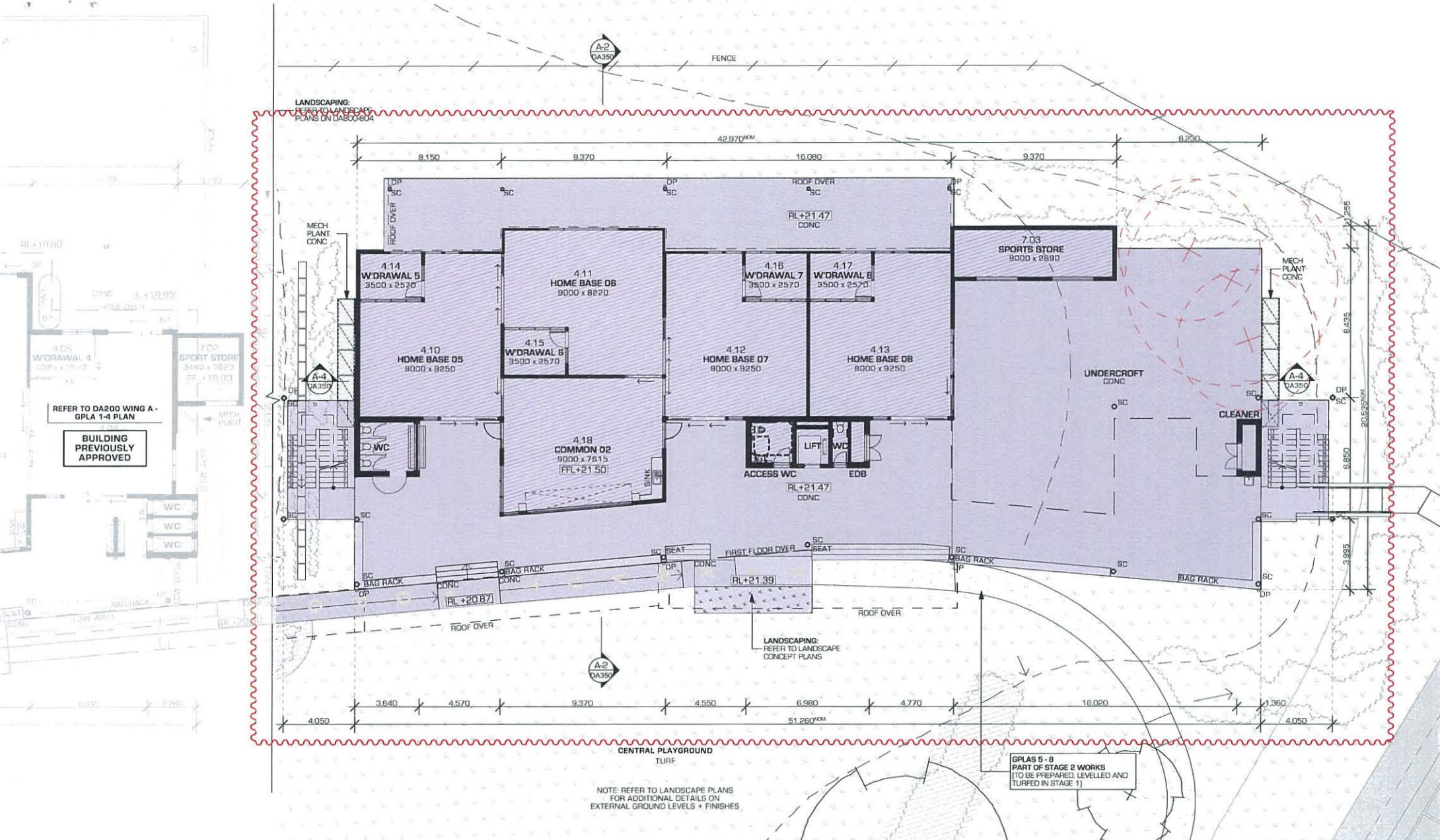
NEWCASTLE
7 & 15 Sandringham, Suite 1, Level 5 Ground Floor
14-15/15 Sandringham, Suite 1, Level 5 Ground Floor
NEWCASTLE, NSW 2300
02 4928 1165 F
02 4928 1165 F

SYDNEY
298 Rummey Street, Level 10, Level 10
SYDNEY, NSW 2000
02 9420 3155 F
02 9420 3155 F

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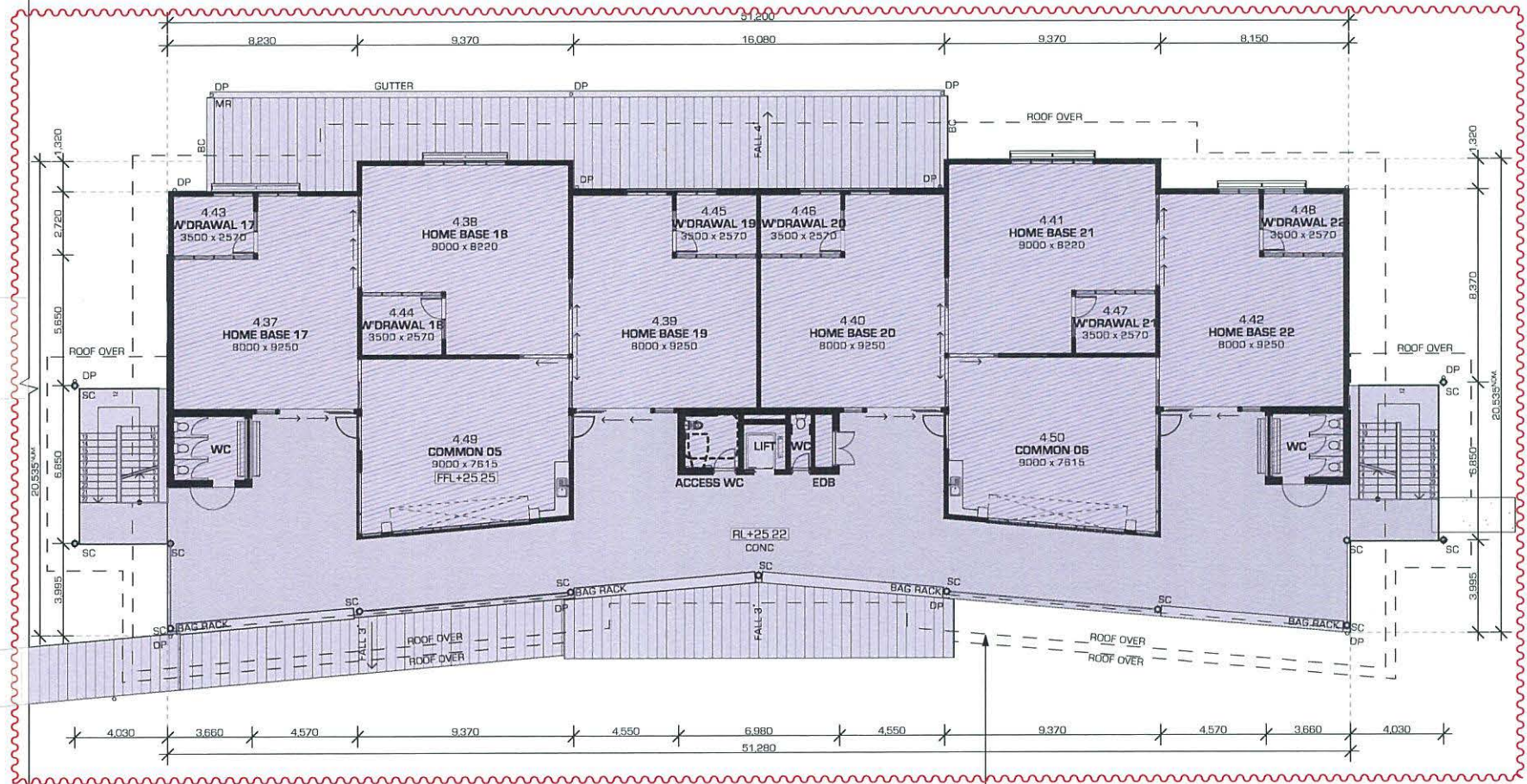


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CHECKED BY: TOH CD		1:200 @ A3	
JOB NUMBER	DRAWING NUMBER	ISSUE	
1280N	DA200	6	



REFER TO DA230 WING A -
GPLA 1-4 ROOF PLAN

BUILDING
PREVIOUSLY
APPROVED



GPLA 5 - 8
PART OF STAGE 2 WORKS
(TO BE PREPARED, LEVELLED AND
TURFED IN STAGE 1)



**CHISHOLM CATHOLIC
PRIMARY SCHOOL**

HERITAGE DRIVE, CHISHOLM, NSW

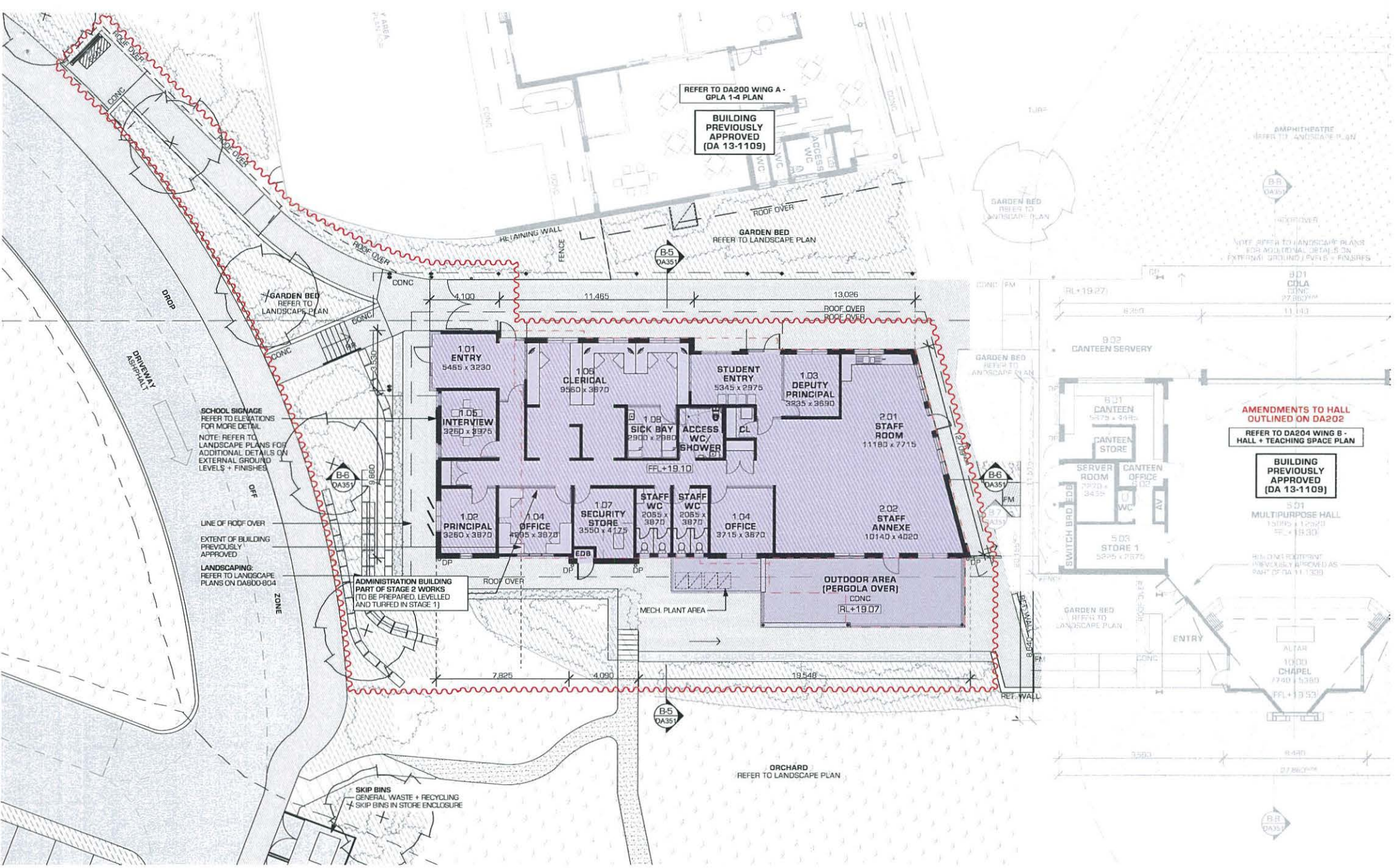
LEGEND
AWC AMBULANT WATER
CLOSET
CONC CONCRETE
CL CLEANERS STORE
DP DOWN PIPE
EDB ELECTRICAL
DISTRIBUTION BOARD
FBL FINISHED FLOOR LEVEL
FM FIBREGLASS MESH

RL RELATIVE LEVEL
RWY RAIN WATER TANK
WC WATER CLOSET
NOTE: REFER TO LANDSCAPE
PLANS FOR ADDITIONAL
DETAILS ON EXTERNAL GROUND
LEVELS + FINISHES

NOTES
1. DO NOT SCALE DIMENSIONS
OFF DRAWINGS
STAGE 1 WORKS
STAGE 2 WORKS
STAGE 3 WORKS

EDWARD O'HANLON
SUJAN O'HANLON ARCHITECTS - DIRECTOR
NSW ARCHITECTS REGISTRATION NO 4306
05/04/18 ISSUE FOR SECTION 86 SUBMISSION
05/02/18 ISSUE FOR INFORMATION
04/06/18 CONSULTANT ISSUE
09/10/14 FOR SECTION 86 SUBMISSION DE
18/12/13 FOR SECTION 86 SUBMISSION
DATE REVISION ISSUE

DA S96 SET
WING A - GPLA 17-22 FIRST FLOOR PLAN
DRAWN BY: DOHN SCALE: 0 1:200 @ A3
CHECKED BY: TOH CD
JOB NUMBER: 1280N
DRAWING NUMBER: DA202
ISSUE: 6
DEVELOPMENT APPLICATION



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TEL: 08 9511 1111
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296/300 Hay Street Level 10/11
SYDNEY NSW 2000
TEL: 02 9240 3155
FAX: 02 9240 3053

**CHISHOLM CATHOLIC
PRIMARY SCHOOL**
HERITAGE DRIVE, CHISHOLM, NSW

DA S96 SET
WING B - ADMINISTRATION PLAN

LEGEND

CONC	CONCRETE
CL	CLEANERS STORE
DP	DOWNPIPE
FFL	FINISHED FLOOR LEVEL
FM	FRONTGLASS MESH
HR	HANDRAIL
RL	RELATIVE LEVEL
RWT	RAIN WATER TANK
WC	WATER CLOSET

NOTE: REFER TO LANDSCAPE PLANS FOR ADDITIONAL DETAILS ON EXTERNAL GROUND LEVELS + FINISHES

NOTES

- DO NOT SCALE DIMENSIONS OFF DRAWINGS
- STAGE 1 WORKS
- STAGE 2 WORKS
- STAGE 3 WORKS

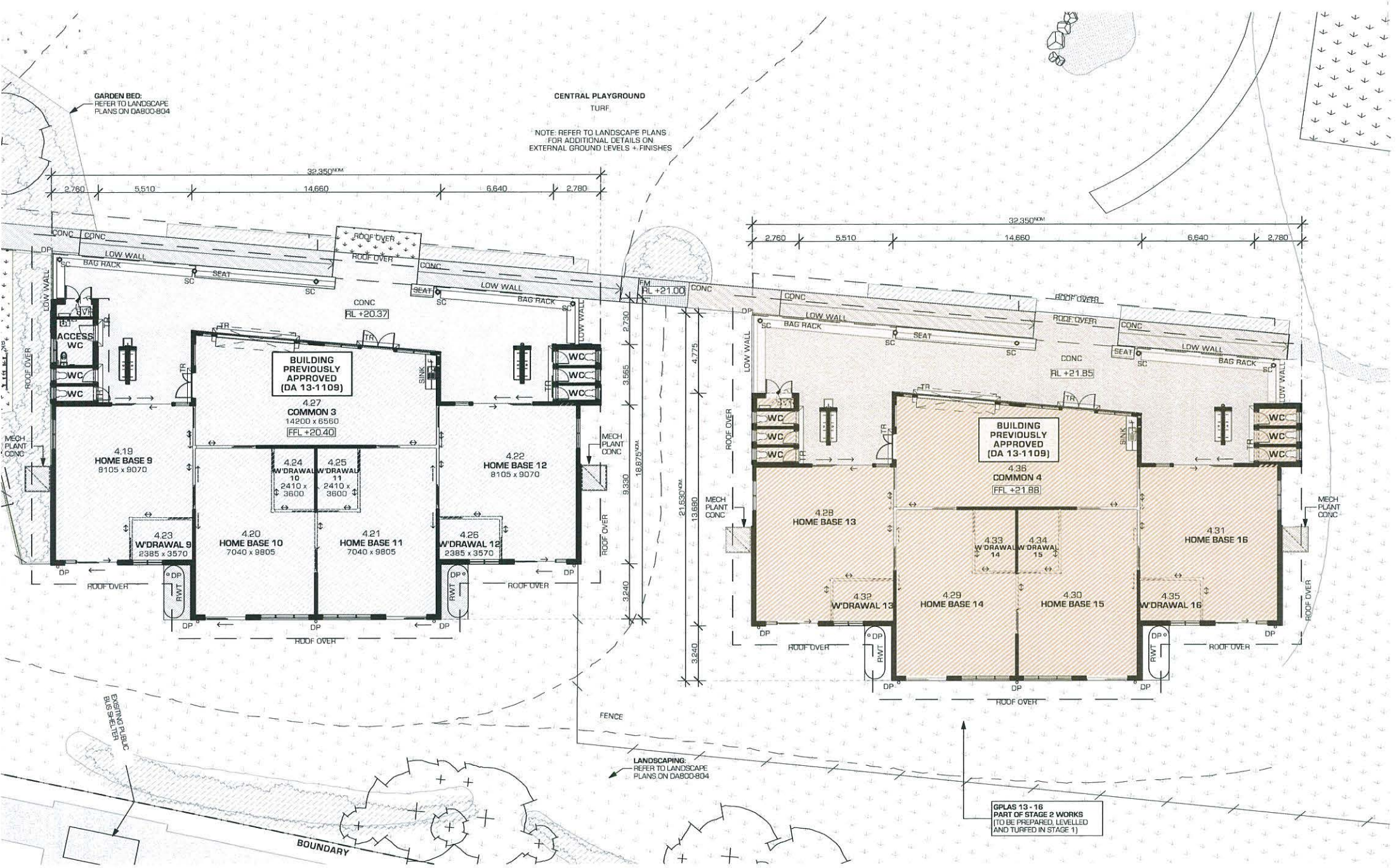
EDWARD O'HANLON
QUINN O'HANLON ARCHITECTS - DIRECTOR
NSW ARCHITECTS REGISTRATION NO. 4306

REVISED	DATE	REVISION	ISSUE
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05/04/16	05/04/16	ISSUE FOR INFORMATION	1
04/05/16	04/05/16	CONSULTANT ISSUE	2
09/12/14	09/12/14	FOR SECTION 10 SUBMISSION	3
18/10/15	18/10/15	FOR SECTION 10 SUBMISSION	4

DATE: 18/10/15

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JOB NUMBER: DA203	ISSUE: 6

DEVELOPMENT APPLICATION



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QUINN O'HANLON ARCHITECTS PTY LTD
SYDNEY
2006 (www.qoh.com.au) 02 9550 1100
14/40 Hunter Street, PO BOX 1115, NEWCASTLE NSW 2300
02 4929 1100 F
02 4929 1100 F

CHISHOLM CATHOLIC PRIMARY SCHOOL
HERITAGE DRIVE, CHISHOLM, NSW

DA S96 SET
WING C - GPLAS 9-16 PLAN

DRAWING UNALTERED FROM PREVIOUSLY APPROVED DA 13-1109

EDWARD O'HANLON QUINN O'HANLON ARCHITECTS - DIRECTOR NSW ARCHITECTS REGISTRATION NO. 4306		DRAWN BY: QOH CHECKED BY: QOH JOB NUMBER: 1280N SCALE: 1:200 @ A3 TOTAL CD: 1280N DRAWING NUMBER: DA205 ISSUE: 6
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01-04-15 ISSUE FOR SECTION BE SUBMISSION
 02-04-15 ISSUE FOR REVISION
 03-04-15 CONSULTANT ISSUE
 04-04-15 FOR SECTION BE SUBMISSION
 05-04-15 FOR SECTION BE SUBMISSION
 06-04-15 FOR SECTION BE SUBMISSION

LEGEND

AWC AMBULANT WATER CLOSET
CL CONCRETE CLEANERS STORE
CL DOWN PIPE
EDB ELECTRICAL DISTRIBUTION BOARD
FMB FINISHED FLOOR BOARD
FMB FIBREGLASS MESH

RL RELATIVE LEVEL
RW RAIN WATER TANK
WC WATER CLOSET

NOTE: REFER TO LANDSCAPE PLANS FOR ADDITIONAL DETAILS ON EXTERNAL GROUND LEVELS + FINISHES

NOTES

1. DO NOT SCALE DIMENSIONS OFF DRAWINGS

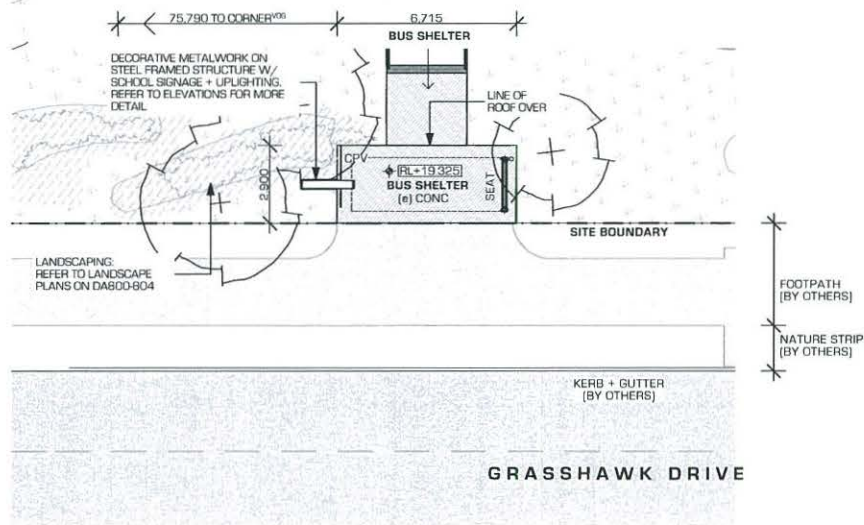
STAGE 1 WORKS

STAGE 2 WORKS

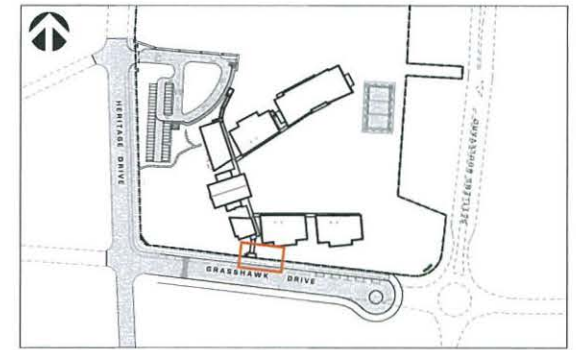
STAGE 3 WORKS

NORTH

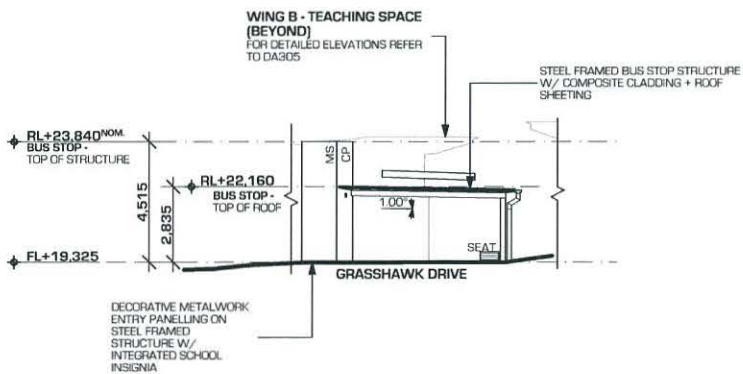
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 02-04-15
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 04-04-15
 05-04-15
 06-04-15



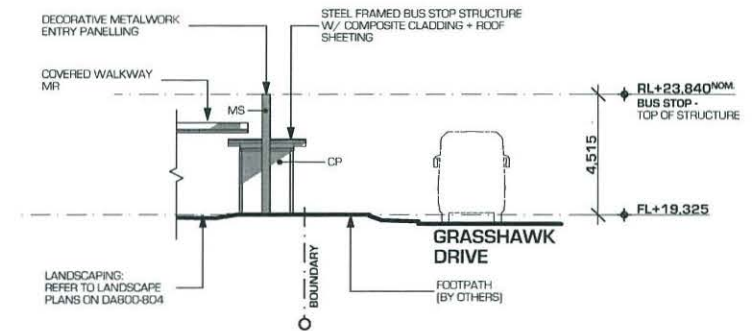
BUS STOP ENTRY PLAN



KEY PLAN
NTS



BUS STOP ENTRY - WESTERN ELEVATION



BUS STOP ENTRY - NORTH ELEVATION



**CHISHOLM CATHOLIC
PRIMARY SCHOOL**

HERITAGE DRIVE, CHISHOLM, NSW

LEGEND
CONC CONCRETE
CP CLADDING PANEL
MS METAL SHEET
RL RELATIVE LEVEL
TS TRANSLUCENT SHEET
CLADDING

NOTE: REFER TO LANDSCAPE PLANS FOR ADDITIONAL DETAILS ON EXTERNAL GROUND LEVELS + FINISHES

NOTES
1. DO NOT SCALE DIMENSIONS OFF DRAWINGS

EDWARD O'HANLON
QUINN O'HANLON ARCHITECTS - DIRECTOR
NSW ARCHITECTS REGISTRATION NO. 4306

DATE **REVISION** **ISSUE**

DRAWN BY: GQH **SCALE:** 0 1 2 3 4 5 6
CHECKED BY: TOH **CD:** 1:200 @ A3

JOB NUMBER **DRAWING NUMBER** **ISSUE**

1280N **DA206** **7**



DA S96 SET

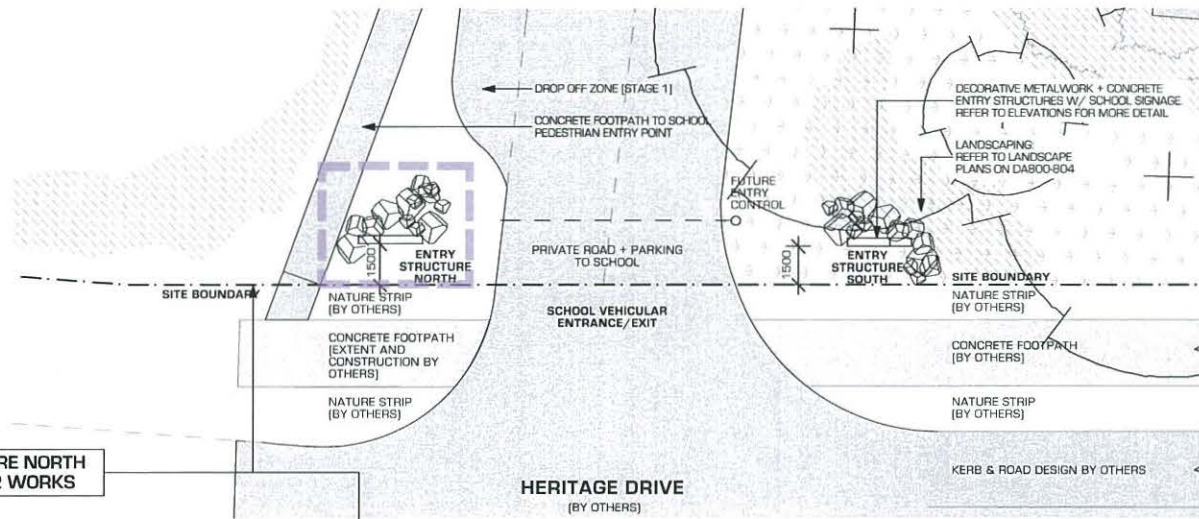
DETAIL PLAN + ELEVATIONS - BUS STOP ENTRY

DRAWING UNALTERED FROM PREVIOUSLY APPROVED DA 13-1109

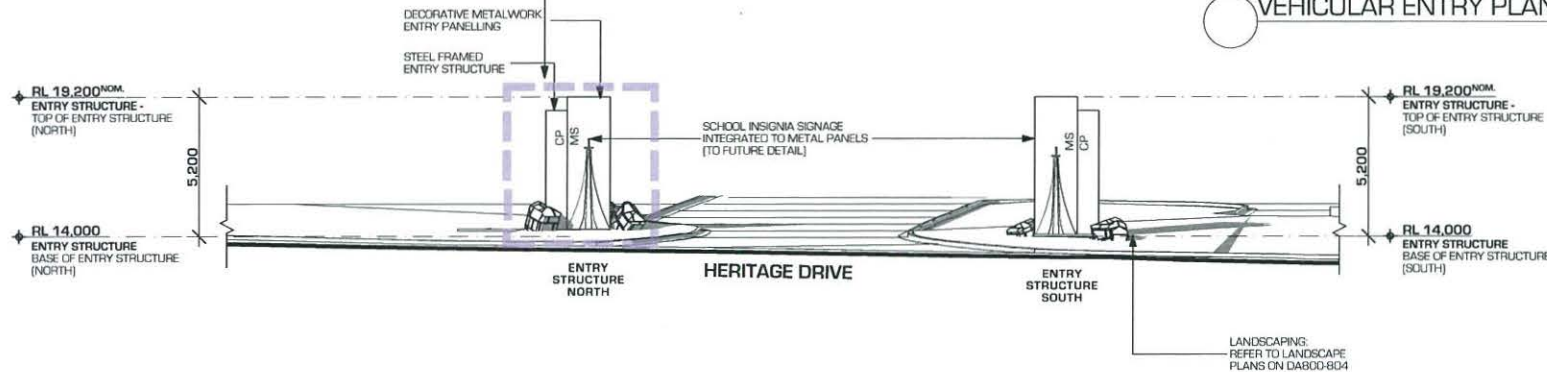
NEWCASTLE
7/6 Dunning Street 3, 2nd Floor Ground Floor
4340 Maitland Street, Newcastle NSW 2300
TEL: 081 181 181
FAX: 081 181 181
WWW.QOH-ARCHITECTS.COM.AU

SYDNEY
288 Dunes Way, Unit 10, Lane 10/11 - NEW 2008
(02) 9420 3155 F
(02) 9420 3155 F
(02) 9420 3155 F

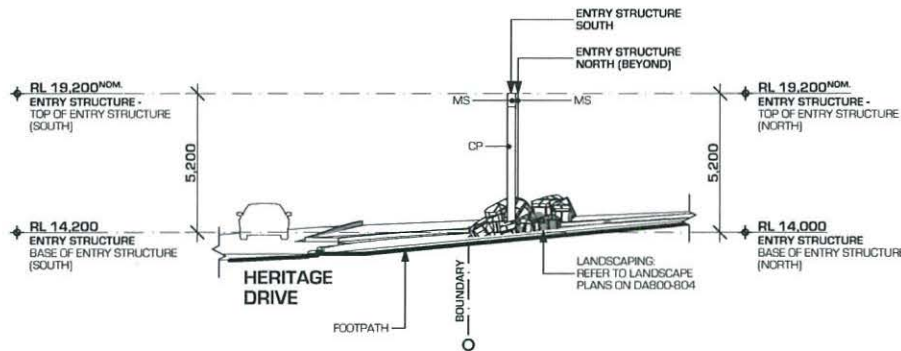
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ENTRY STRUCTURE NORTH
PART OF STAGE 2 WORKS



VEHICULAR ENTRY PLAN



VEHICULAR ENTRY - WEST ELEVATION

VEHICULAR ENTRY - SOUTH ELEVATION



**CHISHOLM CATHOLIC
PRIMARY SCHOOL**

HERITAGE DRIVE, CHISHOLM, NSW

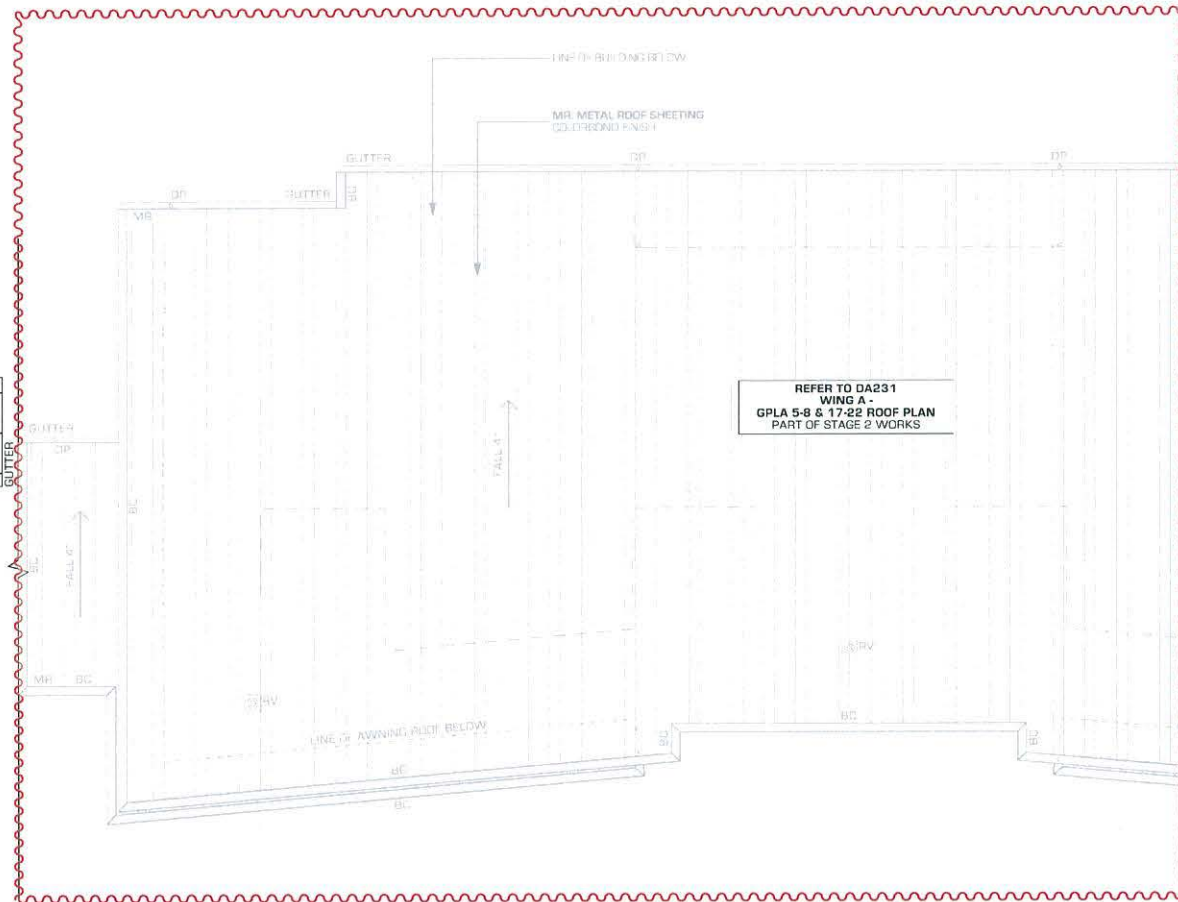
LEGEND
CONC CONCRETE
CP CLADDING PANEL
MS METAL SHEET
RL RELATIVE LEVEL

NOTE: REFER TO LANDSCAPE
PLANS FOR ADDITIONAL
DETAILS ON EXTERNAL GROUND
LEVELS + FINISHES

NOTES
1. DO NOT SCALE DIMENSIONS
OFF DRAWINGS
STAGE 1 WORKS
STAGE 2 WORKS
STAGE 3 WORKS

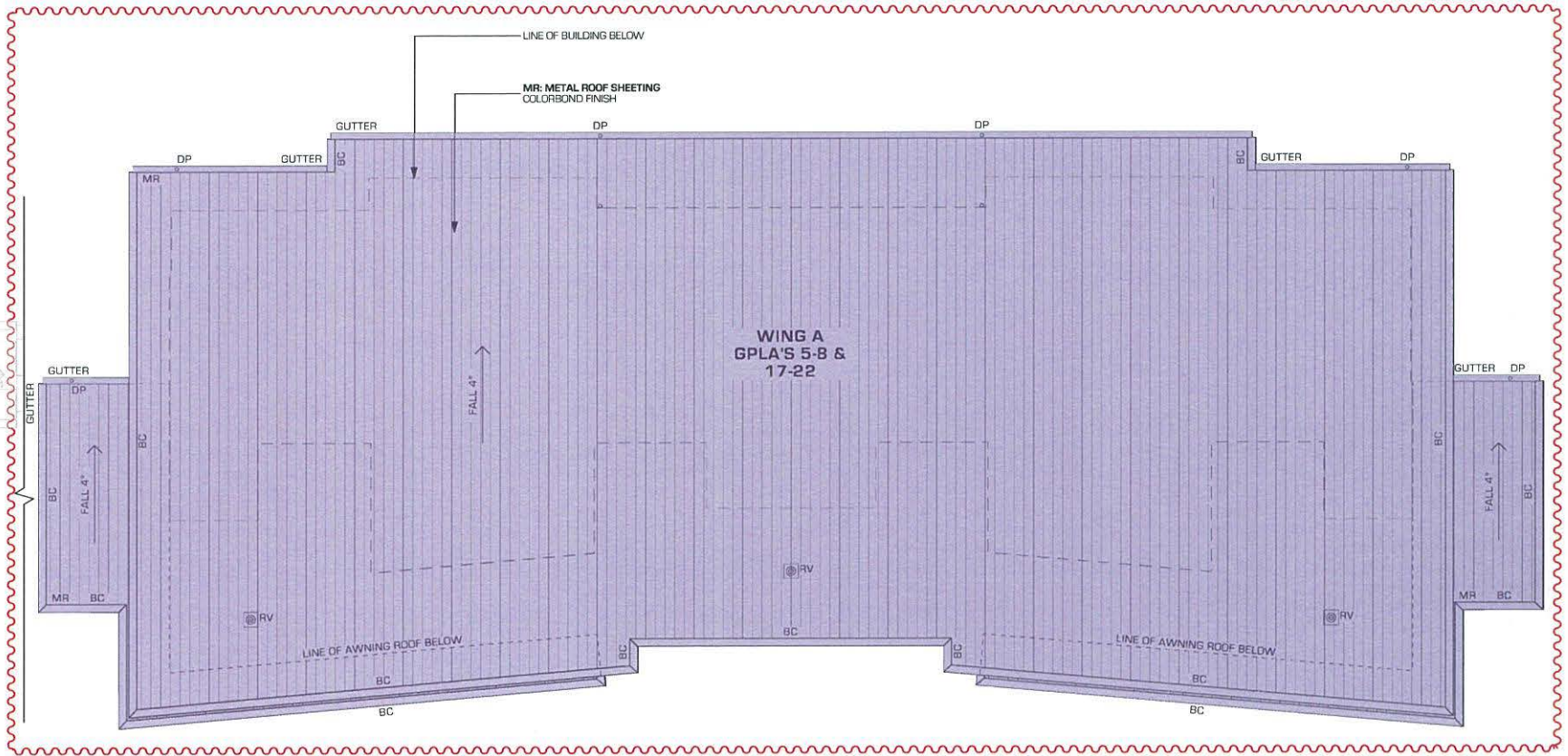
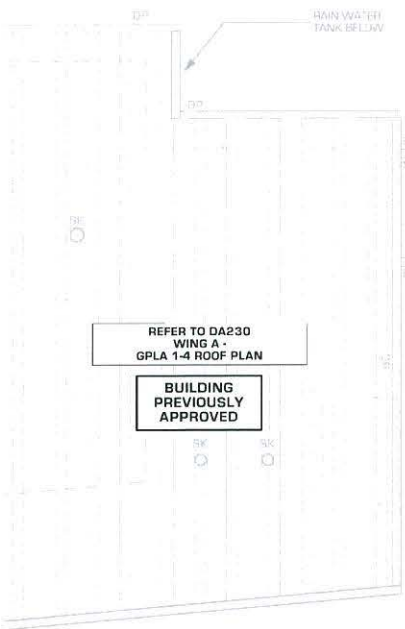


DA S96 SET			
DETAIL PLAN + ELEVATIONS - VEHICULAR ENTRY			
DRAWING UNALTERED FROM PREVIOUSLY APPROVED DA 13-1109			
EDWARD O'HANLON QUINN O'HANLON ARCHITECTS DIRECTOR NSW ARCHITECTS REGISTRATION NO 34306		DRAWN BY: JOHN CHECKED BY: TOH CD	SCALE: 1:200 @ A3
JOB NUMBER 1280N	DRAWING NUMBER DA207	ISSUE 7	DEVELOPMENT APPLICATION



OF RPL/DA

OF SHEETING
4/5/11



NEWCASTLE
1 & 2 Building Suite 1, Lower Ground Floor
81-83 Hunter Street, Newcastle NSW 2300
Tel: 08 1581 1811
Fax: 08 1581 1812
Email: info@qoh.com.au
www.qoh.com.au

SYDNEY
206 Lunn Way, Lunn NSW 2009
Tel: 02 9420 5155
Fax: 02 9420 5055
Email: info@qoh.com.au
www.qoh.com.au

**CHISHOLM CATHOLIC
PRIMARY SCHOOL**
HERITAGE DRIVE, CHISHOLM, NSW

LEGEND
BC BARGE CAPPING
DP DOWNPIPE
MR METAL ROOF
RV ROOF VENT
SK SKYLIGHT
TR TRANSLUCENT ROOF SHEETING

NOTES
1. DO NOT SCALE DIMENSIONS
OFF DRAWINGS
STAGE 2 WORKS
STAGE 3 WORKS

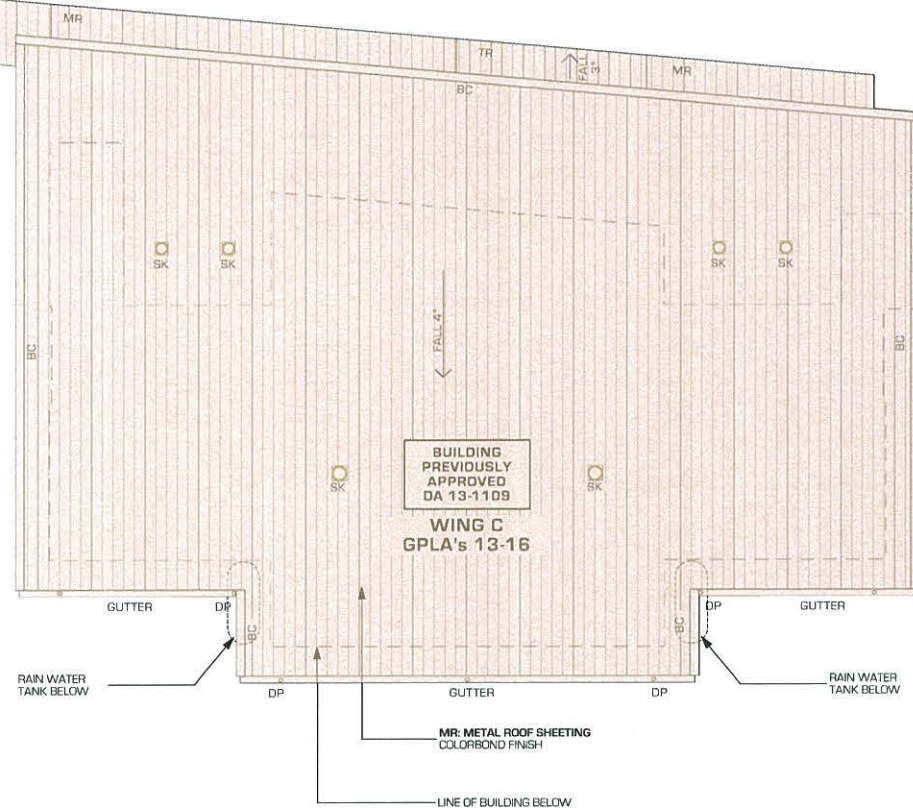
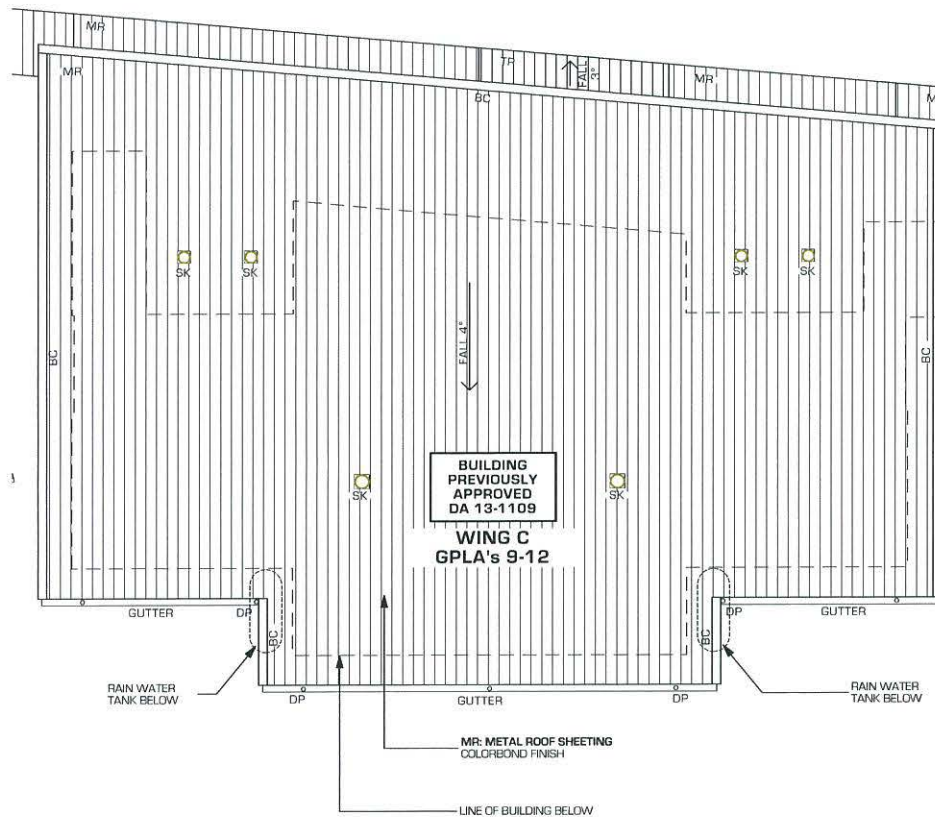


EDWARD O'HANLON QUINN O'HANLON ARCHITECTS - DIRECTOR NEW ARCHITECTS REGISTRATION NO. 4306				DRAWN BY: DOH		SCALE: 0 1 2 3 4 5 6	
20.04.15 ISSUE FOR SECTION 90 SUBMISSION				CHECKED BY: TOH		TOH CD 1:200 @ A3	
18.05.15 ISSUE FOR INFORMATION				JOB NUMBER		DRAWING NUMBER	
14.05.14 CONSULTANT ISSUE				1280N		DA231	
09.10.14 FOR SECTION 90 SUBMISSION CD				DATE		REVISION	
18.10.15 FOR SECTION 90 SUBMISSION				ISSUE		6	
DEVELOPMENT APPLICATION							

DA S96 SET

WING A - GPLA 5-8 & 17-22 ROOF PLAN

REFER TO PREVIOUS APPROVAL AS PART OF DA 13-1109



NEWCASTLE
110-112 Darling Street, 1st Floor, Newcastle NSW 2300
110-112 Darling Street, 1st Floor, Newcastle NSW 2300
110-112 Darling Street, 1st Floor, Newcastle NSW 2300
110-112 Darling Street, 1st Floor, Newcastle NSW 2300

SYDNEY
200-202 Darling Street, 1st Floor, Sydney NSW 2000
200-202 Darling Street, 1st Floor, Sydney NSW 2000
200-202 Darling Street, 1st Floor, Sydney NSW 2000
200-202 Darling Street, 1st Floor, Sydney NSW 2000

**CHISHOLM CATHOLIC
PRIMARY SCHOOL**

HERITAGE DRIVE, CHISHOLM, NSW

LEGEND
BC BARGE CAPPING
DP DOWNPIPE
MR METAL ROOF
SK SKYLIGHT
TR TRANSLUCENT ROOF
SHEETING

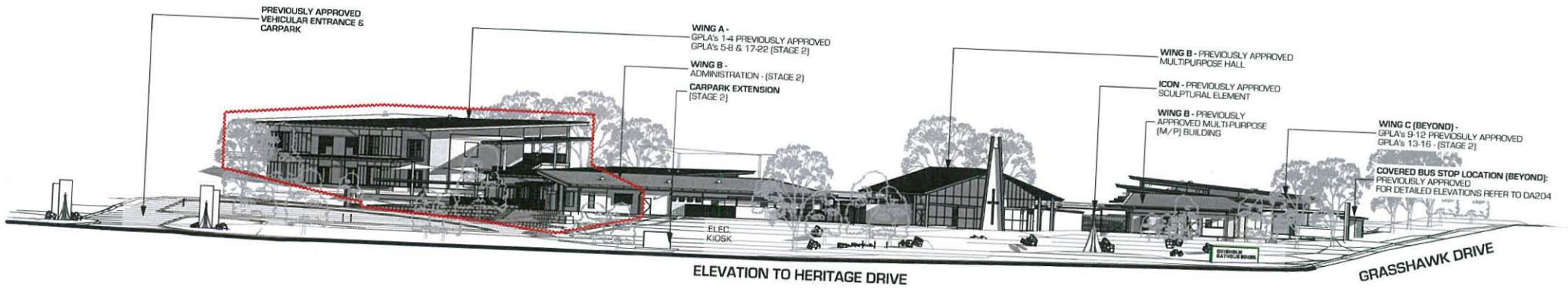
NOTES
1. DO NOT SCALE DIMENSIONS
OFF DRAWINGS
STAGE 2 WORKS
STAGE 3 WORKS



DRAWING UNALTERED FROM PREVIOUSLY APPROVED DA 13-1109			
EDWARD O'HANLON QUINN O'HANLON ARCHITECTS - DIRECTOR NSW ARCHITECTS REGISTRATION NO. 42065		DRAWN BY: DOHN CHECKED BY: TOH CD JOB NUMBER: 1280N DRAWING NUMBER: DA234 ISSUE: 6	
P1: 01/15 ISSUE FOR INFO ON 01/15 SUBMISSION P2: 02/15 ISSUE FOR INFO ON 02/15 SUBMISSION P3: 03/15 ISSUE FOR INFO ON 03/15 SUBMISSION P4: 04/15 ISSUE FOR INFO ON 04/15 SUBMISSION P5: 05/15 ISSUE FOR INFO ON 05/15 SUBMISSION P6: 06/15 ISSUE FOR INFO ON 06/15 SUBMISSION P7: 07/15 ISSUE FOR INFO ON 07/15 SUBMISSION P8: 08/15 ISSUE FOR INFO ON 08/15 SUBMISSION P9: 09/15 ISSUE FOR INFO ON 09/15 SUBMISSION P10: 10/15 ISSUE FOR INFO ON 10/15 SUBMISSION P11: 11/15 ISSUE FOR INFO ON 11/15 SUBMISSION P12: 12/15 ISSUE FOR INFO ON 12/15 SUBMISSION		SCALE: 1:200 @ A3 DEVELOPMENT APPLICATION	

DA S96 SET

WING C - GPLA 9-16 ROOF PLAN



HERITAGE DRIVE: SOUTH ELEVATION



GRASSHAWK DRIVE: EAST ELEVATION



QUINN O'HANLON ARCHITECTS PTY LTD

SYDNEY

200 Collins St, Suite 100, NSW 2000

(02) 4420 3122 F

(02) 4420 3022 F

(02) 4420 3122 F

(02) 4420 3122 F

(02) 4420 3122 F

**CHISHOLM CATHOLIC
PRIMARY SCHOOL**

HERITAGE DRIVE, CHISHOLM, NSW

NOTES
1. DO NOT SCALE DIMENSIONS
OFF DRAWINGS

EDWARD O'HANLON
QUINN O'HANLON ARCHITECTS - DIRECTOR
NSW ARCHITECTS REGISTRATION NO. 4305

05/04/16 - ISSUE FOR SECTION OF SUBMISSION

19/05/16 - ISSUE FOR INFORMATION

14/06/16 - CONSULTANT REVIEW

09/10/16 - FOR SECTION OF SUBMISSION OF

14/10/16 - FOR SECTION OF SUBMISSION OF

DATE - UNRECORDED

DRAWN BY: GOHN

CHECKED BY: TOH CD

JOB NUMBER

DRAWING NUMBER

ISSUE

1280N

SCALE 0 10

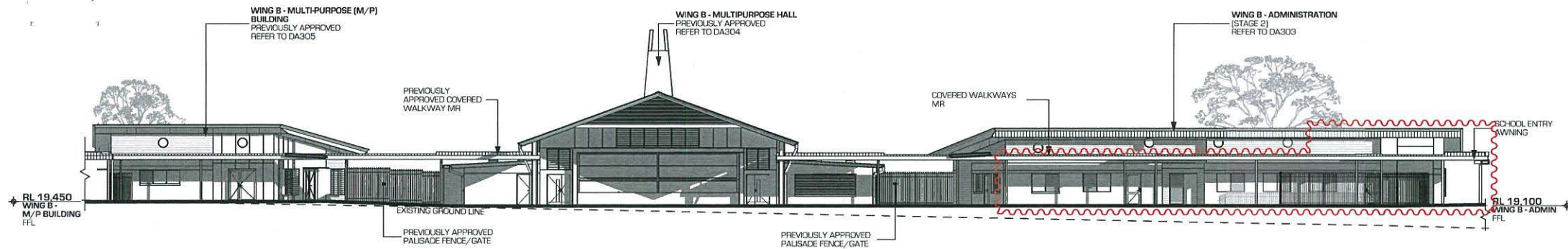
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DA300

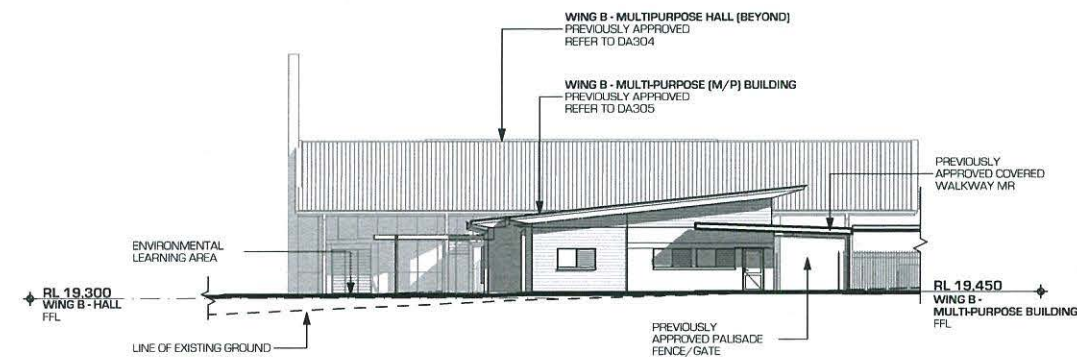
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DA S96 SET

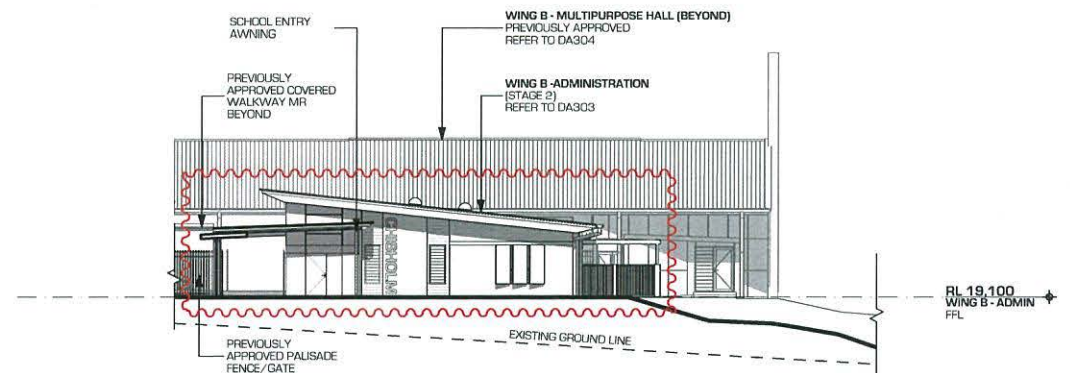
STREET ELEVATIONS



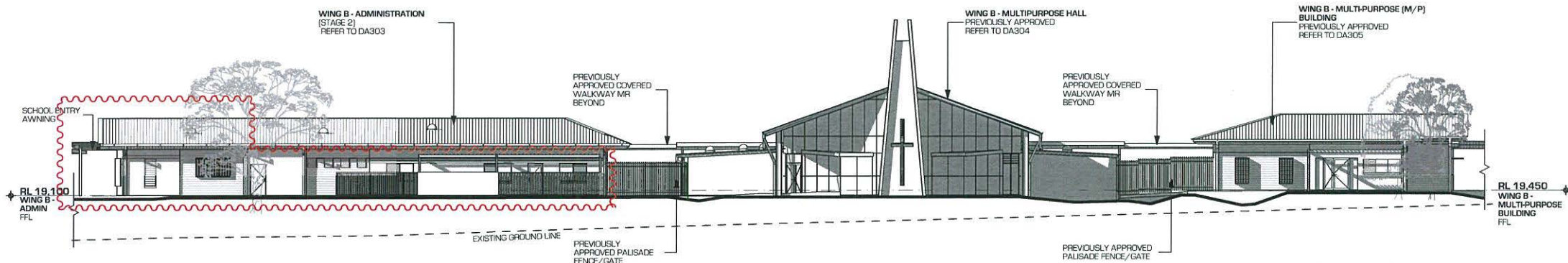
WING B EAST ELEVATION



WING B SOUTH ELEVATION



WING B NORTH ELEVATION



WING B WEST ELEVATION

DA S96 SET
WING B - OVERALL ELEVATIONS



**CHISHOLM CATHOLIC
PRIMARY SCHOOL**
HERITAGE DRIVE, CHISHOLM, NSW

LEGEND
FFL FINISHED FLOOR LEVEL
MR METAL ROOF
RL RELATIVE LEVEL

NOTES
1. DO NOT SCALE DIMENSIONS
OFF DRAWINGS

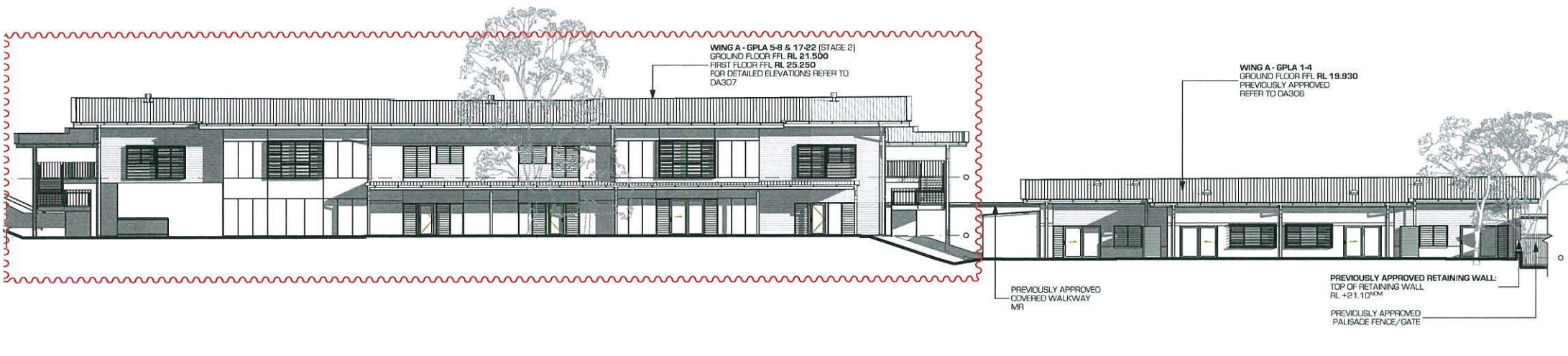
EDWARD O'HANLON QUINN O'HANLON ARCHITECTS - DIRECTOR NSW ARCHITECTS REGISTRATION NO. 43068		DRAWN BY: QOHN	SCALE: 0 7.5
CHECKED BY: TOH CD		1:250 @ A3	
JOB NUMBER		DRAWING NUMBER	ISSUE
20/04/15 ISSUE FOR SECTION DE SUBMISSION		1280N	6
18/05/15 ISSUE FOR INFORMATION		DA301	
24/05/15 CONSULTANT ISSUE			
09/10/15 FOR SECTION DE SUBMISSION			
18/10/15 FOR SECTION DE SUBMISSION			
DATE	REVISION	ISSUE	DEVELOPMENT APPLICATION

NEWCASTLE
1/5/15 Building Suite 1, Lower Ground Floor
45/45 Hunter Street, NEWCASTLE NSW 2250
NEWCASTLE NSW 2250
02 4929 1100 F
02 4929 1100 F

SYDNEY
200/200a Bay Street, LANE 1204, NSW 2008
02 9420 3155 F
02 9420 3025 F
www.qoh.net.au W



WING A OVERALL SOUTH ELEVATION
NOTE: WING C - GPLA 9-16 NORTH ELEVATION SIMILAR TO WING A GPLA 1-4



WING A OVERALL NORTH ELEVATION
NOTE: WING C - GPLA 9-16 NORTH ELEVATION SIMILAR TO WING A GPLA 1-4



NEWCASTLE
1 to 3 Building Shop 1, Corner D'Arcy Road
18140 Hunter Street, NEWCASTLE NSW 2300
PO Box 18118
NEWCASTLE NSW 2300
(02) 4929 1100 F
(02) 4929 1133 F

SYDNEY
286 Berrima Street Level 1, LANE, NSW 2008
(02) 9440 3155 F
(02) 9440 3255 F
www.qoh.net.au W

**CHISHOLM CATHOLIC
PRIMARY SCHOOL**
HERITAGE DRIVE, CHISHOLM, NSW

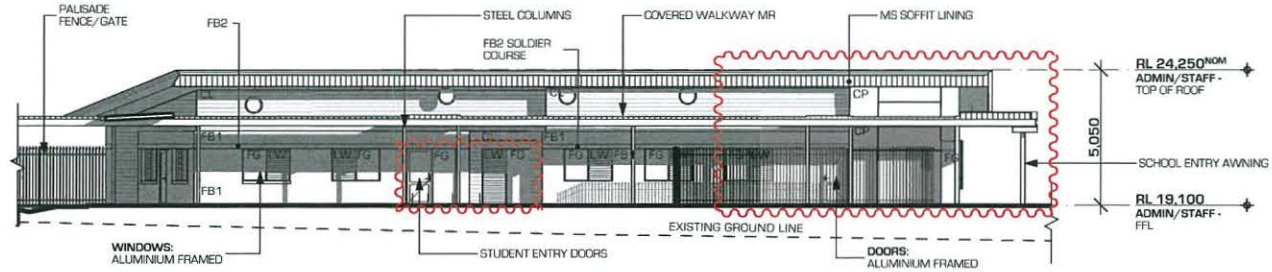
LEGEND
FFL FINISHED FLOOR LEVEL
MR METAL ROOF

NOTES
1. DO NOT SCALE DIMENSIONS
OFF DRAWINGS

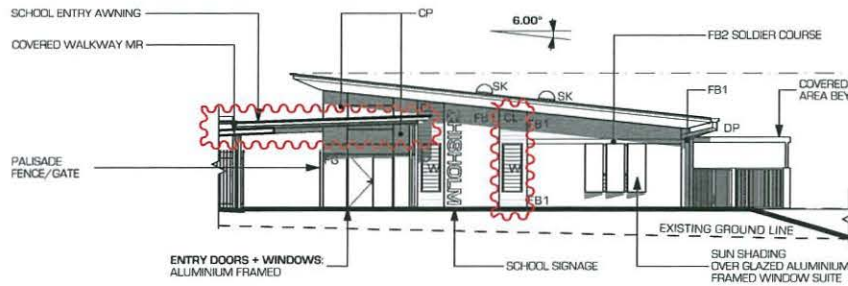
EDWARD O'HANLON
QUINN O'HANLON ARCHITECTS - DIRECTOR
NSW ARCHITECTS REGISTRATION NO. 4309

DRAWN BY: QOHIN **SCALE:** 0 7.5
CHECKED BY: TOH CD **1:250 @ A3**
JOB NUMBER: **1280N** **DRAWING NUMBER:** **DA302** **ISSUE:** **6**
DATE: **REVISION:** **ISSUE:** **DEVELOPMENT APPLICATION**

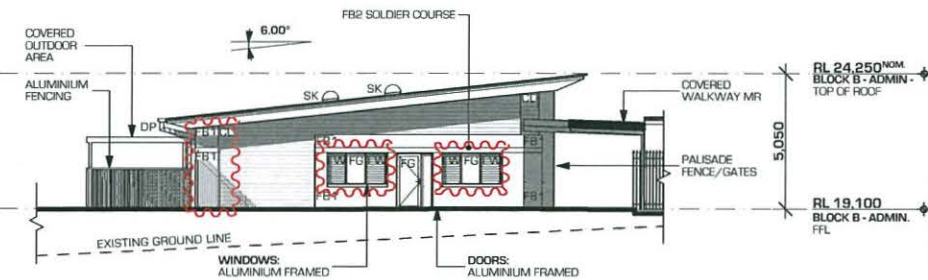
DA S96 SET
WING A - OVERALL ELEVATIONS



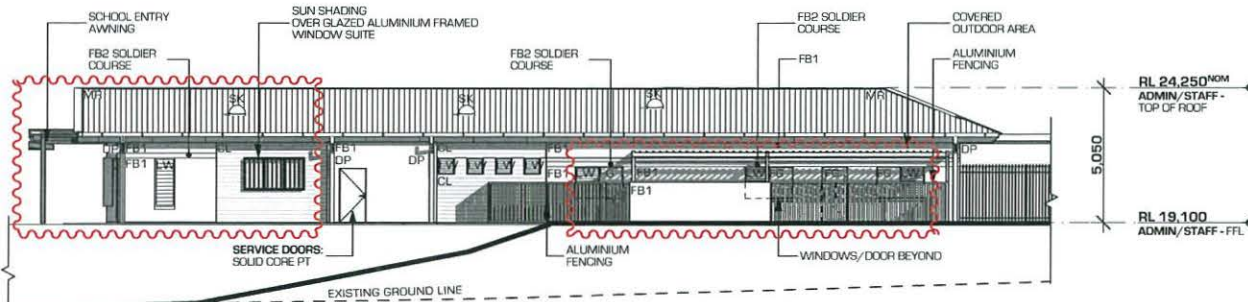
WING B ADMIN EAST ELEVATION



WING B ADMIN NORTH ELEVATION



WING B ADMIN SOUTH ELEVATION



WING B ADMIN WEST ELEVATION

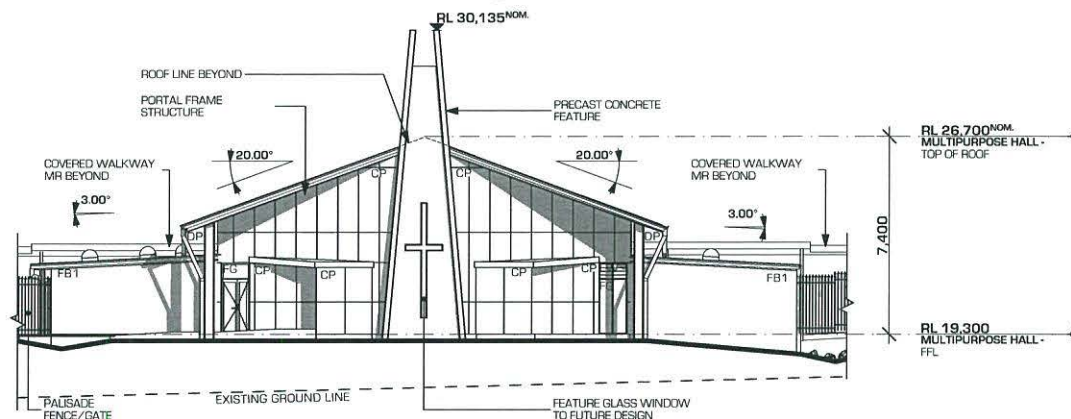
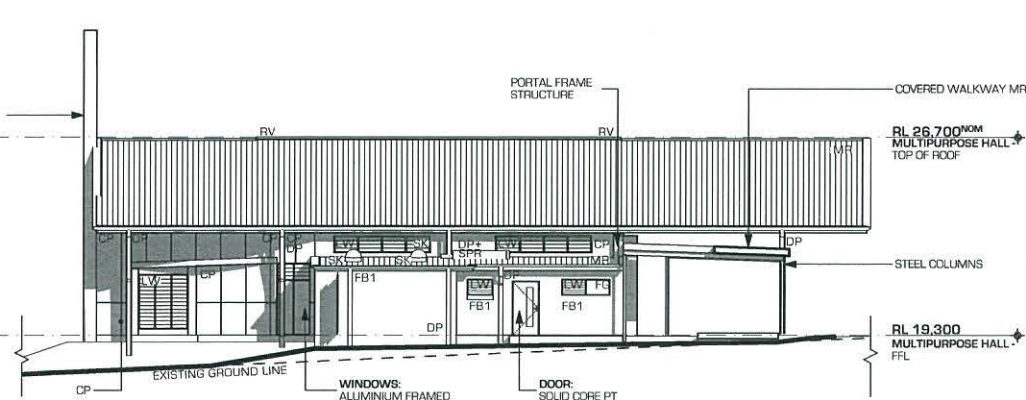
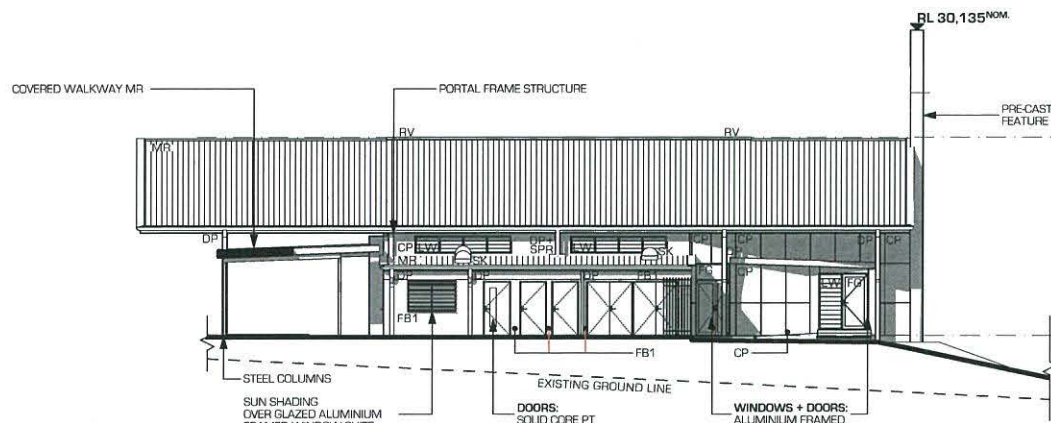
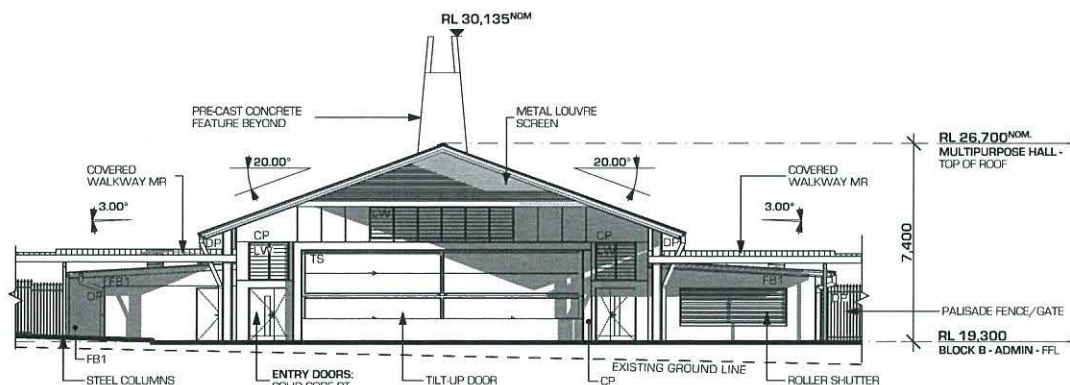


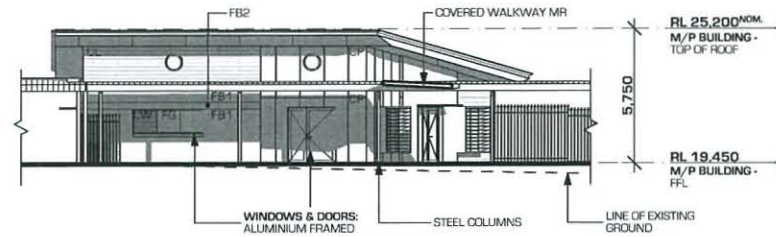
**CHISHOLM CATHOLIC
PRIMARY SCHOOL**
HERITAGE DRIVE, CHISHOLM, NSW

LEGEND
CL CLADDING LIGHTWEIGHT SK SKYLIGHT
CP CLADDING PANEL TS TRANSLUCENT SHEET
DP DOWNPIPE CL CLADDING
FB FACE BRICKWORK
FFL FINISHED FLOOR LEVEL
FG FIXED GLAZING
LW LOUVER WINDOW
MR METAL ROOF
MS METAL SHEETING
RL RELATIVE LEVEL
RWV RAIN WATER TANK

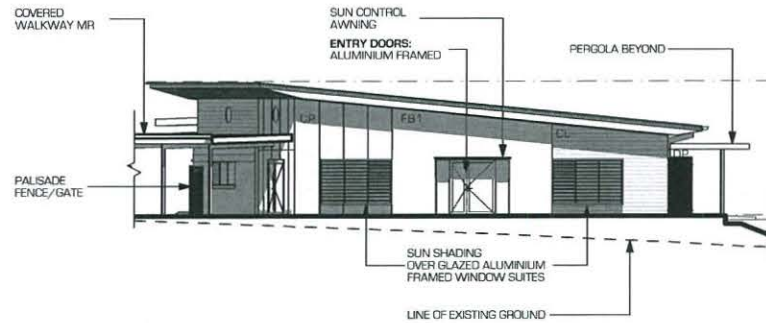
NOTES
1. DO NOT SCALE DIMENSIONS
OFF DRAWINGS

EDWARD O'HANLON QUINN O'HANLON ARCHITECTS - DIRECTOR NSW ARCHITECTS REGISTRATION NO. 4306		DRAWN BY: QOHN	SCALE: 0 1 2 3 4 5 6
CHECKED BY: TOH CD		1:200 @ A3	
JOB NUMBER	DRAWING NUMBER	ISSUE	
1280N	DA303	6	
DATE	REVISION	ISSUE	DEVELOPMENT APPLICATION

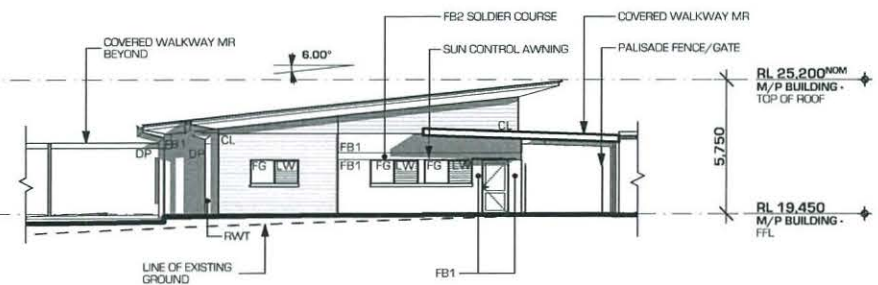




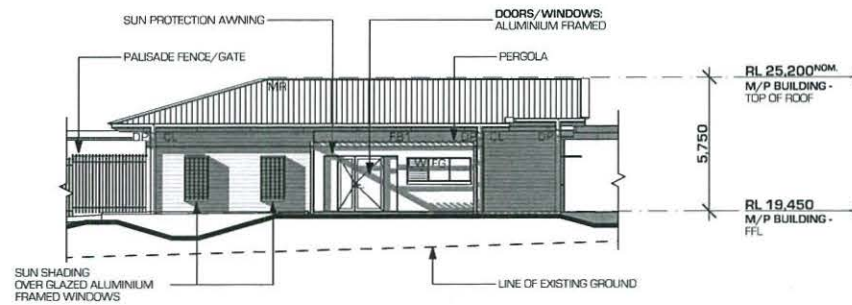
WING B_MULTI-PURPOSE BUILDING_EAST ELEVATION



WING B_MULTI-PURPOSE BUILDING_NORTH ELEVATION



WING B_MULTI-PURPOSE BUILDING_SOUTH ELEVATION



WING B_MULTI-PURPOSE BUILDING_WEST ELEVATION



NEWCASTLE
1/4-5/5 Hunter St, Suite 1, Level 1 (Ground Floor)
NSW 2300
RD 1001 181/1
NEWCASTLE NSW 2300
021 430 1100 F
021 430 1100 F

SYDNEY
200 Kullin Day Street, Level 10 (New York)
NSW 2000
021 430 1100 F
021 430 1100 F
www.qoh.net.au W

**CHISHOLM CATHOLIC
PRIMARY SCHOOL**
HERITAGE DRIVE, CHISHOLM, NSW

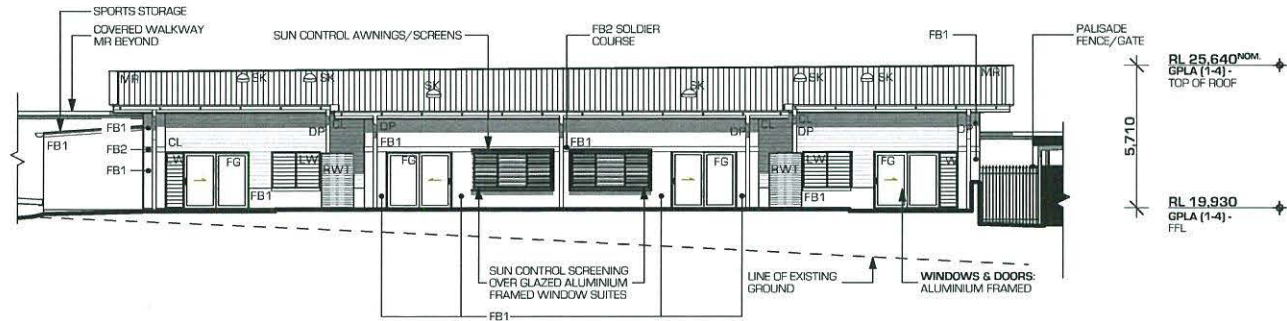
LEGEND
BR BAG RACKS
CONC CONCRETE
CL CLADDING
CLD CLADDING LIGHTWEIGHT
CLD CLADDING PANEL
CP DOWNPIPE
FB FACE BRICKWORK
FLL FINISHED FLOOR LEVEL
FG FIXED GLASS
LW LOUVER WINDOW
MR METAL ROOF
MS METAL SHEETING
PT PAINT
RL RELATIVE LEVEL
RW RAIN WATER TANK
SK SKYLIGHT
TS TRANSLUCENT SHEET
CL CLADDING

NOTES
1. DO NOT SCALE DIMENSIONS
OFF DRAWINGS

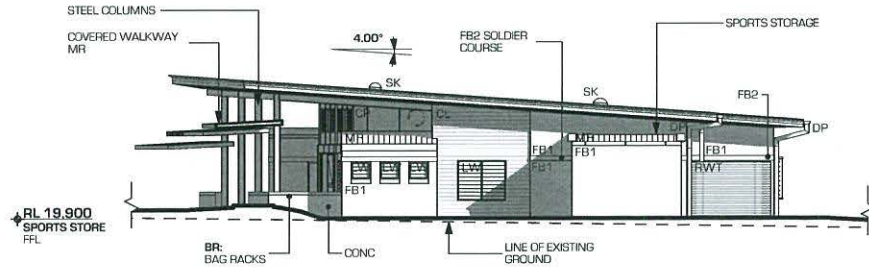
DA S96 SET
WING B - M/P BUILDING ELEVATIONS

DRAWING UNALTERED FROM PREVIOUSLY APPROVED DA 13-1109

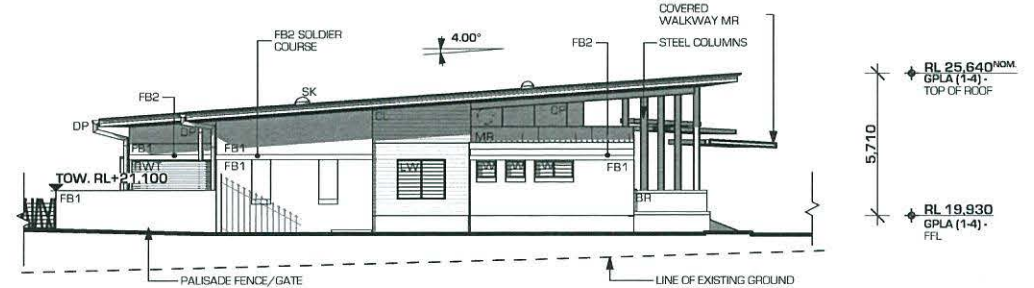
EDWARD O'HANLON QUINN O'HANLON ARCHITECTS - DIRECTOR NSW ARCHITECTS REGISTRATION NO. 4306		DRAWN BY: QOH	SCALE: 0 1:200 # A3
20/04/16 - BREAK FOR SECTION BE SUBMISSION		CHECKED BY: TOH CD	1:200 # A3
23/04/16 - BREAK FOR INFORMATION		JOB NUMBER	DRAWING NUMBER
24/04/16 - CONSULTANT REVIEW		1280N	DA305
09/10/16 - FOR SECTION BE SUBMISSION CD			6
18/10/16 - FOR SECTION BE SUBMISSION		DATE	REVISION
		ISSUE	DEVELOPMENT APPLICATION



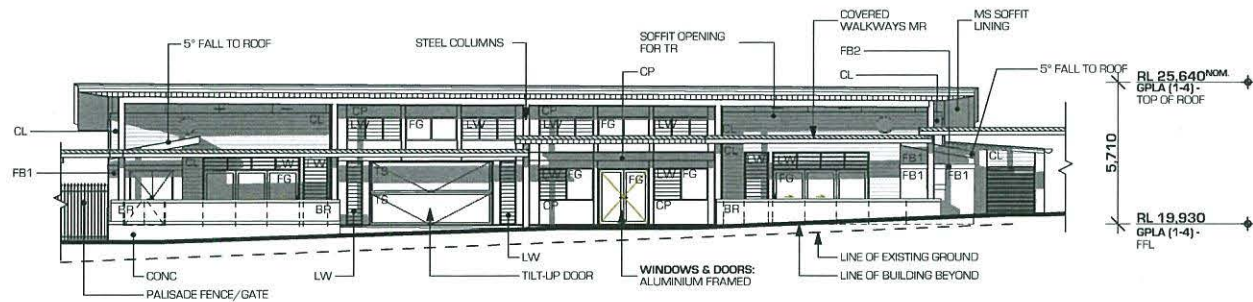
WING A_GPLA 1-4 NORTH ELEVATION



WING A_GPLA 1-4 EAST ELEVATION



WING A_GPLA 1-4 WEST ELEVATION



WING A_GPLA 1-4 SOUTH ELEVATION

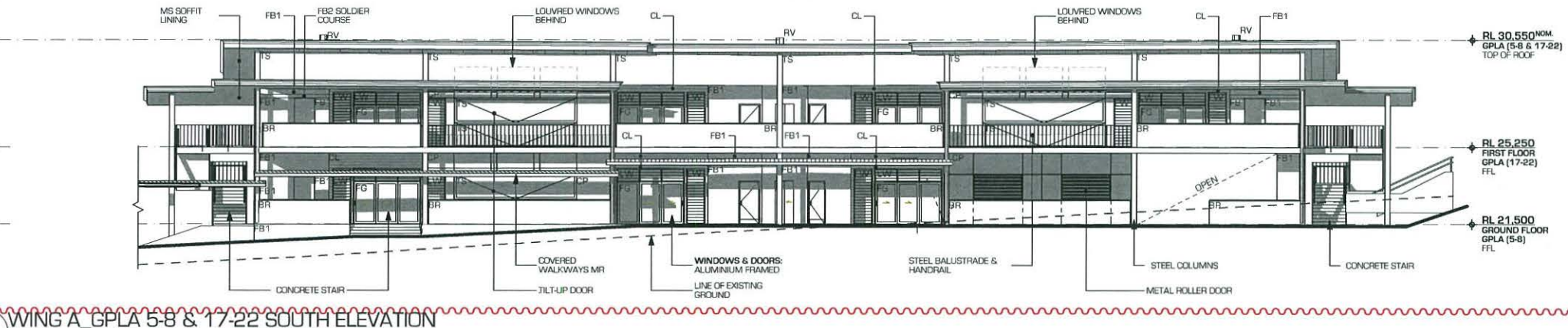
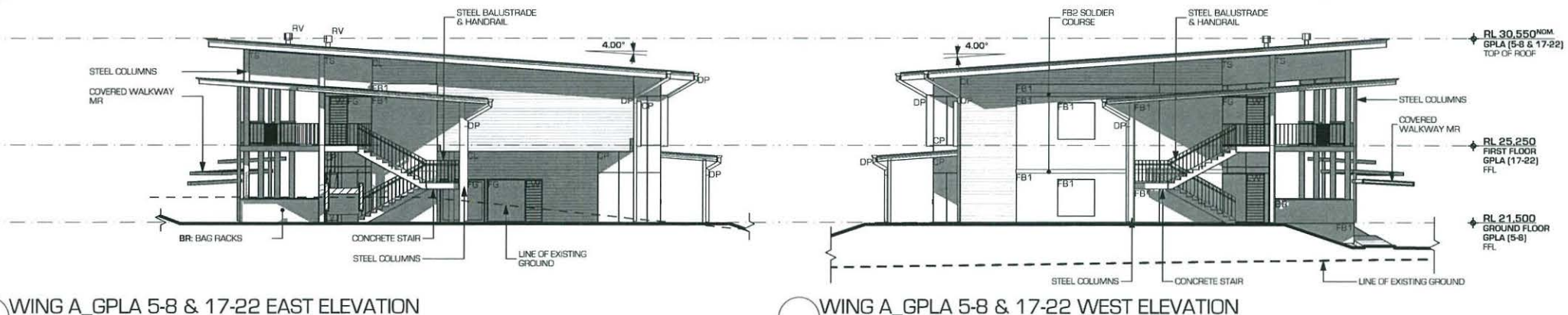
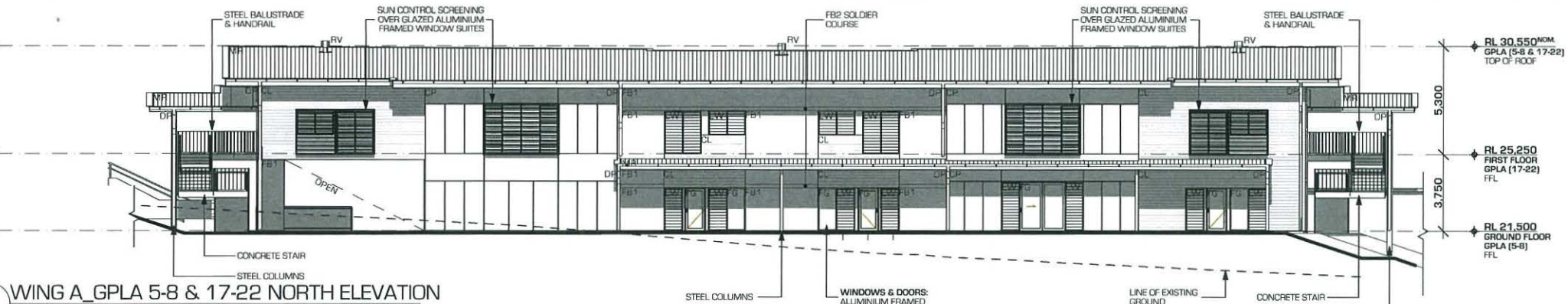


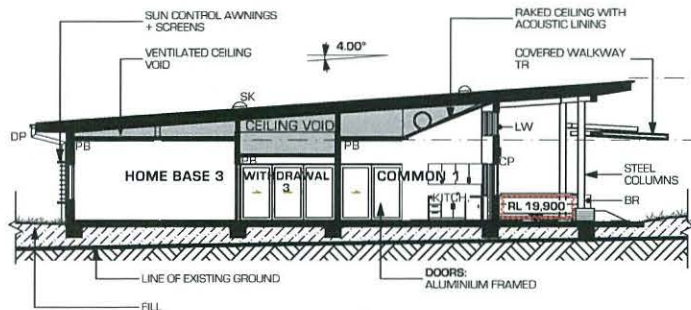
**CHISHOLM CATHOLIC
PRIMARY SCHOOL**
HERITAGE DRIVE, CHISHOLM, NSW

LEGEND
BR BAG RACKS
CONC CONCRETE
CL CLADDING/LIGHTWEIGHT
CL CLADDING PANEL
DP DOWNPIPE
FB FACE BRICKWORK
FFL FINISHED FLOOR LEVEL
FG FIXED GLASS
LW LOUVRE WINDOW
MR METAL ROOF
MS METAL SHEETING
PT PV
PV PHOTOVOLTAIC PANEL
RELATIVE LEVEL
RW RAIN WATER TANK
SK SKYLIGHT
TS TRANSPARENT SHEET
CLADDING

NOTES
1. DO NOT SCALE DIMENSIONS
OFF DRAWINGS

DA S96 SET			
WING A - GPLA ELEVATIONS 1-4			
DRAWING UNALTERED FROM PREVIOUSLY APPROVED DA 13-1109			
EDWARD O'HANLON QUINN O'HANLON ARCHITECTS - DIRECTOR NSW ARCHITECTS REGISTRATION NO. 4306	DRAWN BY:	QOH	SCALE
	CHECKED BY:	TOH CD	1:800 @ A3
	JOB NUMBER	DRAWING NUMBER	ISSUE
	1280N	DA306	6
DATE	REVISION	ISSUE	DEVELOPMENT APPLICATION

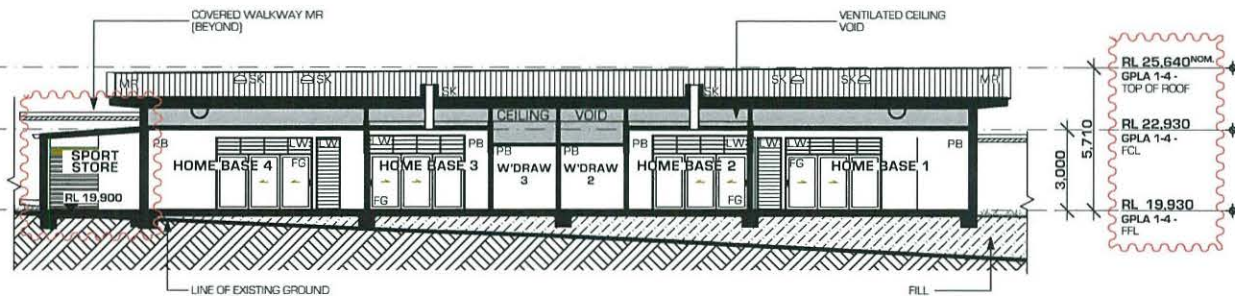




WING A - GPLA 1-4 - SECTION 1

NOTE: WING C - GPLA 9-12 & 13-16 SIMILAR

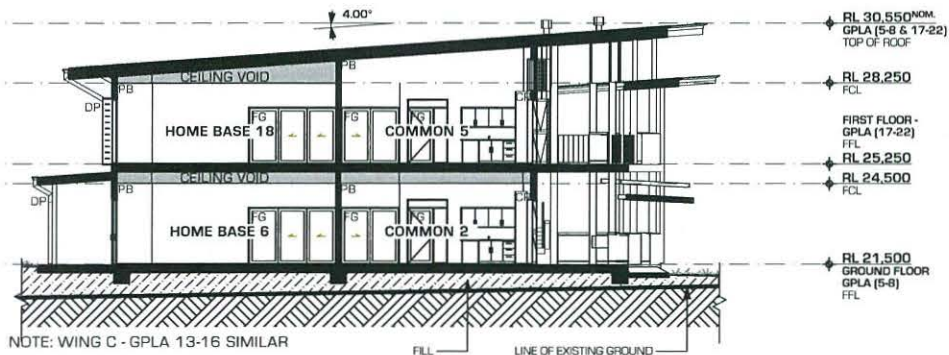
BUILDING PREVIOUSLY APPROVED



WING A - GPLA 1-4 - SECTION 2

NOTE: WING C - GPLA 9-12 & 13-16 SIMILAR

BUILDING PREVIOUSLY APPROVED



WING A - GPLA 5-8 - SECTION 3



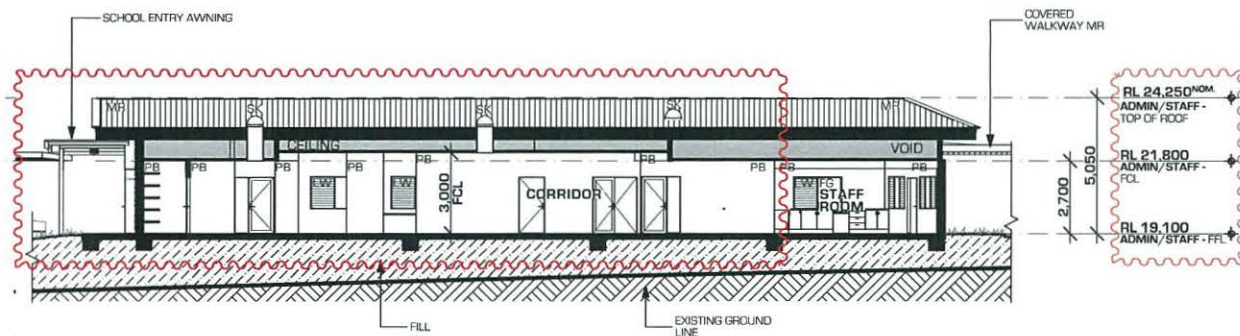
**CHISHOLM CATHOLIC
PRIMARY SCHOOL**

HERITAGE DRIVE, CHISHOLM, NSW

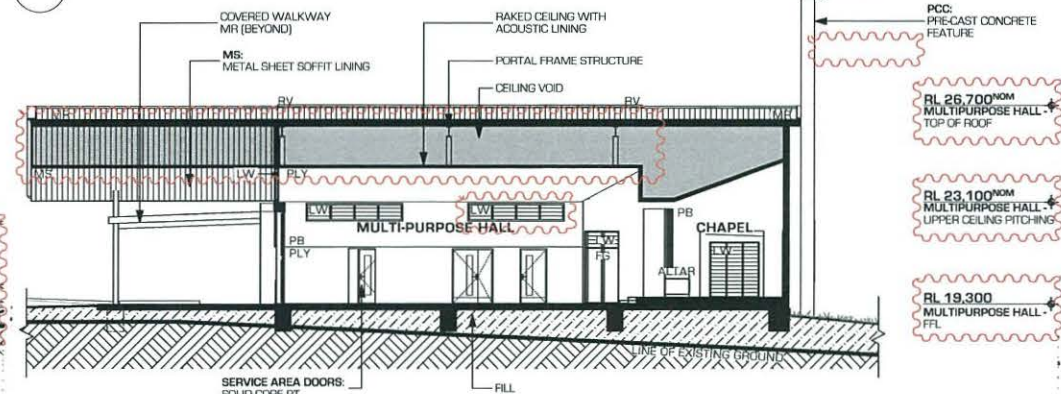
BR	BAG RACKS	MS	METAL SHEETING
CB	CONCRETE	PT	PLASTERBOARD
CL	CLADDING LIGHTWEIGHT	PV	PHOTOVOLTAIC PANEL
CP	DOWNPIPE	RL	RELATIVE LEVEL
DP	FACE BRICKWORK	RWT	RAIN WATER TANK
FB	FINISHED FLOOR LEVEL	SK	SKYLIGHT
FGL	FINISHED CEILING LEVEL	TR	TRANSLUCENT ROOF SHEETING
FG	FILL	TS	TRANSLUCENT SHEET CLADDING
LW	LOUVER WINDOW		
MR	METAL ROOF		

NOTES
1. DO NOT SCALE DIMENSIONS
OFF DRAWINGS

EDWARD O'HANLON EDWARD O'HANLON ARCHITECTS - DIRECTOR NSW ARCHITECTS REGISTRATION NO. 4305		DRAWN BY: GOHN	SCALE: 0
		CHECKED BY: TOH CD	1:200 @ A3
		JOB NUMBER	DRAWING NUMBER
		1280N	DA350
		DATE	REVISION
		ISSUE	6
		DEVELOPMENT APPLICATION	

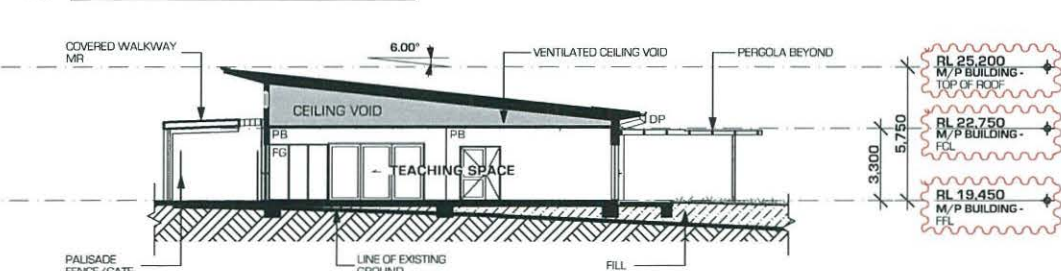


WING B - ADMINISTRATION - SECTION 6



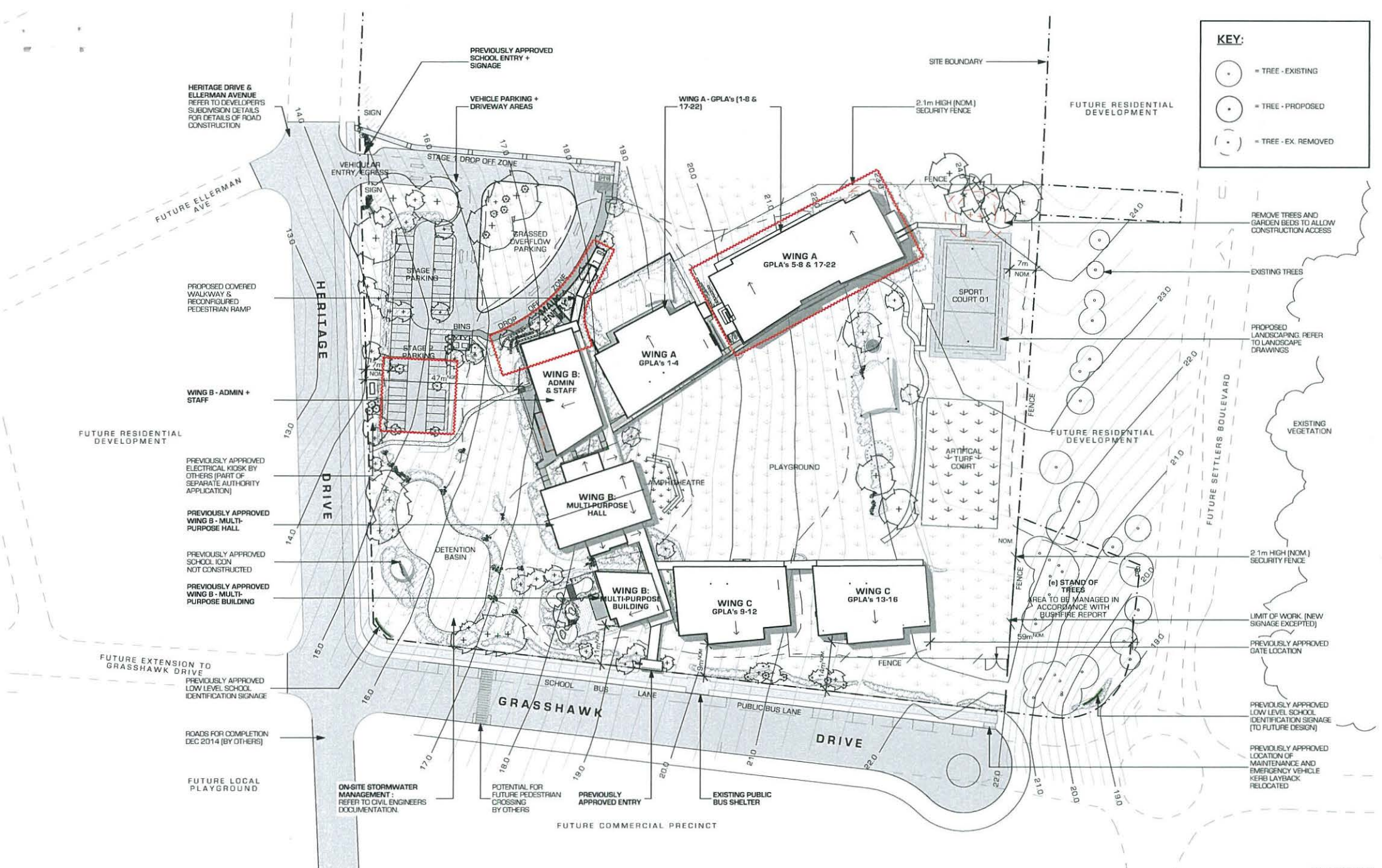
WING B - MULTI-PURPOSE HALL - SECTION 8

BUILDING PREVIOUSLY APPROVED



WING B - MULTI-PURPOSE BUILDING - SECTION 10

BUILDING PREVIOUSLY APPROVED



KEY:

- (●) = TREE - EXISTING
- (○) = TREE - PROPOSED
- (- -) = TREE - EX. REMOVED

GOH ARCHITECTS
Gunn O'Hanlon Architects Pty Ltd

NEWCASTLE
1/6-8 Blending Court, Lower Ground Floor
14140 Hunter Street, Newcastle NSW 2300
PO Box 1814
Newcastle NSW 2300
(02) 4929 1154 F
(02) 4929 1155 F

SYDNEY
206 Davis Bay Road, Unit 101, New 7000
(02) 9420 3155 F
(02) 9420 3025 F

**CHISHOLM CATHOLIC
PRIMARY SCHOOL**
HERITAGE DRIVE, CHISHOLM, NSW

LEGEND
(a) EXISTING
GPLA GENERAL PURPOSE
LEARNING AREA

NOTES
1. DO NOT SCALE DIMENSIONS
OFF DRAWINGS

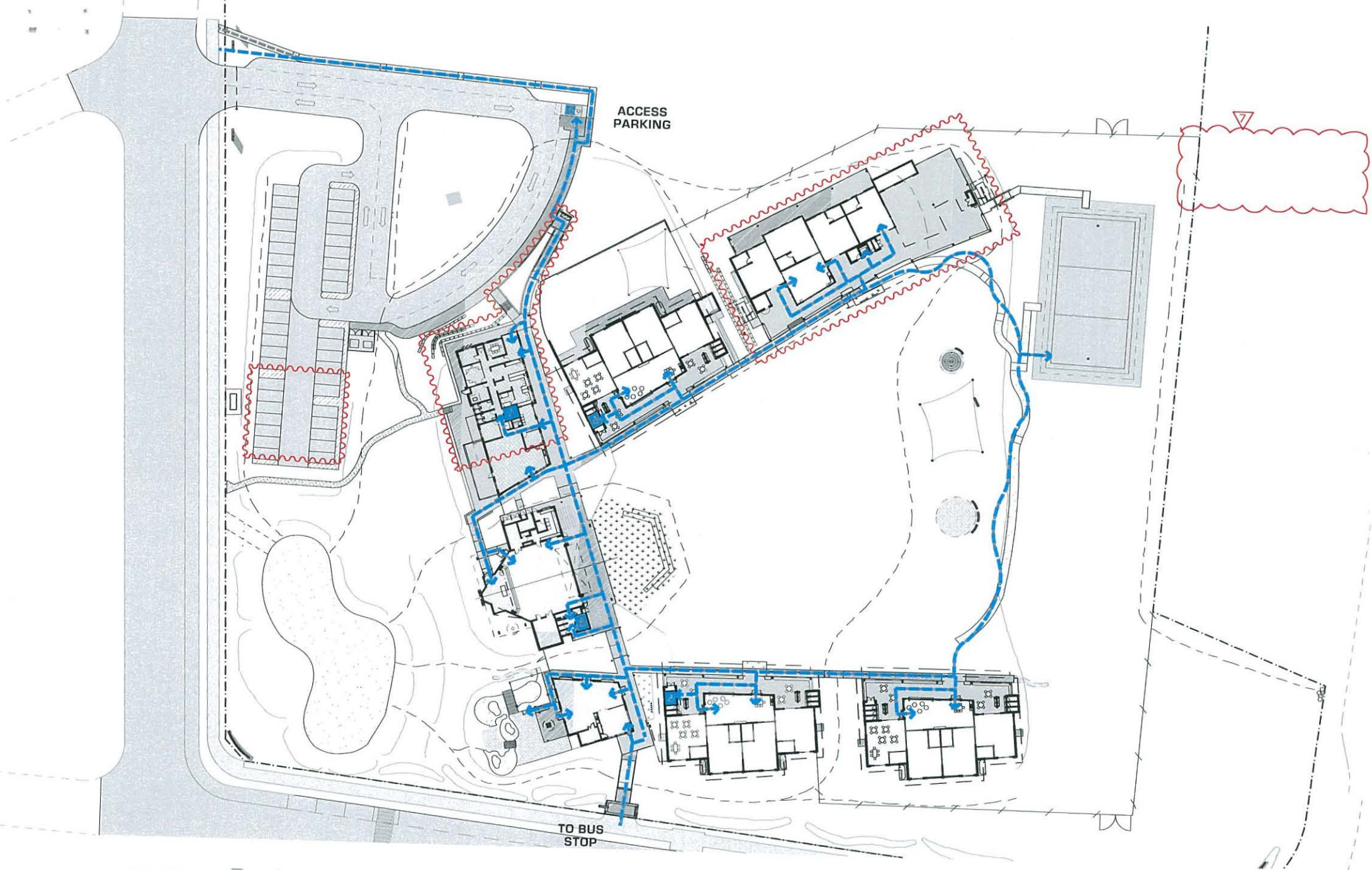
EDWARD O'HANLON
GUNN O'HANLON ARCHITECTS - DIRECTOR
NSW ARCHITECTS REGISTRATION NO. 4300

DRAWN BY: GOIN
CHECKED BY: TOH CD
JOB NUMBER: 1280N
DRAWING NUMBER: DA900
ISSUE: 7

SCALE: 1:1000 @ A3

DATE: 18/10/18
REVISION:
ISSUE:

**DA S96 SET
NOTIFICATION PLAN I**



ACCESS
PARKING

TO BUS
STOP



NEWCASTLE
1 & 30 Bayview, Suite 1, 1st Floor Ground Floor
41-45 Hunter Street, Newcastle NSW 2300
TEL: 081 111 1111
NEWCASTLE NSW 2300
081 111 1111 F
081 111 1111 F

SYDNEY
108-110 Hay Street, Level 10, 10th Floor
108-110 Hay Street, Sydney NSW 2000
TEL: 02 9240 3000 F
02 9240 3000 F

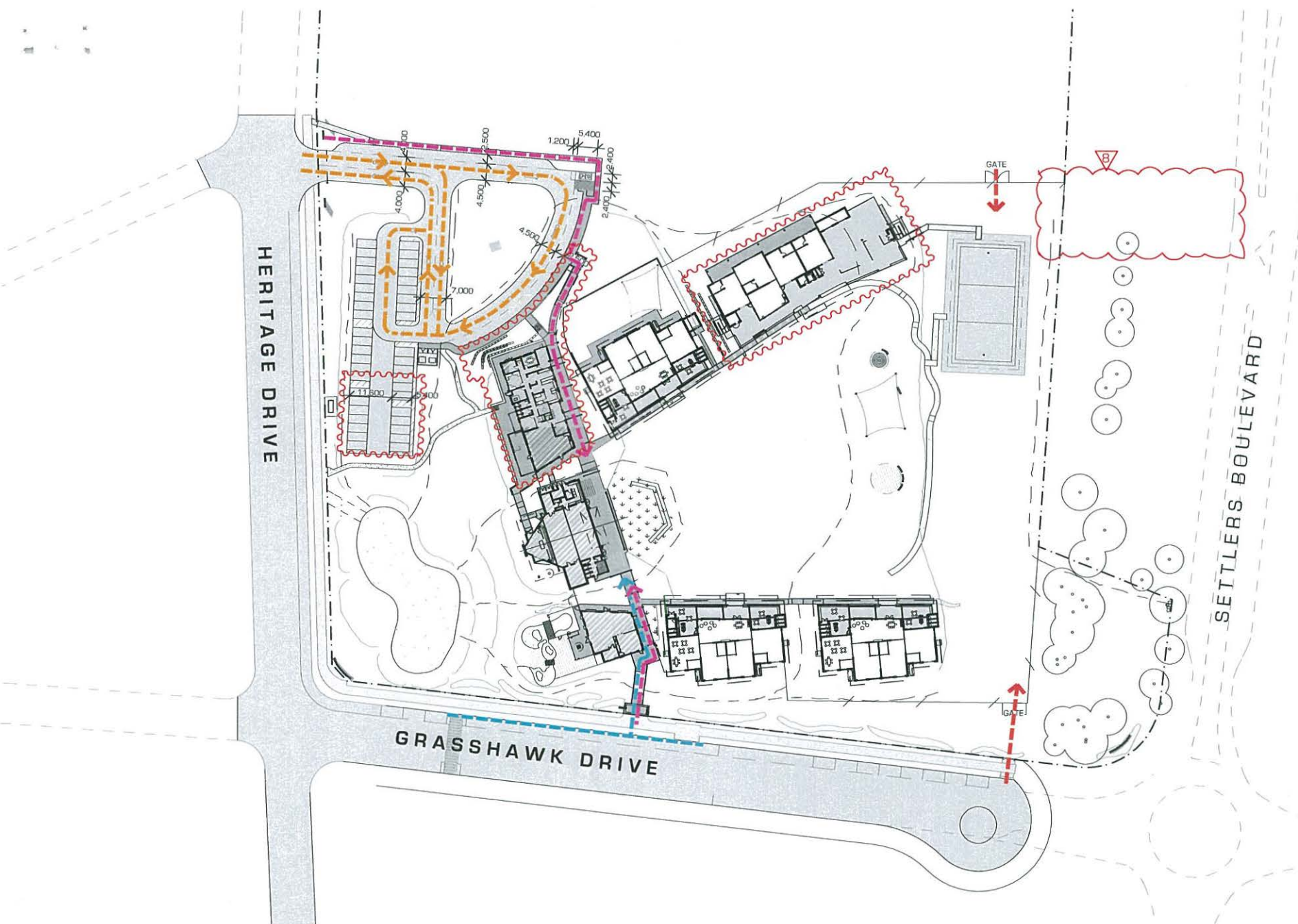
**CHISHOLM CATHOLIC
PRIMARY SCHOOL**
HERITAGE DRIVE, CHISHOLM, NSW

LEGEND
— PATH OF ACCESS
TRAVEL

NOTES
1. DO NOT SCALE DIMENSIONS
OFF DRAWINGS



REFER TO PREVIOUS APPROVAL AS PART OF DA 13-1109			
EDWARD O'HANLON QUINN O'HANLON ARCHITECTS - DIRECTOR NSW ARCHITECTS REGISTRATION NO. 43068		DRAWN BY: QOH/N	SCALE
CHECKED BY:		TOH CD	1:700 @ A3
JOB NUMBER		DRAWING NUMBER	
1280N		DA910	
DATE		REVISION	
01/04/18		ISSUED FOR SUBMISSION	
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NEWCASTLE
T: 08 4200 1111
F: 08 4200 1112
E: info@qoh.com.au

SYDNEY
P: 02 9439 1111
F: 02 9439 1112
E: info@qoh.com.au

CHISHOLM CATHOLIC PRIMARY SCHOOL

HERITAGE DRIVE, CHISHOLM, NSW

- LEGEND**
- PEDESTRIAN ACCESS
 - VEHICULAR ACCESS
 - EMERGENCY / MAINTENANCE VEHICLE ACCESS
 - BUS STOP ACCESS

NOTES

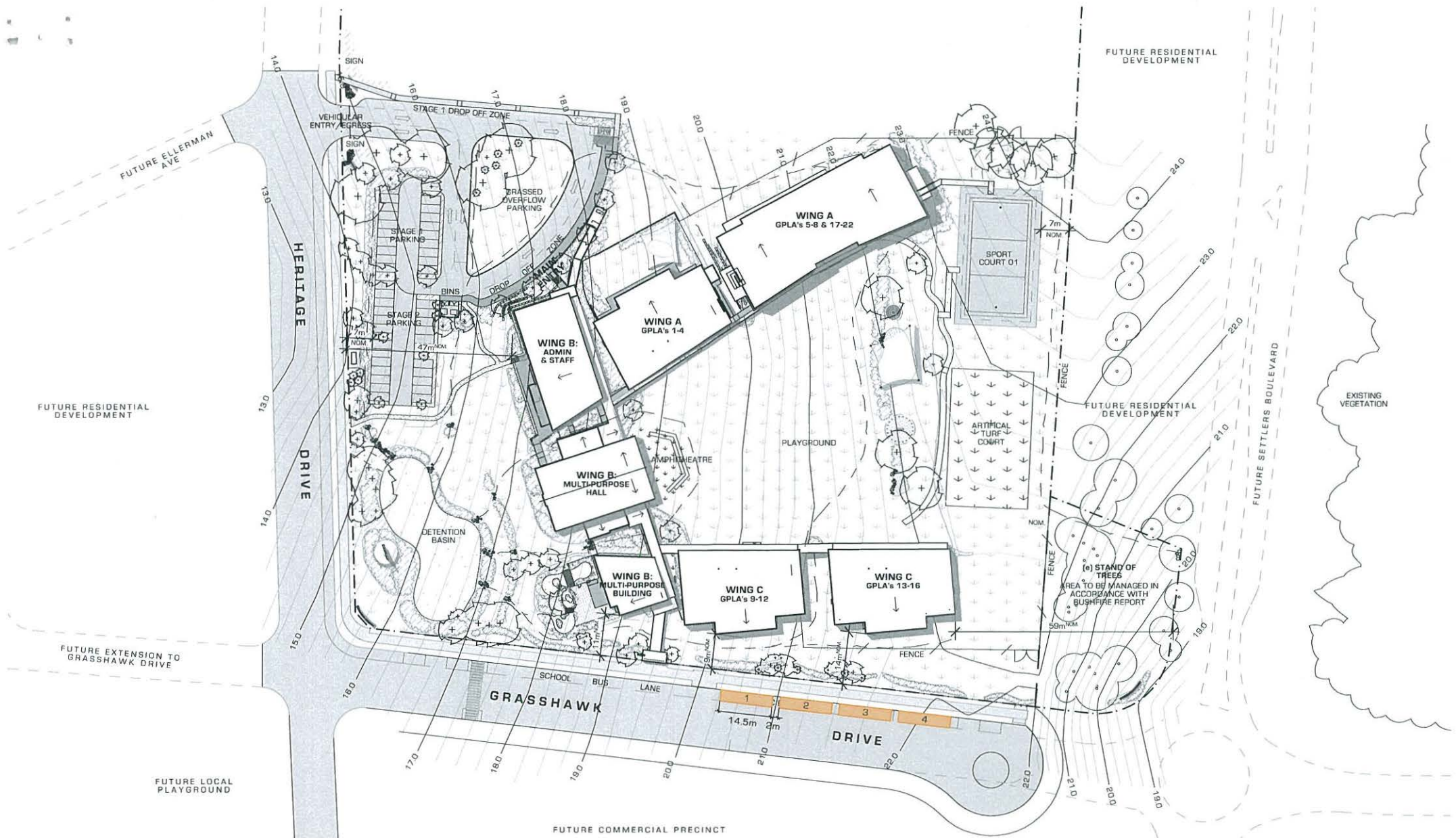
- DO NOT SCALE DIMENSIONS OFF DRAWINGS



EDWARD O'HANLON QUINN O'HANLON ARCHITECTS - DIRECTOR NSW ARCHITECTS REGISTRATION NO. 4,208				DRAWN BY: GOHN CHECKED BY: TOH CD JOB NUMBER: 1280N	SCALE: 1:1000 @ A3 DRAWING NUMBER: DA911 ISSUE: 8
DD-04/16: REVISIONS FOR SECTION 80 SUBMISSION PD-04/16: REVISIONS FOR SECTION 80 SUBMISSION AS-04/16: REVISIONS FOR SUBMISSION PA-04/16: REVISIONS FOR SUBMISSION CB-04/16: REVISIONS FOR SUBMISSION	DATE: 16/04/2016 REVISION: 1 ISSUE: 1	DEVELOPMENT APPLICATION			

DA S96 SET VEHICLE + PEDESTRIAN ACCESS

REFER TO PREVIOUS APPROVAL AS PART OF DA 13-1109



**DA S96 SET
BUS PARKING**



**CHISHOLM CATHOLIC
PRIMARY SCHOOL**

HERITAGE DRIVE, CHISHOLM, NSW



Standard Length Bus = 12.5m
Long Rigid Bus = 14.5m
(State transit Bus Infrastructure guide)

EDWARD O'HANLON
EDWARD O'HANLON ARCHITECTS - DIRECTOR
NSW ARCHITECTS REGISTRATION NO 4306

DRAWN BY: JOHNNY
CHECKED BY: TON CO
JOB NUMBER: 1280N
SCALE: 1:1000 @ A3
DRAWING NUMBER: DA940
ISSUE: 1



DATE: REVISION: ISSUE:

DEVELOPMENT APPLICATION



**DA S96 SET
OVERFLOW PARKING**



MEASURED DIMENSIONS TO BE USED IN PREFERENCE TO SCALE DIMENSIONS
 ANY DISCREPANCIES MUST BE REVERSED TO THE ARCHITECT PRIOR TO THE COMMENCEMENT OF WORK ON SITE
 DIMENSIONS TO BE VERIFIED ON SITE, BUT ONLY ANY SHOT DRAWINGS ARE COMPLETED ON OTHER WORK PUT IN HAND
 IMMEDIATELY REPORT ANY SIGNIFICANT DISCREPANCIES TO THE ARCHITECT

NOTES
 1. LANDSCAPE ASSOCIATED WITH STAGE 2 WILL BE COMPLETED BY THE COMPLETION OF STAGE 2
 2. ALL ROADS (SEE ANNOT 1) TO BE GRADED TO THE FINISH LEVELS OF THE ROAD
 3. ALL ROADS (SEE ANNOT 1) TO BE GRADED TO THE FINISH LEVELS OF THE ROAD
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 83. EXISTING TREES
 84. EXISTING TREES
 85. EXISTING TREES
 86. EXISTING TREES
 87. EXISTING TREES
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 89. EXISTING TREES
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 93. EXISTING TREES
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 95. EXISTING TREES
 96. EXISTING TREES
 97. EXISTING TREES
 98. EXISTING TREES
 99. EXISTING TREES
 100. EXISTING TREES

O'HANLON DESIGN Pty Limited
LANDSCAPE ARCHITECTS
 100/100 BAYVIEW RD, NEWCASTLE NSW 1590
 TEL: (08) 9500 0000 FAX: (08) 9500 0001
 WWW.OHANLONDESIGN.COM.AU

CHISHOLM CATHOLIC PRIMARY SCHOOL

HERITAGE DRIVE, CHISHOLM, NSW

CATHOLIC SCHOOLS OFFICE (DIOCESE OF MAITLAND-NEWCASTLE)

JANE O'HANLON
 LANDSCAPE ARCHITECT
 100/100 BAYVIEW RD, NEWCASTLE NSW 1590
 TEL: (08) 9500 0000 FAX: (08) 9500 0001
 WWW.OHANLONDESIGN.COM.AU

SCALEBAR (M)
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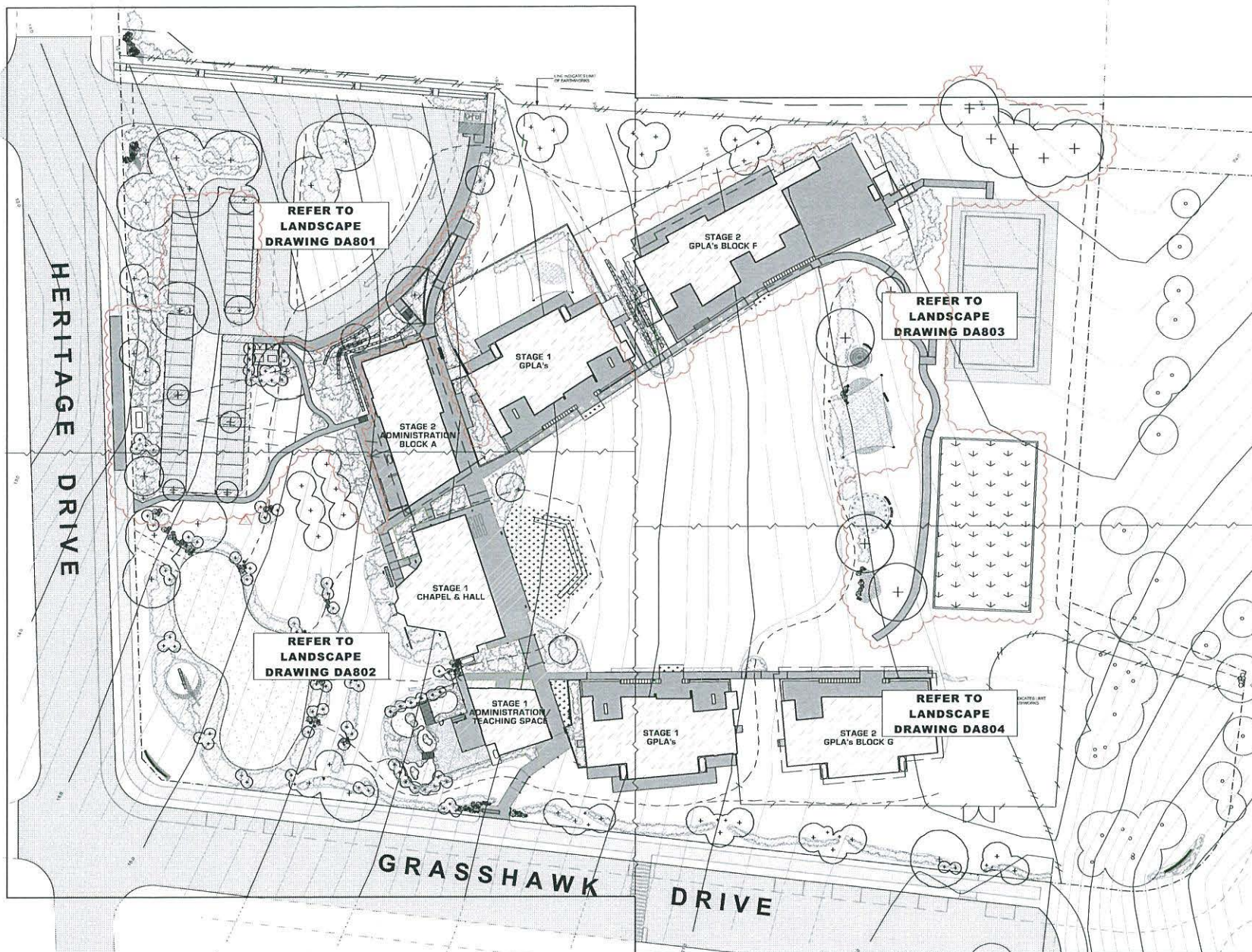
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DRAWN BY: JOM
CHECKED BY: JOM
DATE: 20/04/2013

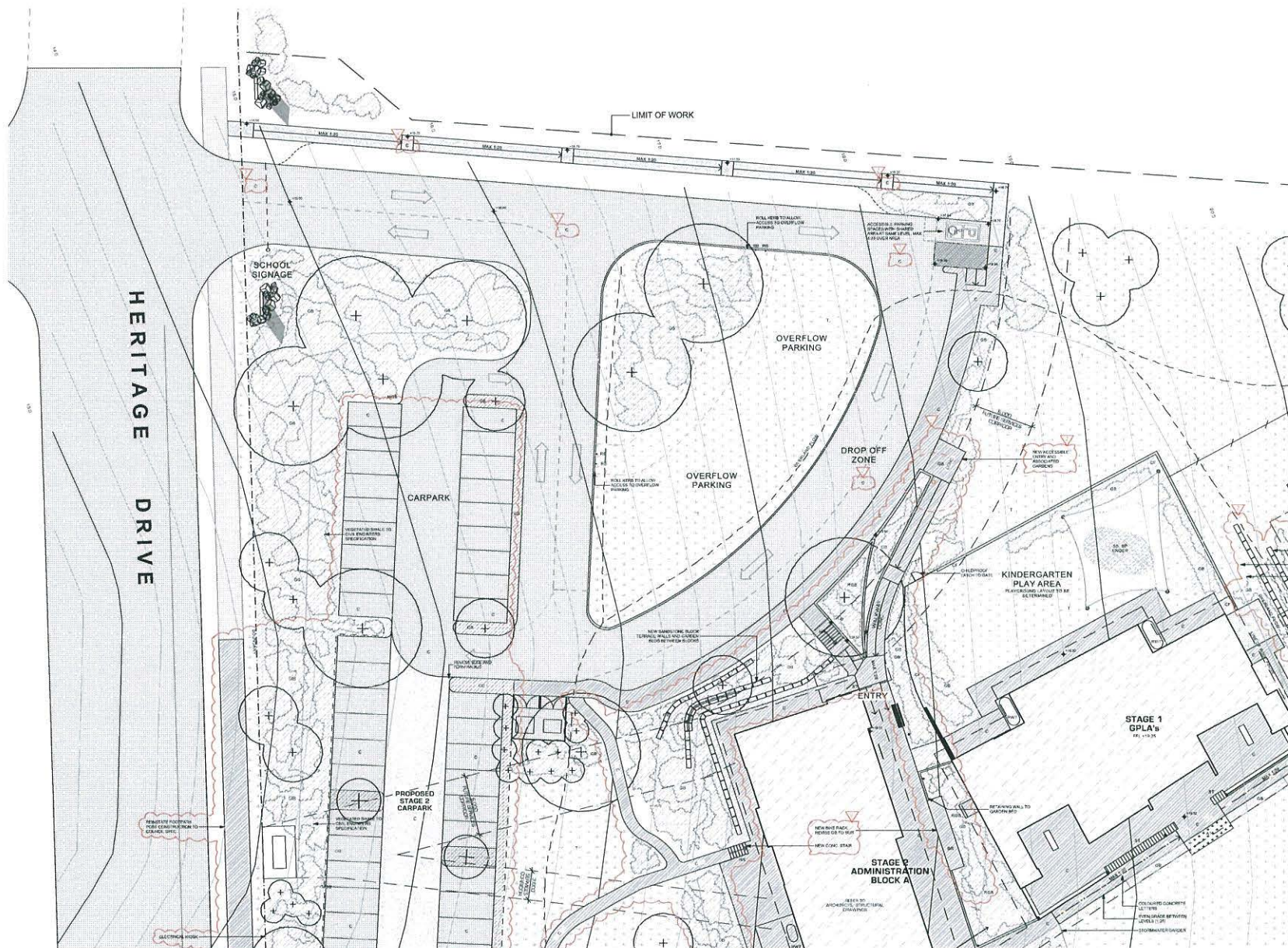
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LANDSCAPE KEY PLAN

JOB NUMBER: 955 DRAWING NUMBER: DA800 ISSUE: 3

DEVELOPMENT APPLICATION





CONTINUES SHEET DA802

CONTINUES SHEET DA803

PLANNED DIMENSIONS TO BE USED IN PREFERENCE TO SCALE DIMENSIONS
 ANY DIMENSIONS MUST BE RECHECKED TO THE ARCHITECT PRIOR TO THE COMMENCEMENT OF WORK ON SITE
 DIMENSIONS TO BE SHOWN ON SITE: ONLY ANY DIMENSIONS ARE COMMENCED OR OTHER WORK PUT IN HAND
 IMMEDIATELY REF IN ANY DIMENSION DISCREPANCIES TO THE ARCHITECT

NOTES:

- LANDSCAPING ASSOCIATED WITH STAGE 2 WILL BE COMPLETED BY THE COMPLETION OF STAGE 2
- ALL PLANTING MUST BE DONE PRIOR TO THE COMMENCEMENT OF WORK ON SITE
- ALL PLANTING MUST BE DONE PRIOR TO THE COMMENCEMENT OF WORK ON SITE
- ALL PLANTING MUST BE DONE PRIOR TO THE COMMENCEMENT OF WORK ON SITE

LEGEND:

1. RETAINING WALL	10. GARDEN BED
2. RETAINING WALL	11. GARDEN BED
3. RETAINING WALL	12. GARDEN BED
4. RETAINING WALL	13. GARDEN BED
5. RETAINING WALL	14. GARDEN BED
6. RETAINING WALL	15. GARDEN BED
7. RETAINING WALL	16. GARDEN BED
8. RETAINING WALL	17. GARDEN BED
9. RETAINING WALL	18. GARDEN BED

FILL LEGEND:

1. RETAINING WALL	10. GARDEN BED
2. RETAINING WALL	11. GARDEN BED
3. RETAINING WALL	12. GARDEN BED
4. RETAINING WALL	13. GARDEN BED
5. RETAINING WALL	14. GARDEN BED
6. RETAINING WALL	15. GARDEN BED
7. RETAINING WALL	16. GARDEN BED
8. RETAINING WALL	17. GARDEN BED
9. RETAINING WALL	18. GARDEN BED

PLANTING LEGEND:

1. RETAINING WALL	10. GARDEN BED
2. RETAINING WALL	11. GARDEN BED
3. RETAINING WALL	12. GARDEN BED
4. RETAINING WALL	13. GARDEN BED
5. RETAINING WALL	14. GARDEN BED
6. RETAINING WALL	15. GARDEN BED
7. RETAINING WALL	16. GARDEN BED
8. RETAINING WALL	17. GARDEN BED
9. RETAINING WALL	18. GARDEN BED

PROPOSED SPECIES LIST:

1. RETAINING WALL	10. GARDEN BED
2. RETAINING WALL	11. GARDEN BED
3. RETAINING WALL	12. GARDEN BED
4. RETAINING WALL	13. GARDEN BED
5. RETAINING WALL	14. GARDEN BED
6. RETAINING WALL	15. GARDEN BED
7. RETAINING WALL	16. GARDEN BED
8. RETAINING WALL	17. GARDEN BED
9. RETAINING WALL	18. GARDEN BED

O'HANLON DESIGN Pty Limited
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 100/1000 MILES ROAD, NEWCASTLE NSW 1500
 TEL: 081 544 3333 FAX: 081 544 3333
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PROJECT:
CHISHOLM CATHOLIC PRIMARY SCHOOL

ADDRESS:
 HERITAGE DRIVE,
 CHISHOLM, NSW

CLIENT:
 CATHOLIC SCHOOLS OFFICE
 (DIOCESE OF MAITLAND-NEWCASTLE)

SCALEBAR (m):
 0 10 20

SCALE:
 1:500 @ A1

DRAWN BY:
 JANE O'HANLON

CHECKED BY:
 TON

DATE:
 2014/03/13

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DRAWING TITLE:
LANDSCAPE CONCEPT PLAN 1

JOB NUMBER:
955

DRAWING NUMBER:
DA801

ISSUE:
2

DEVELOPMENT APPLICATION

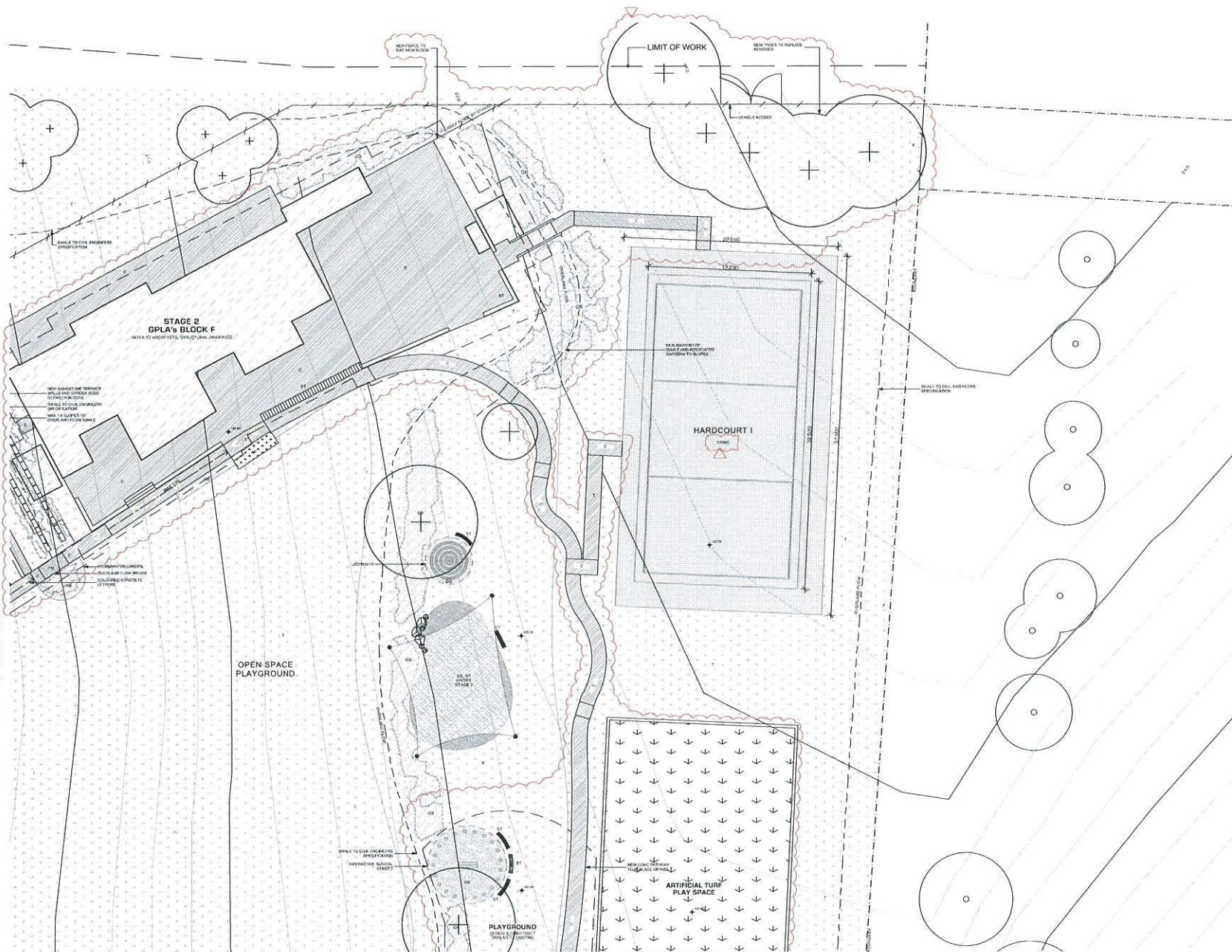
The site plan for Stage 1 of the school development is a detailed architectural drawing showing the layout of buildings, landscaping, and infrastructure. The plan is oriented with Heritage Drive to the left and Grasshawk Drive at the bottom. Key features include:

- Heritage Drive:** A major road running vertically along the left side of the site.
- Grasshawk Drive:** A major road running horizontally along the bottom of the site.
- Stage 1 Chapel & Hall (F1-112.1):** A large building complex in the upper right quadrant.
- Stage 1 Administration/Teaching Space (F1-113.1):** A building complex in the lower right quadrant.
- Environmental Learning Area (ELA):** A designated area for environmental education, located near the Administration/Teaching Space.
- Amphitheatre:** A circular performance area located near the Chapel & Hall.
- Orchard:** A designated area for fruit trees, located in the upper left quadrant.
- Stormwater Detention Basin:** A circular feature for managing stormwater, located in the lower left quadrant.
- Bus Shelter:** A designated area for bus stops, located near the bottom center.
- School Signage:** A designated area for school signage, located near the bottom left.
- Landscaping:** Various trees and plants are indicated throughout the site, including a large tree in the upper left and a row of trees along the bottom.
- Infrastructure:** The plan shows various paths, roads, and utility lines, including a path leading to the bus shelter and a path leading to the school signage.

The plan is a technical drawing with various annotations and labels, including "STAGE 1 CHAPEL & HALL F1-112.1", "STAGE 1 ADMINISTRATION/TEACHING SPACE F1-113.1", "ENVIRONMENTAL LEARNING AREA (ELA)", "ORCHARD", "STORMWATER DETENTION BASIN", "AMPHITHEATRE", "BUS SHELTER", "SCHOOL SIGNAGE", "HERITAGE DRIVE", and "GRASSHAWK DRIVE".

JOB NUMBER	DRAWING NUMBER	ISS
955	DA802	2

CONTINUES SHEET DA801



CONTINUES SHEET DA804

FIGURED DIMENSIONS TO BE USED IN PREFERENCE TO SCALED ONES
ANY DISCREPANCIES MUST BE REFERRED TO THE ARCHITECT PRIOR TO THE
COMMENCEMENT OF WORK ON SITE
DIMENSIONS TO BE VERIFIED ON SITE BEFORE ANY SHOP DRAWINGS ARE
COMMENCED OR OTHER WORK PUT IN HAND
IMMEDIATELY REFER ANY SIGNIFICANT DISCREPANCIES TO THE ARCHITECT

NOTES:

1. LANDSCAPES ASSOCIATED WITH STAGE 2 WILL BE COMPLETED BY THE COMPLETION OF STAGE 1.
2. BALANCED CUT AND FILL ON SITE.
3. ACCESSIBILITY LEVELS INDICATED ON DRAWINGS - FOR SITE LEVELS REFER TO CIVIL ENGINEERS DRAWINGS.
4. PLANTS SELECTED FROM A RANGE OF NATIVE, AREA SPECIFIC AND FREE RETARDANT SPECIES.

LEGEND			
AI	ARTIFICIAL INURE	GB	GREEN BUG
BC	BOLLARD	GC	GREEN CELL
B	BOLLARD & CHAIN	HP	HANDRAIL
CH	CHIMNEY PAYING	MB	MOVABLE BOLLARD BEG
CH	B-KI BACK	RB	REMOVABLE BOLLARD
CH	CONCRETE	RGR	RAIL GUARD IN BEG
CH	CHLOROPHY FENCE	RA	RAIN WATER TANK
CH	COMPOSED GRASS	SP	SANDPIT
DO	DOORWAY	ST	STEAK STRUCTURE
DO	DRINKING FOUNTAIN	ST	STAIR
F	FENCE	T	TURF
F	FIBROGLASS MESH	TB	TURKISH BOARDING
		W	WATER

FILL LEGEND:

	ARTIFICIAL TURF		LARGE BOULDERS		STABLE, UN-DE-COMPOSED GRANITE
	BITUMEN PAVING		MULCH/GARDEN BED		TIMBER BOARD
	CONCRETE		GRASS CELL		TURF
	FIBREGLASS MESH		SANDPIT		

[illegible]

O'HANLON DESIGN Pty Limited
LANDSCAPE ARCHITECTS
Tel: (01) 9420 3633 Email: oha@oah.net.au
Fax: (01) 9420 3655 153 Victoria Road, Glendowie, NSW 2114

PROJECT
**CHISHOLM CATHOLIC
PRIMARY SCHOOL**

ADDRESS
HERITAGE DRIVE,
CHISHOLM, NSW

CLIENT
CATHOLIC SCHOOLS OFFICE
(DIOCESE OF MAITLAND-NEWCASTLE)

20-04-2016	ISSUE FOR SECTION 96	3
22-24-2016	ISSUE FOR EA	7
DATE	REVISION	ISSUED

JANE O'HANLON
 O'HANLON DESIGN LANDSCAPE ARCHITECTS - DIRECTOR

SCALEBAR (m)



0 10 20

SCALE:	1:200 @ A1	
DRAWN BY:	WF	
CHECKED BY:	TOH	

DATE: 20/04/2013

NORTH

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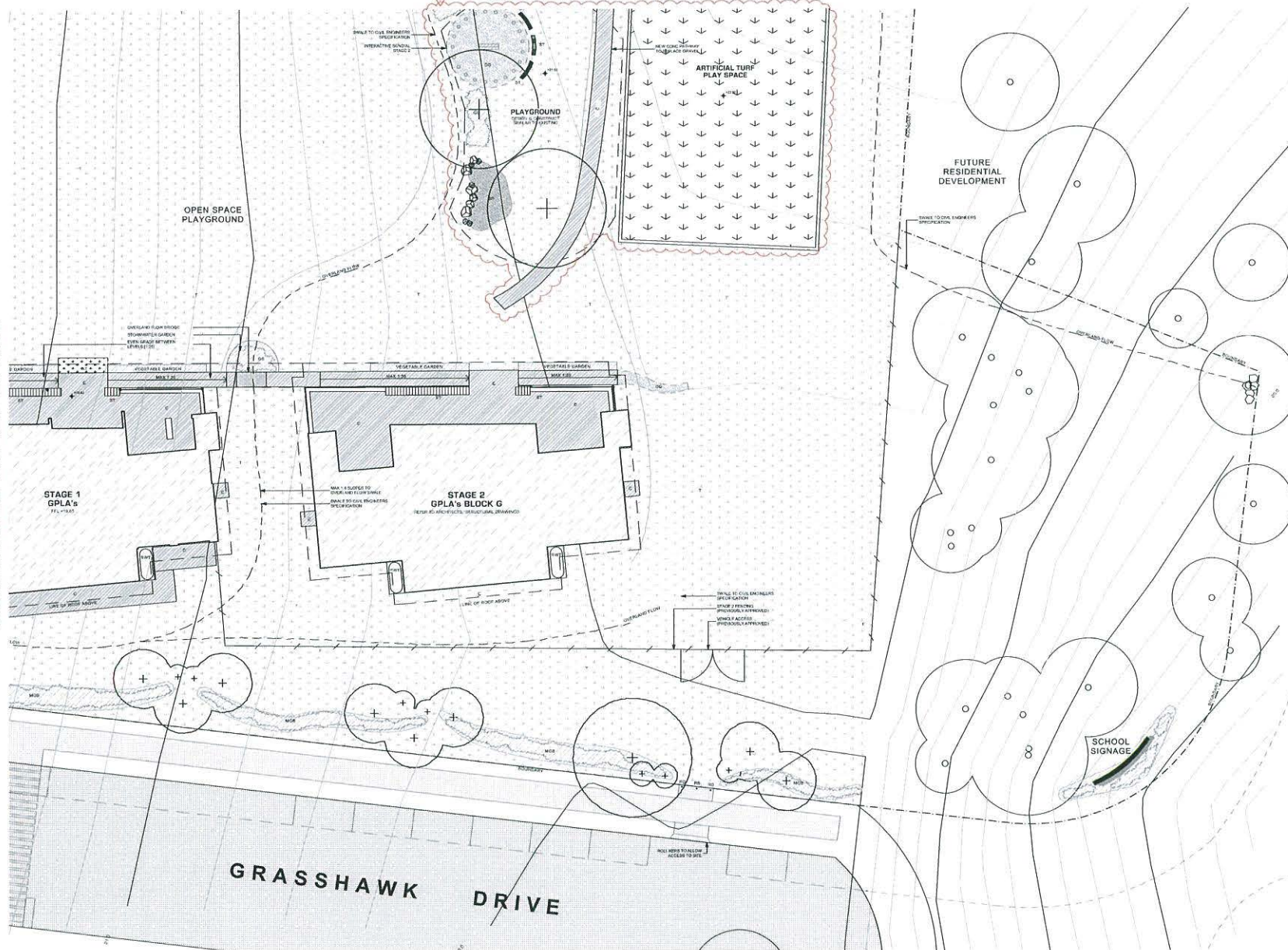
DRAWING TITLE
LANDSCAPE CONCEPT

LANDSCAPE CONCEPT PLAN III

JOB NUMBER	DRAWING NUMBER	ISSUE
955	DA803	2
DEVELOPMENT APPLICATION		

CONTINUES SHEET DA802

CONTINUES SHEET DA803



FIGURED DIMENSIONS TO BE USED IN PREFERENCE TO SCALED ONES
ANY DISCREPANCIES MUST BE REFERRED TO THE ARCHITECT PRIOR TO THE
COMMENCEMENT OF WORK ON SITE
DIMENSIONS TO BE VERIFIED ON SITE, BEFORE ANY SHOP DRAWINGS ARE
COMMENCED OR OTHER WORK PUT IN HAND
IMMEDIATELY REFER ANY SIGNIFICANT DISCREPANCIES TO THE ARCHITECT

NOTES:

1. LANDSCAPING ASSOCIATED WITH STAGE 2 WILL BE COMPLETED BY THE COMPLETION OF STAGE 2.
2. PLANTING OF TREES AND SHRUBS SHALL BE IN ACCORDANCE WITH THE PLANTING SPECIFICATIONS AND PLANTING SCHEDULE.
3. ACCESSIBILITY LEVELS INDICATED ON DRAWINGS FOR SITE LEVELS REFER TO CIVIL ENGINEER'S DRAWINGS.
4. PLANTS SELECTED FROM A RANGE OF NATIVE, AREA SPECIFIC AND FIRE RETARDANT SPECIES.

LEGEND	
AT	ARTERIAL TUBE
B	BOLLARD
CC	ROLL-UP CHAIR
DF	DIETARY FEEDING
DI	DIE ROLL
CE	CONCRETE
CF	COLD-PAINT FENCE
DO	DECOMPOSED GRANITE
DS	STAIR LIDS
DT	DRAINAGE CUTLE
F	FENCE
FM	FIBROGLASS MESH
GB	GRASS BED
GC	GRASS CELL
HR	HANGAR
MO	MOUNTING BOARD
RO	REMOVABLE ROLL-UP
PSR	PAINT SPRAYER
RB	RUBBER WATER TANK
SP	SANDPIT
SS	STEEL STRUCTURE
ST	STAIR
T	TURF
TE	TIMBER BOARDING
W	WATER

FILL LEGEND

	ARTIFICIAL TURF		LARGE BOULDERS		STABILIZED DECOMPOSED GRAVEL
	BITUMEN PAVING		MULCHED GARDEN BED		TIMBER BOARD
	CONCRETE		GRASS CELL		TURF
	FIBREGLASS MESH		SANDPIT		

PLANTING LEGEND PROPOSED SPECIES LIST

EXISTING TREES

- Apicomplexa
- Ciliophora
- Dinoflagellata
- Forams
- Radiolarians
- Sponges
- Tricladida

LOW BRANCHING

- Annelida
- Arthropods
- Chelicerates
- Crustaceans
- Echinodermata
- Hemichordates
- Molluscs
- Nematodes
- Platyhelminthes
- Rotifers
- Tardigrades

BODIES & SMALL

- Amphisbaenians
- Anura
- Birds
- Carnivores
- Chelonians
- Fishes
- Insects
- Mammals
- Reptiles
- Testudines

MEDIUM BODIES

- Amphipods
- Arachnids
- Birds
- Fishes
- Insects
- Mammals
- Reptiles
- Testudines

LARGE BODIES

- Birds
- Carnivores
- Chelonians
- Fishes
- Insects
- Mammals
- Reptiles
- Testudines



O'HANLON DESIGN Pty Limited
LANDSCAPE ARCHITECTS

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Fax. (02) 9420 3685

PROJECT _____

**CHISHOLM CATHOLIC
PRIMARY SCHOOL**

ADDRESS
**HERITAGE DRIVE,
CHISHOLM, NSW**

CLIENT
CATHOLIC SCHOOLS OFFICE
(DIOCESE OF MAITLAND-NEWCASTLE)

20-04-2016 ISSUE FOR SECTION 96

02-04-2013	ISSUE FOR DA	1
DATE	REVISION	ISS

JANE O'HANLON
O'HANLON DESIGN LANDSCAPE ARCHITECTS - DIRECTOR

ASA REGISTRATION NO. 386

SCALEBAR (m)

0 10

Age Group	Total	Male	Female	Male	Female
18-24	100%	100%	100%	100%	100%
25-34	100%	100%	100%	100%	100%
35-44	100%	100%	100%	100%	100%
45-54	100%	100%	100%	100%	100%
55-64	100%	100%	100%	100%	100%
65+	100%	100%	100%	100%	100%

[illegible]

SCALE: 1:200 @ A1

DRAWN BY:	WJ
CHECKED BY:	TON

DATE: 20/04/2013

	NORTH
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DRAWING TITLE
LANDSCAPE CONCEPT

LANDSCAPE CONCEPT

PLAN IV

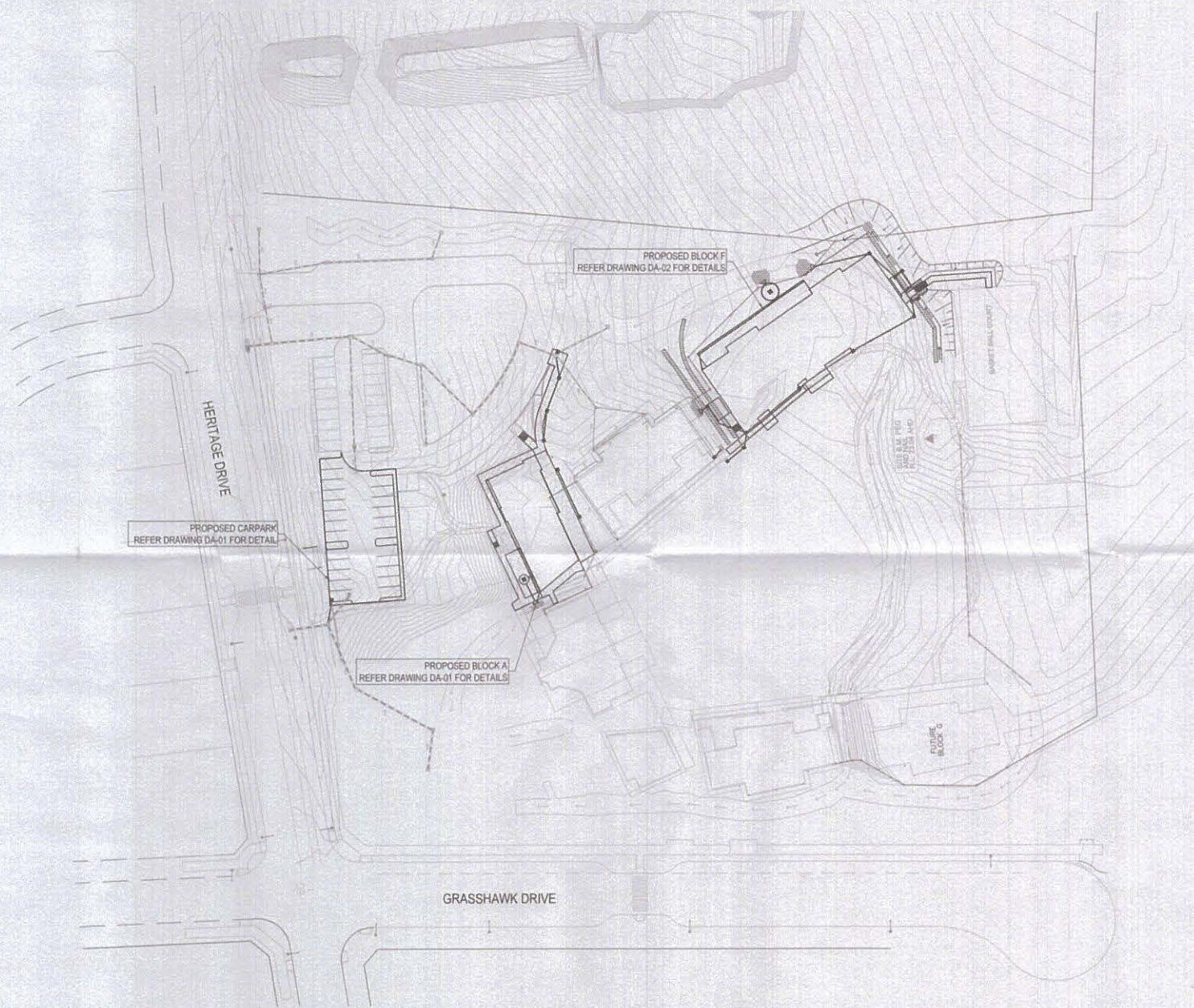
LEARN IT

Parameter	Value	Unit
...	...	...

JOB NUMBER	DRAWING NUMBER	ISS
055	DA004	5

955	DA804	2
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DEVELOPMENT APPLICATION



HUNTER WATER CORPORATION LTD
Maitland Customer Centre

☒ Building clear of sewer/main
☐ Building overhanging sewer 3005 form submitted
☐ Mains and boundaries subject to alterations
☐ No sewer available
☒ Section 50 Application taken and fee paid 2016-4-6-3
☐ Return of the plans to HWC unnecessary

☒ If any of the following applications have been ticked, you will be required to return to HWC and make the relevant application(s) and pay the applicable fees:

Applications

☐ Sewerage not yet available for connection
☐ Sewer connection (Council approved plans required)
☐ Sewer Service Access Charge
☒ Hydraulic Drawings (plans required)
☐ Trade Waste
☐ Pressure Sewer Connection
☐ Connection of Sewer ☐ Return Water Meter
☒ Sewerage Charge Application
☐ Other

Customer No: _____
 Checked by: AST Date: 27 APR 2016

SCALE 1:500 @ A1
 SCALE 1:500 @ A3

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Rev	Description	Date	Drawn	Approved
A	ISSUED FOR APPROVAL	21 Oct 16	JER	UK



QOH
 41-45 HUNTER STREET
 NEWCASTLE, NSW 2300
 PHONE: 02 4929 1165 FAX: 02 4929 1166

AcOR
 CONSULTANTS

ACOR Consultants (NNSW) Pty Ltd
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 Cooks Hill, Newcastle NSW 2300
 T +61 2 4926 4811

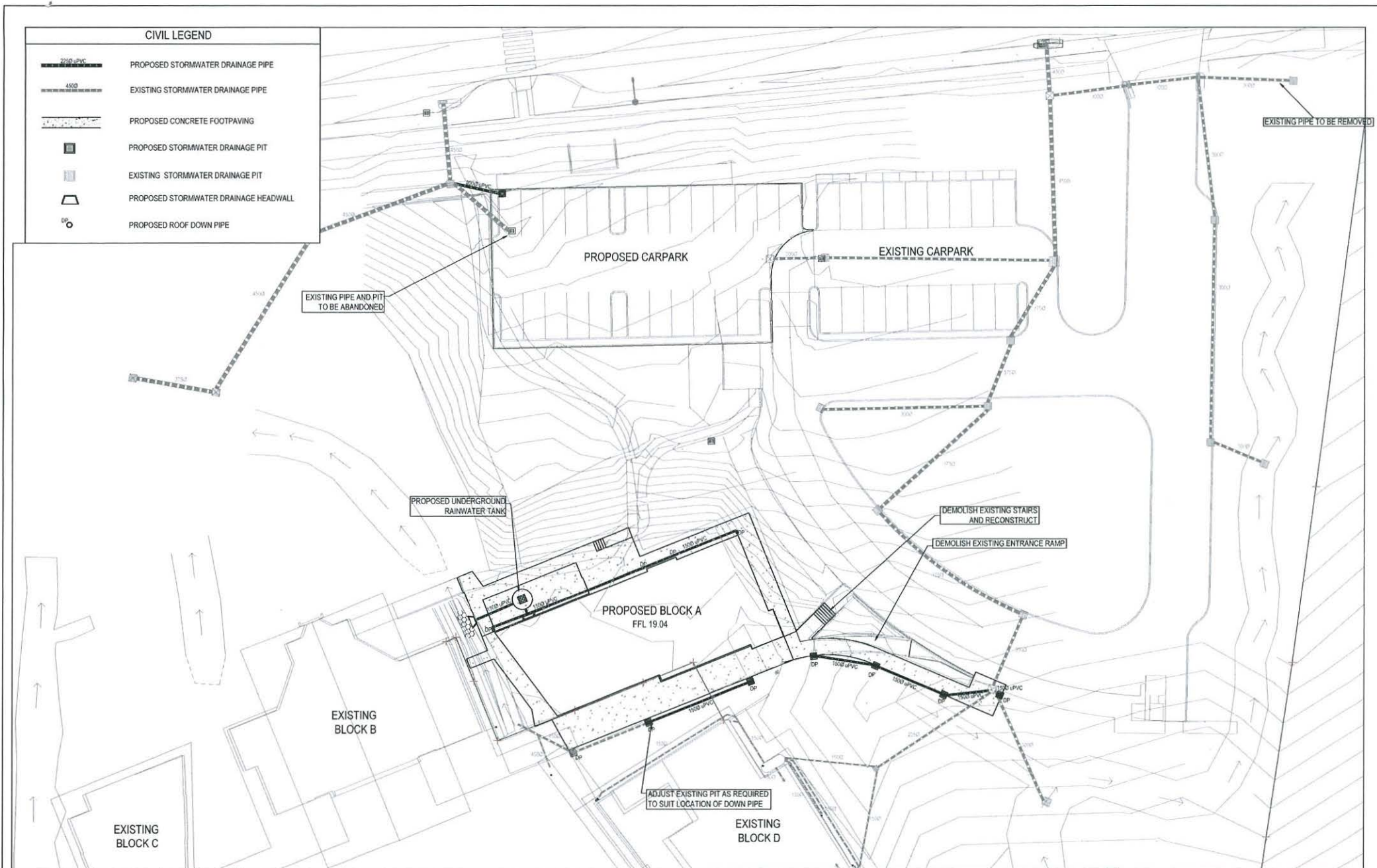
Project
 ST ALOYSIUS CATHOLIC
 PRIMARY SCHOOL - STAGE 2
 HERITAGE DRIVE
 CHICKLIM, NSW 2322

Site
 SITE LAYOUT PLAN

Drawn	Date	Scale	A1	A3	Check	Date
JER	APR 2016	1:500				
UK						

Project No: **NE150350** Plot No: **DA-00** Issue: **A**

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SCALE 1:200 @ A1
SCALE 1:400 @ A3
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This drawing has been assigned an electronic code that applies the drawing has been checked and approved by:

Rev	Description	Date	Drawn	Approved
B	ISSUED FOR APPROVAL - MAINTAINING EXISTING SWALE LAYOUT	12.04.16	AJM	UK
A	ISSUED FOR APPROVAL	09.04.16	AJM	UK
Issue	Description	Date	Drawn	Approved
1	12.04.16			



QOH
41-45 HUNTER STREET
NEWCASTLE, NSW 2300
PHONE: 02 4929 1165 FAX: 02 4929 1195



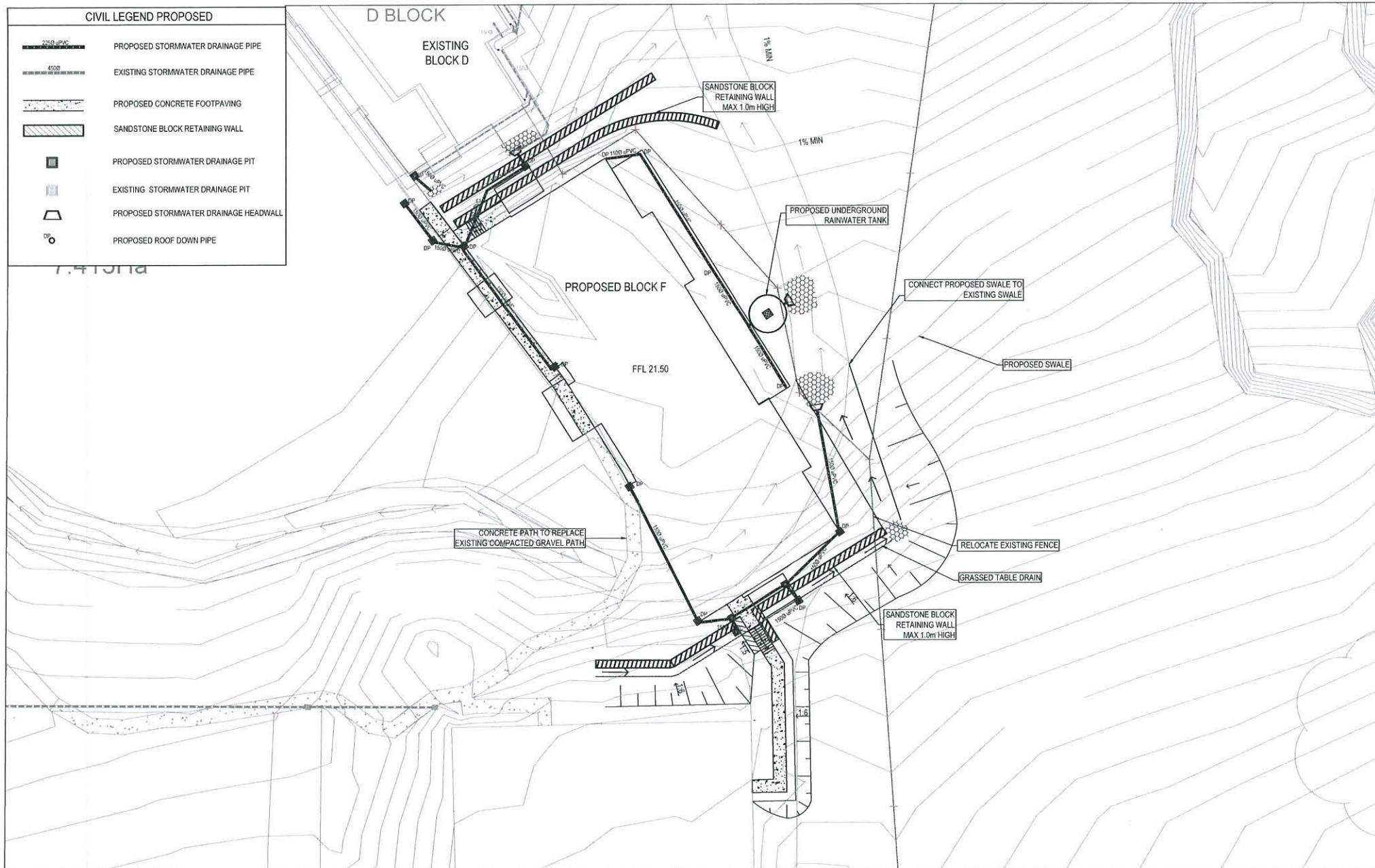
ACOR Consultants (NSW) Pty Ltd
Level 1, 54 Union Street
Cooks Hill, Newcastle NSW 2300
T +61 2 4926 4811
HERITAGE DRIVE
CHISHOLM, NSW 2322

Project
**ST ALOYSIUS CATHOLIC
PRIMARY SCHOOL - STAGE 2**

Drawn	Date	Scale	A1	U.A. Check	Date
AJM	FEB 2016	1:200			
Designed	Project No.	Sheet No.	Sheet	Sheet	Sheet
UK	NE150350	DA-01	B		

NOT FOR CONSTRUCTION

CIVIL LEGEND PROPOSED	
	PROPOSED STORMWATER DRAINAGE PIPE
	EXISTING STORMWATER DRAINAGE PIPE
	PROPOSED CONCRETE FOOTPAVING
	SANDSTONE BLOCK RETAINING WALL
	PROPOSED STORMWATER DRAINAGE PIT
	EXISTING STORMWATER DRAINAGE PIT
	PROPOSED STORMWATER DRAINAGE HEADWALL
	PROPOSED ROOF DOWN PIPE



SCALE 1:200 @ A1
 SCALE 1:400 @ A3
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 This drawing has been assigned an electronic code that signifies the drawing has been checked and approved.

No.	Description	Date	Drawn	Approved
B	ISSUED FOR APPROVAL - MAINTAINING EXISTING SWALE LAYOUT	12.04.16	AJM	UK
A	ISSUED FOR APPROVAL	08.04.16	AJM	UK



QOH
 41-45 HUNTER STREET
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 Cooks Hill, Newcastle NSW 2300
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Project
**ST ALOYSIUS CATHOLIC
 PRIMARY SCHOOL - STAGE 2**
 HERITAGE DRIVE
 CHISHOLM, NSW 2322

Drawing File				
STORMWATER DRAINAGE PLAN SHEET 2				
Drawn	Date	Scale	A1	C/A Check
AJM	08.04.16	1:200		
Designed	Project No.	Dep. No.	Sheet	
UK	NE150350	DA-02	B	

NOT FOR CONSTRUCTION

EROSION AND SEDIMENT CONTROL NOTES

1. PROVIDE EROSION AND SEDIMENT CONTROL MEASURES DURING CONSTRUCTION TO COUNCIL STANDARDS AND CONFORMING TO LANDCOM SOILS & CONSTRUCTION Vol 1, 4th EDITION, MARCH 2004.
2. PREPARE EROSION AND SEDIMENT CONTROL PLAN AND OBTAIN COUNCIL APPROVAL PRIOR TO WORKS.
3. ALL PERIMETER CONTROL DEVICES ARE TO BE INSTALLED PRIOR TO WORK COMMENCING AND BE MAINTAINED DURING CONSTRUCTION. LOCATE SEDIMENT FENCE WITHIN WORKS BOUNDARY.
4. CONTRACTOR TO DEFINE ACCESS, STOCKPILE AND OTHER AREAS PRIOR TO WORK COMMENCING.
5. PROVIDE A SINGLE POINT OF ACCESS TO THE SITE.
6. MINIMISE SITE DISTURBANCE AND REDUCE STOCKPILING TO A LEVEL NECESSARY TO CONSTRUCT THE WORKS. STOCKPILE AREAS, CONSTRUCTION ACCESSES AND NO GO AREAS TO BE DEFINED AND CONFIRMED PRIOR TO COMMENCEMENT OF WORK. FENCE NO GO AREAS.
7. PROVIDE MEASURES AT STOCKPILES TO DIVERT CLEAN WATER AND COLLECT SEDIMENT DOWNSTREAM, LOCATE STOCKPILES AWAY FROM STORMWATER FLOWS.
8. PROVIDE AND MAINTAIN PERMANENT GRASSING AS SOON AS POSSIBLE AFTER CONSTRUCTION. STAGE WORKS AS NECESSARY. GRASS SPECIES SHALL BE TO COUNCIL REQUIREMENTS. GRASS TURF TABLEDRAINS AND SWALES, MULCH (IF AVAILABLE FROM SITE CLEARING) AND SEED ALL OTHER DISTURBED AREAS INCLUDING TRENCHES, WHICH HAVE NOT BEEN TURFED. ON COMPLETION OF WORKS PROVIDE STRIP TURFING. SEE GENERAL NOTES.
9. CONTROL DUST BY WINDBREAKS, WATERING ETC.
10. EROSION AND SILT PROTECTION MEASURES ARE TO BE MAINTAINED AT ALL TIMES. ADJUST TO SUIT STAGING AND PROGRESS.
11. HIGH EROSION AREAS, INCLUDING BATTERS TO BE STABILISED WITHIN 7 DAYS OF COMPLETING OF WORKS AND EARLIER IF DIRECTED BY SUPERINTENDENT.
12. ALL STABILISED WORKS ARE TO BE MAINTAINED UNTIL COMPLETION OF WORKS.
13. REMOVE TEMPORARY MEASURES AFTER COMPLETION OF CONSTRUCTION AND STABILISATION OF WORKS.

LEGEND

REFER TO LANDCOM: SOILS AND CONSTRUCTION Vol 1, 4th EDITION, MARCH 2004



EARTH BANK TO SD 5-5



MESH AND GRAVEL INLET FILTER TO SD 6-11



GEOTEXTILE INLET FILTER TO SD 6-12



SEDIMENT FENCE TO SD 6-8



ROCK CHECK DAM TO SD 5-4

LOCATION OF STABILISED SITE
ACCESS TO BE DETERMINED ON SITE

EXISTING
BLOCK B

PROPOSED BLOCK A
FFL 19.04

EXISTING
BLOCK D

SCALE 1:200 @ A1

SCALE 1:400 @ A3

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This drawing has been assigned an electronic code that signifies the drawing has been checked and approved by:

NAME & CREDENTIALS

Issue	Description	Date	Drawn	Approved
B	ISSUED FOR APPROVAL - MAINTAINING EXISTING SWALE LAYOUT	12.04.16	AJM	UK
A	ISSUED FOR APPROVAL	08.04.16	AJM	UK

100000



QOH
41/45 HUNTER STREET
NEWCASTLE, NSW 2300
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AcOR
CONSULTANTS
ENGINEERS | MANAGERS | INFRASTRUCTURE PLANNERS | DEVELOPMENT CONSULTANTS

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CHISHOLM, NSW 2322

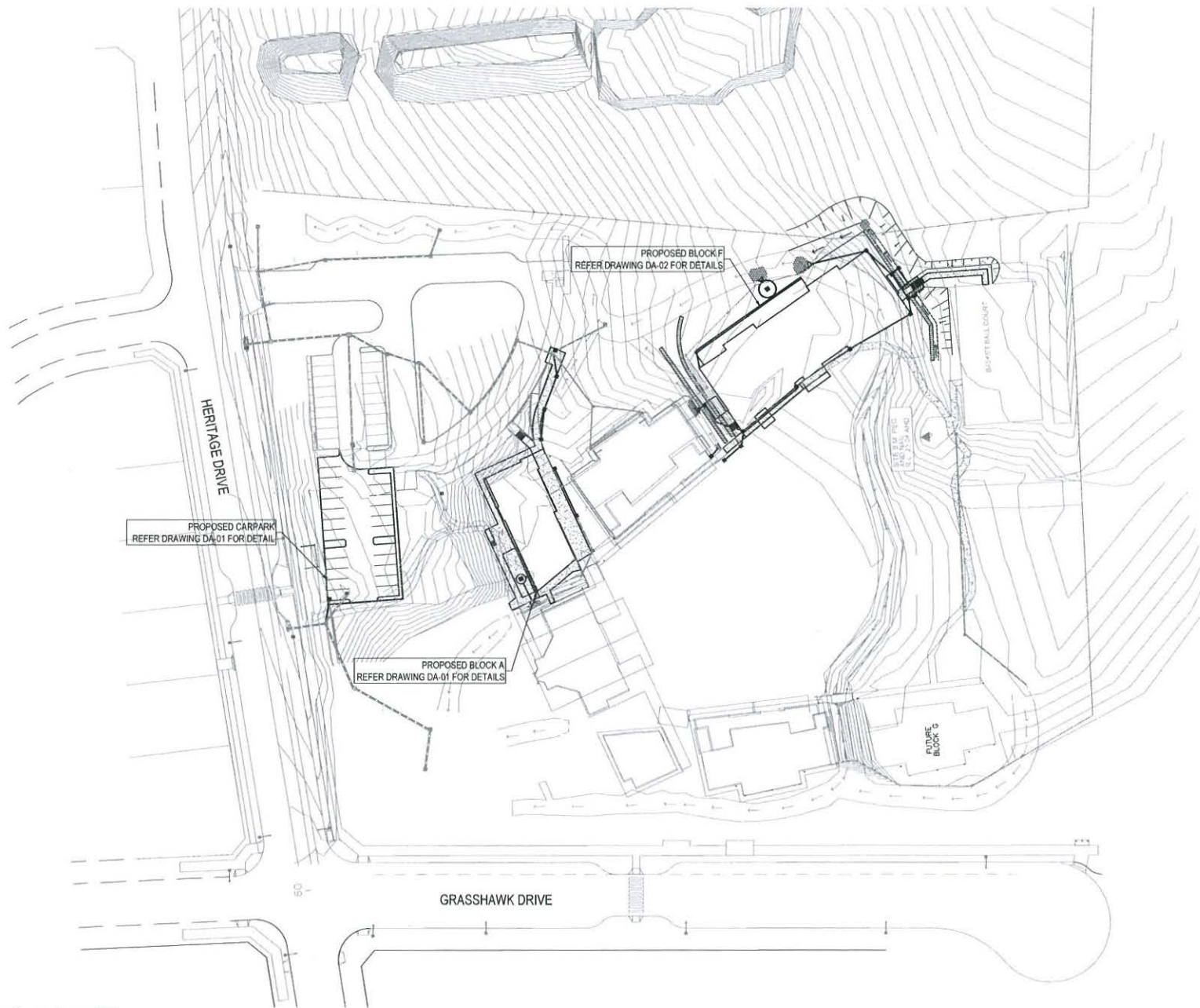
Project
**ST ALOYSIUS CATHOLIC
PRIMARY SCHOOL - STAGE 2**

Drawing Title
**EROSION AND SEDIMENT
PLAN SHEET 1**

Drawn	Date	Scale	PI	Check	Date
AJM	FEB 2016	1:200			
Designed	Project No.	Draw No.	Issue		
UK	NE150350	DA-03	B		

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FILE: C:\Users\ACOR\Desktop\St Aloysius Catholic Primary School - Stage 2\EROSION AND SEDIMENT PLAN SHEET 1.dwg



SCALE 1:500 @ A1
SCALE 1:500 @ A3

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A	ISSUED FOR APPROVAL	21.04.16	JER	UK



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As noted

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Project **ST ALOYSIUS CATHOLIC
PRIMARY SCHOOL - STAGE 2**

HERITAGE DRIVE
CHISHOLM, NSW 2322

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Drawing Title
SITE LAYOUT PLAN

Drawn	Date	Scale	A1	C.A. Check	Date
JER	ARP 2016	1:500			
Project No.	Eng. No.	Issue			
UK	NE150350	DA-00		A	



SCALE 1:200 @ A1
SCALE 1:400 @ A3

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B	ISSUED FOR APPROVAL - MAINTAINING CURRENT SWALE LAYOUT	12.04.16	AJM	UK
A	ISSUED FOR APPROVAL	08.04.16	AJM	UK

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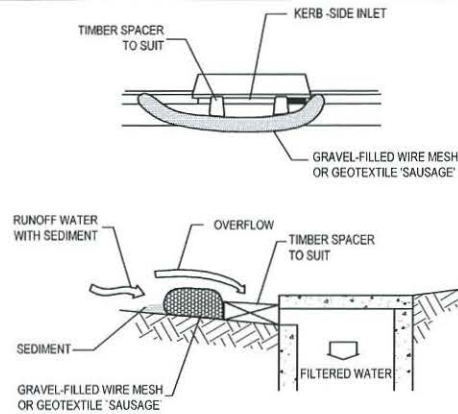
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Project: **ST ALOYSIUS CATHOLIC
PRIMARY SCHOOL - STAGE 2**
HERITAGE DRIVE
CHISHOLM, NSW 2322

Drawing Title: **EROSION AND SEDIMENT
PLAN SHEET 2**

Drawn	Date	Scale	BY	QA Check	Date
AJM	FEB 2016	1:200			
Designed	Project No.	Drawn No.	Issue		
UK	NE150350	DA-04	B		

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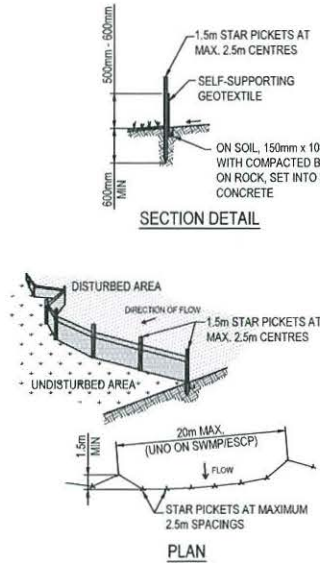


NOTE: THIS PRACTICE ONLY TO BE USED WHERE SPECIFIED IN AN APPROVED SWMP/ESCP.

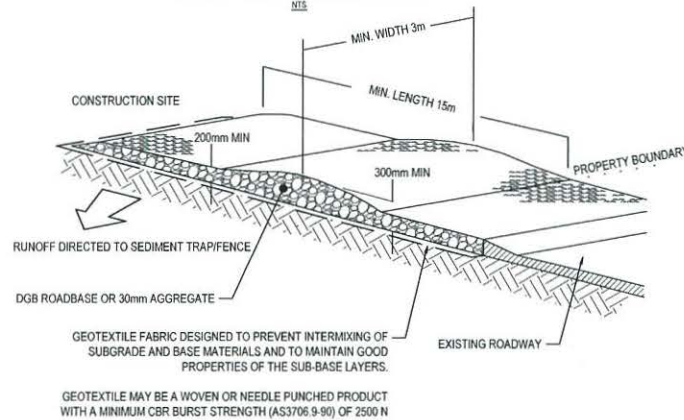
CONSTRUCTION NOTES

1. INSTALL FILTERS TO KERB INLETS ONLY AT SAG POINTS
2. FABRICATE A SLEEVE MADE FROM GEOTEXTILE OR WIRE MESH LONGER THAN THE LENGTH OF THE INLET PIT AND FILL IT WITH 20mm TO 50mm GRAVEL.
3. FORM AN ELLIPTICAL CROSS-SECTION ABOUT 150MM HIGH X 400MM WIDE.
4. PLACE THE FILTER AT THE OPENING, LEAVING AT LEAST A 100mm SPACE BETWEEN IT AND THE KERB INLET. MAINTAIN THE OPENING WITH SPACER BLOCKS.
5. FORM A SEAL WITH THE KERB TO PREVENT SEDIMENT BYPASSING THE FILTER.
6. SANDBAGS FILLED WITH GRAVEL CAN SUBSTITUTE FOR THE MESH OR GEOTEXTILE PROVIDING THEY ARE PLACED SO THAT THEY FIRMLY ABUT EACH OTHER AND SEDIMENT-LADEN WATERS CANNOT PASS BETWEEN.

MESH AND GRAVEL INLET FILTER



SEDIMENT FENCE (SD6-8) DETAIL



STABILISED SITE ACCESS CONSTRUCTION NOTES:

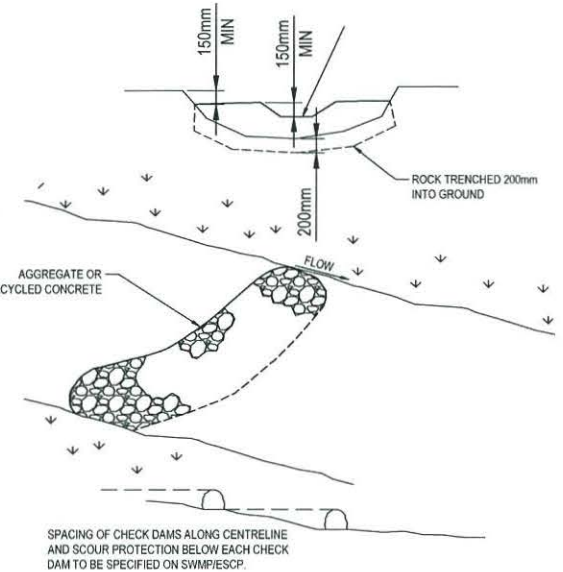
1. STRIP THE TOPSOIL, LEVEL THE SITE AND COMPACT THE SUBGRADE.
2. COVER AREA WITH NEEDLE-PUNCHED GEOTEXTILE.
3. CONSTRUCT 200mm THICK PAD OVER GEOTEXTILE USING ROAD BASE OR 30mm AGGREGATE.
4. ENSURE THE STRUCTURE IS AT LEAST 15m LONG OR TO BUILDING ALIGNMENT AND AT LEAST 3m WIDE.
5. WHERE A SEDIMENT FENCE JOINS ONTO THE STABILISED ACCESS, CONSTRUCT A HUMP IN THE STABILISED ACCESS TO DIVERT WATER TO THE SEDIMENT FENCE.

STABILISED SITE ACCESS DETAIL (TO SD6-14)

NOT TO SCALE

SEDIMENT FENCE CONSTRUCTION NOTES:

1. CONSTRUCT SEDIMENT FENCES AS CLOSE AS POSSIBLE TO PARALLEL TO THE CONTOURS OF THE SITE, BUT WITH SMALL RETURNS AS SHOWN IN THE DRAWING TO LIMIT THE CATCHMENT AREA OF ANY ONE SECTION. THE CATCHMENT AREA SHOULD BE SMALL ENOUGH TO LIMIT WATER FLOW IF CONCENTRATED AT ONE POINT TO 50L PER SECOND IN THE DESIGN STORM EVENT, USUALLY THE 10 YR EVENT.
2. CUT A 150mm DEEP TRENCH ALONG THE UPSLOPE LINE OF THE FENCE FOR THE BOTTOM OF THE FABRIC TO BE ENTRENCHED.
3. DRIVE 1.5m LONG STAR PICKETS INTO GROUND AT 2.5m INTERVALS (MAX) AT THE DOWN SLOPE EDGE OF THE TRENCH. ENSURE ANY STAR PICKETS ARE FITTED WITH SAFETY CAPS.
4. FIX SELF SUPPORTING GEOTEXTILE TO THE UPSLOPE SIDE OF THE POSTS ENSURING IT GOES TO THE BASE OF THE TRENCH. FIX THE GEOTEXTILE WITH WIRE TIES OR AS RECOMMENDED BY THE MANUFACTURER. ONLY USE GEOTEXTILE SPECIFICALLY PRODUCED FOR SEDIMENT FENCING. THE USE OF SHADE CLOTH FOR THIS PURPOSE IS NOT SATISFACTORY.
5. JOIN SECTIONS OF FABRIC AT A SUPPORT POST WITH A 150mm OVERLAP.
6. BACKFILL THE TRENCH OVER THE BASE OF THE FABRIC AND COMPACT IT THOROUGHLY OVER THE GEOTEXTILE.



CONSTRUCTION NOTES:

1. CHECK DAMS CAN BE BUILT WITH VARIOUS MATERIALS, INCLUDING ROCKS, LOGS, SANDBAGS AND STRAW BALES. THE MAINTENANCE PROGRAM SHOULD ENSURE THEIR INTEGRITY IS RETAINED, ESPECIALLY WHERE CONSTRUCTED WITH STRAW BALES. IN THE CASE OF BALES, THIS MIGHT REQUIRE THEIR REPLACEMENT EACH TWO TO FOUR MONTHS.
2. TRENCH THE CHECK DAM 200mm INTO GROUND ACROSS ITS WHOLE WIDTH. WHERE ROCK IS USED, FILL THE TRENCHES TO AT LEAST 100mm ABOVE THE GROUND SURFACE TO REDUCE THE RISK UNDERCUTTING.
3. NORMALLY, THEIR MAXIMUM HEIGHT SHOULD NOT EXCEED 600mm ABOVE THE GULLY FLOOR. THE CENTRE SHOULD ACT AS A SPILLWAY, BEING AT LEAST 150mm LOWER THAN THE EDGES.
4. SPACE THE DAMS SO THE TOE OF THE UPSTREAM DAM IS LEVEL WITH THE SPILLWAY OF THE NEXT DOWNSTREAM DAM.

ROCK CHECK DAM (SD5-4)

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Project: **ST ALOYSIUS CATHOLIC PRIMARY SCHOOL - STAGE 2**
Heritage Drive
Chisholm, NSW 2322

Drawing Title: **STORMWATER DRAINAGE DETAILS SHEET**

Drawn	Date	Scale	Alt	QA Check	Date
AJM	FEB 2016	N.T.S			
Designed	Project No.	Draw No.	Rev		
UK	NE150350	DA-05	A		