

Panel Reference	2016HCC046
DA Number	16-1592
LGA	Maitland
Proposed Development	Educational Facility (1,200 Place 7-Stream Catholic High School)
Street Address	24 Heritage Drive, Chisholm Lot 1 DP1220220
Applicant	SHAC
Owner	The Trustees of the Roman Catholic Church for the Diocese of Maitland-Newcastle
Number of Submissions	None
Regional Development Criteria (Schedule 4A of the Act)	<i>Cl6(b) Private infrastructure and community facilities</i>
List of all relevant s79C(1)(a) matters	• <i>Maitland Local Environmental Plan 2011;</i> • <i>SEPP 55 – Remediation of Land;</i> • <i>SEPP (State and Regional Development) 2011;</i> • <i>Clauses 32, 45 and 104 of SEPP (Infrastructure) 2007;</i> • <i>Maitland Development Control Plan 2011;</i> • <i>Clauses 92 and 93 of the Environmental Planning & Assessment Regulations 2000 (NSW).</i>
Is a Clause 4.6 variation request required?	No
Does the DA require Special Infrastructure Contributions conditions (S94EF)?	No
Have draft conditions been provided to the applicant for comment? Have any comments been considered by council in the assessment report?	No
List all documents submitted with this report for the Panel's consideration	• Assessment report • Schedule of Conditions • Development Plans
Recommendation	THAT DA 16-1592 for an Educational Facility (1,200 Place 7-Stream Catholic High School) at 24 Heritage Drive, Chisholm , Lot 1 DP1220220, be approved subject to the conditions of consent set out

	in the attached schedule.
Report prepared by	Maitland City Council
Report date	19 October 2016

Assessment Report and Recommendation

Executive Summary

Council is in receipt of a Development Application (DA) for an Educational Establishment (1,200 Place 7-Stream Catholic High School) at 24 Heritage Drive, Chisholm, being Lot 1 DP 1220220. The site is zoned R1 General Residential pursuant to the Maitland Local Environmental Plan 2011. The DA was lodged at Council on 05 July 2016. The cost of works is \$39,946,500 (inclusive of GST).

The application is submitted to the Hunter and Central Coast Joint Regional Planning Panel (HCC JRPP) for determination because of its classification as an 'Educational Establishment' and the value of works being over \$5 million, therefore triggering Clause 6 of Schedule 4A of the Environmental Planning & Assessment Act 1979 (NSW).

The site is located within the Thornton North Urban Release Area and comprises approximately 7.924 hectares. The High School is proposed to occupy the northern portion of the site. The existing St Aloysius Primary School is positioned in the southern portion of the site. Stage 1 of the primary school is complete, with the school operating at a capacity of 383 students in 2016. The primary school has consent for 630 with 42 full time equivalent staff, as well as additional buildings on site (DA 13-1109). Council have recently approved an application for a 77 place child care centre within the south-east corner of the site accessed off Tigerhawk Drive.

Existing sewer, water and telecommunications are provided to the site boundary along Heritage Drive, which will be maintained and extended internally for connection to the main school buildings. A new electrical substation will be required to be constructed on site to service the proposal.

The school will have a staged enrolment, commencing in 2018, with the site targeting to be at full capacity by 2025. The proposed internal floor area of the high school is 12,884m². At its full capacity the school will cater for 1,200 students, and have a staff body of 120. The school will generally operate from 8:00am to 4:00pm Monday to Friday, but will have community use facilities included within it which would extend these hours of operation to include weekday nights and weekend activities. The proposal seeks consent to stage the development over 4 stages.

The proposal is permissible within the R1 zone and compliant with the relevant planning instruments. The proposal has been designed to accommodate the site constraints, including topography and is of high architectural standard. The built form comprises four main pillar buildings interconnected with a central walkway. The primary potential impact as a result of the proposal is traffic and access. This is discussed in detail below however, it is considered that the operation of the proposal will not result in any significant impacts.

The proposal was advertised and notified in accordance with Council policy from 18 July 2016 to 1 August 2016. As a result of this process, no submissions were received. The application was referred to NSW Rural Fire Service, NSW Roads and Maritime Service and Ausgrid and comments from these agencies provided.

The development has been assessed under Section 79C of the Environmental Planning and Assessment Act 1979 and is considered satisfactory. Accordingly, it is recommended that the application be approved subject to conditions.

OFFICER'S RECOMMENDATION

THAT DA 16-1592 for an Educational Facility (1,200 Place 7-Stream Catholic High School) at 24 Heritage Drive, Chisholm , Lot 1 DP1220220, be approved subject to the conditions of consent set out in the attached schedule.

BACKGROUND

The Development Application (DA) was lodged at Council on 05 July 2016. The cost of works is \$39,946,500 (inclusive of GST). The development is classified as Regional Development being an 'Educational Establishment' with a value of works over \$5 million, therefore triggering Clause 6 of Schedule 4A of the *Environmental Planning & Assessment Act 1979* (NSW). The DA is also Integrated Development as the site is mapped as bushfire prone land and an authorisation under Section 100B of the *Rural Fire Act 1997* (NSW) is required.

The site was created as a result of a boundary adjustment between Lot 1718 DP1206108 and Lot 1921 DP1210562. The site contains an existing primary school. At its meeting of 8 September 2016, the JRPP approved a Section 96 Modification to the adjoining primary school to increase the student numbers to 630 with 42 full time equivalent staff.

Following an initial assessment of the application, a request for further information was sent to the applicant on 28 July 2016 requesting the following items to be addressed:

- Confirmation of cost of works.
- Confirmation whether the pedestrian path through to Settlers Boulevard forms part of the current application.
- Confirmation of any staging requirements.
- Provision of correct owners consent.

A second request for information was sent on 26 August 2016 requesting details on:

- Further staging details
- Owners consent and property details
- Pedestrian path
- Plan detail
- Stormwater management
- Waste Management and Loading Bay
- Traffic, including:
 - Traffic generation & distribution
 - Traffic & vehicle access
 - Active and public transport
- Car parking

A briefing was held with the JRPP on 8 September 2016. As a result of this briefing JRPP requested consideration of earthworks, residential amenity on the northern boundary and traffic comments. These matters were discussed with the applicant and the plans amended or additional information provided to the satisfaction of Council.

The DA was advertised and notified for a period of 14 days in accordance with Council policy from 18 July 2016 to 01 August 2016. As a result of this process no submissions were received.

The application was sent to the following government agencies for comment:

Agency	Sent	Received	Comments
NSW Rural Fire Service	14 July 2016	10 August 2016	Provision of General Terms of Approval.
NSW Roads and Maritime Service	13 July 2016	15 August 2016	No objection to the proposal. A number of requirements are provided as advice to Council.
Ausgrid	23 September 2016	27 September 2016	No objection to the proposal. Request a number of consent conditions.

SITE DESCRIPTION

The site is located at 24 Heritage Drive, Chisholm and is legally described as Lot 1 DP 1220220. The site is located within the emerging residential estate of Waterford County within the Thornton North Urban Release Area and comprises approximately 7.924 hectares.

The High School is proposed to occupy the northern portion of the site with an approximate area of 49,585m². Site levels range from 28.5m AHD in the north-east corner, to around 14m AHD in the south west portion of the site. The site is mapped as Class 5 potential Acid Sulfate Soils. The site is partly mapped as bushfire prone adjacent to the eastern boundary.

The portion of the site which is to contain the High School is currently vacant, although there is evidence of earthworks being deposited on the site as a result of recent construction works associated with the adjoining primary school on site. Prior to subdivision of the site for residential purposes, the site was previously used by turkey farms which have been removed prior to subdivision.

The site is regular in shape with frontage to Heritage Drive and Tigerhawk Drive. The portion of the site which is to contain the proposal has an approximate 240m frontage to Heritage Drive. The site continues along Heritage Drive for a further 140m however, this frontage is occupied by the primary school. An aerial photograph of the subject site is provided below.



Scale NTS
 Printing Date: October 2016
 © Maitland City Council 2016
 © LPI 03/03/1997



24 Heritage Drive Chisholm
 Lot 1 DP 1220220

This map has been prepared on the basis of information available to Council at the date of issue. However, that information may be subject to change over a limited time. It is the responsibility of the user to make his/her own decisions about the correctness of information found. The Council cannot warrant and does not represent that the advice can be relied upon completely. The Council also cannot accept any responsibility or liability for any loss, damage, cost or expense you might incur as a result of the use of or reliance upon the information. The map is for information purposes only and is not to be re-engineered, modified or used for any other purpose than for information.

The existing St Aloysius Primary School is positioned in the southern portion of the site. The kiss and ride and car park for the primary school is accessed off Heritage Drive however, the bus bay, emergency access and main administration building for the primary school are located off Tigerhawk Drive. Stage 1 of the primary school is complete, with the school operating at a capacity of 383 students in 2016. The primary school has consent for 630 students with 42 full time equivalent staff, as well as additional buildings on site (DA 13-1109). Council have recently approved an application for a 77 place child care centre within the south-east corner of the site accessed off Tigerhawk Drive.

The site is bound to the north by vacant residential zoned land which has a current development application approval for a 17 lot subdivision. To the east is undeveloped residential land. The extension to Tigerhawk Drive and Settlers Boulevard is currently under construction. To the south of the site beyond Tigerhawk Drive, is a vacant parcel of B1 Neighbourhood Centre zoned land. Council are currently preparing the structure plan for this site. The site adjoins existing residential development and future playing fields to the west on the opposite side of Heritage Drive.

Existing sewer, water and telecommunications are provided to the site boundary along Heritage Drive, which will be maintained and extended internally for connection to the main school buildings. A new substation will be required to be constructed on site to service the proposal.

PROPOSAL

At its full capacity the proposal will cater for 1,200 students, and have a staff body of 120. The school will have a staged enrolment, commencing in 2018, with the site targeting to be at full capacity by 2025. The proposed internal floor area of the high school is 12,884m².

The school will generally operate from 8:00am to 4:00pm Monday to Friday, but will have community use facilities included within it which would extend these hours of operation to include weekday nights and weekend activities. Class times are not known at this stage however, the applicant has advised that they are happy for them to be conditioned to differ to the adjoining primary school to assist in managing peak traffic generation.

The proposal seeks consent to stage the development with year 7 and 8 proposing to commence on site in January 2018. Staging is proposed to occur as detailed below:

Stage	Description of Works	No. Students	No. Staff	Car Parking	
				Required	Proposed
1	Block C (containing the main administration facilities), bus shelter, car parking including three accessible car parking spaces, main pedestrian entrance.	420 – year 7 to 8	50	50	54 (inc. 3 accessible)
2	Block B, car parking	630 – year 7 to 9	75	75	93 (inc. 3 accessible)
3	Block A, car parking, relocation of car park entrance adjacent to northern boundary, construction of concrete median to facilitate	840 – year 7 to 10 180 – Year 11	125	125 – Staff 6 – Students 131 – Total	157 (inc. 3 accessible)

	left in/left out access to/from car park.				
4	Block D, extension to the primary school kiss and ride loop including six accessible car parking spaces.	840 – year 7 to 10 360 – Year 11 to 12	150	150 – Staff 12 – Students 162 – Total	163 (inc. 9 accessible) plus 3 informal

The site will be internally serviced for waste disposal, with an area dedicated to the north of Block A for both bin storage and loading bay for deliveries. The site will also utilise a dilution pit and trade waste system to connect the science and hospitality facilities to manage the risk associated with contamination into the existing stormwater system.

Design Approach

The form of the building is based upon an internalised organic-formed circulation spine, which intersects with four rigid rectilinear built forms positioned along the contours of the site. These large four pillar buildings will contain the main teaching and learning spaces for the school, including all general purpose teaching spaces, office and support rooms and specialist teaching facilities for science, art, TAS, performance and library. The buildings are split level over the site and are generally limited to two storey, except Block C which is three stories at its axis. Each building contains the main services of the buildings including staff and student amenities and lifts to facilitate disabled access to all flows of the building and the corresponding external courtyards.

The internal circulation spine known as the 'peregrine trail' wraps around the existing contours of the site. This space will be used to access in between buildings and, will also serve as an informal teaching space for flexible learning. Areas of hallways are dedicated for classrooms with flexible furniture and adaptable areas available for use. The external appearance of the peregrine trail responds to the direct west aspect of the site by incorporating a series of perforated mesh screens which aid in sun shading requirements to the glazed areas and present as an architectural feature to Heritage Drive.

The school has been designed with consideration to the topography of the site and the potential impact on the western street elevation. It is acknowledged that the school will have an impact on street frontage however, has been designed to reflect its intended use, the ability for the public to access areas for use as well as making a statement in regards to the catholic nature of the school and its impact within the broader Maitland region.

The buildings have been located on site to minimise the potential impact to the surrounding residential development. The buildings are setback 15m to the northern boundary, 54.6m to the eastern boundary, 23m to the proposed primary school (or 164m to the southern boundary) and 35.4m to the western boundary with Heritage Drive. The car park is setback 1.5m from the western boundary with Heritage Drive. A 2m landscape buffer is provided to the north and east boundaries. An acoustic fence will be constructed along the northern boundary to assist in managing acoustic impacts from the proposed car park.

The car park will initially be constructed as part of Stage 1 and 2 with the entrance being centrally located. Construction of Stage 3 will see the relocation of the main car park entrance/exit to the northern portion of the site and construction of a concrete median to limit access to and from the car park to left in/left out. This will allow for a wider frontage for the school to manage buses and on street car parking demands while still meeting required

site distances.

The buildings will be finished with a mixture of glass and paint finish, with yellow sun shades providing an architectural feature to the Heritage Drive street frontage. Roofing material will comprise metal roof sheeting. Sandstone will also be used throughout the external elevations.

The full development plans are provided as an attachment to this report.

PLANNING ASSESSMENT

The following table provides a summary of the relevant statutory considerations. These considerations are discussed in detail within this report.

STATUTORY CONSIDERATIONS

Maitland LEP 2011	
Permissibility	Educational Establishment (School) is permissible within the R1 General Residential.
5.9 Preservation of trees or vegetation	Satisfied.
5.10 Heritage Conservation	Site previously subject to an AHIP as part of the parent subdivision. Standard condition of consent applied.
Part 6 – Urban Release Areas 6.2 Public Utility Infrastructure & 6.3 Development Control Plan	Maitland Development Control Plan 2006 Part F7 Urban Release Areas - Thornton North Urban Release Area DCP prepared. Site identified as a future school site.
7.1 Acid Sulfate Soils	Class 5 Acid Sulfate Soils. No consent requirements.
7.2 Earthworks	Ancillary to the primary use of the site. Design responds to site topography. No significant impacts.
SEPP 55 – Remediation of Land	To be considered under clause 7. Potential for gross contamination is low and site considered suitable.
SEPP (State and Regional Development) 2011	Estimated CIV \$39,946,500. JRPP to determine Proposal to be determined by HCC JRPP.
SEPP 64 – Advertising and Signage	Clause 8 satisfied.
SEPP (Infrastructure) 2007	
Division 3 Educational Establishments Clause 32 – Determination of Development Applications	Application to consider Schools Facilities Standards. Clause satisfied.
Division 5 Electricity transmission or distribution Clause 45 – Determination of development applications	Comment received from Ausgrid. Clause satisfied.
Clause 104 – Traffic generating development	School is for 50 or more students. Comment from NSW RMS obtained.
Maitland DCP 2011	
A.4 – Community Participation	Public exhibition from 18 July 2016 to 01 August 2016. As a result of this process no submissions were received.

B.6 – Waste Not – Site Waste Minimisation and Management	Satisfactory. Waste Management has been addressed by the applicant and conditioned accordingly.
C.1 – Accessible Living	Satisfactory.
C.6 – Outdoor Advertising	Satisfactory.
C.11 – Vehicular Access & Car Parking	Car parking satisfies Council's DCP requirements.
C.12 – CPTED	Satisfactory.
F.7 Thornton North Urban Release Area	Site identified as future school site. Satisfactory

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

Local Environmental Plan

The site is zoned R1 General Residential under Maitland Local Environmental Plan 2011 (MLEP). The application is defined as an 'Educational Establishment' under the MLEP, which is a permissible use in the R1 General Residential zone with development consent.

The application is considered to be consistent with the zone objectives, which are as follows:

- *To provide for the housing needs of the community.*
- *To provide for a variety of housing types and densities.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of residents.*

The proposed use of the site as an educational establishment allows for the provision of services to meet the day to day needs of residents. The development is considered to be compatible with the character of the residential area, and the buildings have been centrally located within the site to minimise the potential impact on residential amenity within the locality.

Clause 5.10

The site is not within a Heritage Conservation Area. An Aboriginal Heritage Assessment of the site was undertaken for the parent subdivision in 2004. As part of this process an Aboriginal Heritage Impact Permit (AHIP) was obtained with the AHIP works complete in 2013. The potential for further Aboriginal Heritage impacts is considered low. A standard condition of consent has been applied to requiring that in the event any potential archaeological deposit likely to contain Aboriginal artefacts on site, is found works within that vicinity shall cease. The proposal is compliant with Clause 5.10 of the MELP 2011.

Part 6 - Urban Release Areas

The subject land is identified as an Urban Release Area under Part 6 of the MLEP 2011 applies. This part of the LEP 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.

Existing sewer, water, electricity and telecommunications are provided to the site boundary along Heritage Drive which will be maintained and extended internally to the main school boundary, as discussed in detail below. The provision of services to the site is appropriate and satisfies the requirements of clause 6.2 of the LEP.

CI 7.1 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 any one 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.

CI 7.2 Earthworks

The proposal will result in some earthworks on site due to the topography. As discussed above, site levels range from approximately 28.5m AHD in the north-east corner to 14m AHD in the south-west corner. The earthworks are ancillary to the use of the site as an educational establishment and do not form the primary purpose of the application.

Approximately 3m of cut is required in the eastern portion of the site to facilitate construction of the playing fields. The cut will be retained with a batter that will also serve as a viewing area for students when sporting events are being held. An approximate 4m retaining wall will be constructed running north-south through the centre of the site however has been designed to integrate with the proposed building form and peregrine trail. The retaining wall will be tiered (approximately 500mm for each wall) adjacent to the courtyard area between Block A and Block B to provide seating opportunities for students.

An approximate 1m retaining wall will be constructed on the northern boundary to facilitate construction of the car park which will be cut into the site. The retaining wall will only be constructed where car parking is required, the area between the driveway and the northern boundary will be battered.

The proposal has been designed to minimise earthworks with specific consideration to avoiding the need for retaining adjacent to Heritage Drive. Some minor regrading will be required for the proposed car park however, this will not be significant. The main pedestrian entrance has also been designed to avoid retaining walls and earthworks and generally follows the natural site contours. The proposal will result in excess cut on site, approximately 6,000m³ of cut will be reused for fill purposes on site, and 40,000m³ will go to spoil. No significant impacts in relation to earthworks are expected as a result of the proposal.

State Environmental Planning Policies

SEPP 55 – Remediation of Land

Clause 7 of the SEPP requires a consent authority to consider whether the land to which a development application relates is contaminated and if the land is contaminated to be satisfied that the land is suitable in its contaminated state, or will be suitable after remediation, prior to granting consent. The previous applications on site (including DA 13-1108 for the primary school) and parent subdivision discuss the previous use of the site for agricultural purposes. A Remediation Action Plan (RAP) was prepared for the parent subdivision with works complete prior to the issue of the subdivision certificate.

A Preliminary Site Investigation Contamination Assessment Report (PCA) (Douglas Partners, May 2016) was undertaken for the proposal which found that potential contaminants on site were:

- Site filling generally up to 1m deep (Bores 1 to 8 and 12) comprising of natural soils with no obvious indications of contamination;
- Imported stockpiled fill materials within the southern portion of the site which may contain a range of potential contaminants. The applicant has advised that the material comprises natural soils sourced from the adjoining primary school however, it is noted that there are no tracking records available and the site was not secured, therefore, there is a risk of opportunistic dumping;
- Demolition of former buildings/shed in close proximity to the northern boundary which may have resulted in impact to surface soils from possible hazardous building materials;
- Potential for former use of pesticides on paddocks;
- Potential for burial pits from former poultry farms;
- Potential for localized dumping from current/previous land uses.
- Potential gross contamination from off-site sources is considered low there is a possibility for migration of contamination from the upgradient turkey building/sheds including identified heavy metals and hydrocarbon impacts and possible nutrient and microbiological contaminants. Lush green vegetation has been observed within the central western portion of the site in historical aerial photographs.

The PCA concluded that the potential for gross contamination on the site is generally considered to be low and the majority of the potential contaminant sources are likely to be localised and readily available to remediation if required through conventional remediation approaches.

The report recognises that further assessment is required prior to the development of the site to assess the potential contamination sources identified. The site is considered to be suitable for the proposed development provided potential contamination issues are investigated, remediated if required and validated. Due to the presence of imported filling and risk of dumping, it is recommended that an unexpected finds protocol is included in the construction management plan to manage potential contaminated materials if encountered during site development. Additional testing for waste classification purposes should also be conducted on site prior to soils being removed from site. These requirements have been conditioned, and it is considered that the subject site is suitable for the intended future use and the potential for gross contamination is low.

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.

SEPP 64 - Advertising and Signage

SEPP 64 aims to ensure that advertising and signage is compatible with the desired amenity and visual character of an area, provides effective communication in suitable locations, and is of high quality design. Clause 8 of SEPP 64 provides that consent cannot be granted to signage unless the consent authority is satisfied that it is consistent with the objectives of the SEPP and has satisfied the assessment criteria specified in schedule 1. The applicant has advised that there will be a sign located at the front entry within the landscape wall comprising 300mm stainless steel letters mounted to sandstone wall with recessed LED uplights to signage. This is considered appropriate within the overall development. The sign comprises business identification sign and will contain the name of the school being 'St Bede's Catholic College'.

SEPP (Infrastructure) 2007

Part 3, Division 3

In accordance with Part 3, Division 3 of this SEPP, Educational Establishments are permissible with consent in the prescribed R1 zone pursuant to Clause 28 of the SEPP. 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. The applicant has advised on 4 October 2016 that *"where applicable the relevant School Facility Design Standard would be applied to the development and certification of each stage. Please note, however, that these standards relate to government schools, not independent schools, hence, none of the standards listed are deemed relevant. The CSO have to abide by standards associated with the Catholic Block Grant Authority (CBGA) and Australian Independent Schools (AIS)."* The draft schedule of conditions contains a requirement for a compliance statement to be submitted to Council for each stage. Clause 32 is considered satisfied.

Part 3, Division 5

The proposal was referred to Ausgrid for comment pursuant to clause 45 of SEPP (Infrastructure) as it is within or immediately adjacent to an easement for electricity purposes (whether or not the electricity infrastructure exists) and requires the construction of an electricity substation on site. There is a kiosk substation and associated high and low voltage

underground cables proposed for installation within the subject property. Ausgrid advised in correspondence dated 27 September 2016 that there may be no immediate hazard associated with the proposed works adjacent to the substation site and Ausgrid consent to the development application subject to the following conditions:

1. The proposed building will be constructed as shown on the supplied plan with a minimum separation distance of 3m from the existing kiosk substation.
2. Ausgrid is not responsible for any costs associated with your proposal.
3. Ausgrid is not responsible for the reinstatement of any finished surface.
4. Ausgrid requires 24 hour access to the kiosk substation for plant and personnel.
5. Any proposed metallic fencing adjacent to the kiosk site should be submitted to Ausgrid for approval. Metallic fencing is generally not permitted to extend away from the kiosk site unless an insulating section is installed, at least 3 metres wide.
6. Any proposed works adjacent to the kiosk site including altering the ground level should be submitted to Ausgrid for approval.

Ausgrid requires any works undertaken adjacent to our assets to be undertaken with care in accordance with all relevant statutory requirements including, but not limited to:
Ausgrid Network Standard Document NS 156 – Work Near or Around Underground Cables

Part 3, Division 18

The proposal is considered to be Traffic Generating Development in accordance with Clause 104, and Schedule 3 the development is to be considered under the provisions of Traffic Generating Development given this educational establishment is for 50 or more students. RMS provided correspondence on 12 August 2016 advising that they have reviewed the information provided by Council and raises no objection to or requirements for the proposed development as it is considered there will be no significant impact on the classified (State) road network.

RMS recommended the following matters should be considered by Council in determining this development:

- Roads and Maritime recommends that Council consider requesting a redesign of the proposed development to accommodate on-site pick-up /drop-off for buses, rather than on-street kerbside bus bays, to reduce potential on-street conflict between pedestrians and buses and the potential for conflict between pedestrians and vehicles internally.

Should Council choose to support the kerbside bus zones, Roads and Maritime recommends that bus zones be located on the departure side of a pedestrian crossing. Alternatively, if such a design cannot be accommodated, kerbside extensions (i.e. "blisters") should be constructed to reduce crossing widths and improve sight distances.

- Pedestrian crossings should not be located along the pedestrian desire line as this promotes through-flow and darting directly onto the road. Instead, it is recommended that crossings be designed to provide a change of direction for the pedestrian stream exiting the school. This may be achieved through landscaping and gardens as a

diversion in a direct or continuous pedestrian line from the school exit/s to the crossing.

- That a condition of consent be imposed identifying the maximum student population on the site.

Comment: Roads and Maritime is acutely aware of the adverse traffic impacts created by unmonitored and unplanned student population increase at schools. It is understood that schools in the Hunter region have used the provisions of the SEPP (Infrastructure) 2007 to permit the construction of classrooms via complying development certificate which does not require a merit assessment of additional traffic impacts created by increase in the school population. In this case, it is recommended that a condition be imposed on any consent outlining the maximum student population in order to manage growth and additional traffic impacts.

- On-site parking should comply with the requirements and parking provision rates of Council.
- Rear-to-kerb staff parking would help improve visibility for staff exiting parking spaces and thereby reduce the potential for collisions with other motorists and pedestrians.
- The proposed vehicular accesses shall be located to provide adequate sight distance for vehicles entering and exiting the site in accordance with the Austroads Guide to Road Design (with RTA supplements) and relevant Australian Standards (i.e. AS2890:1:2004).
- Any landscaping provided along boundary fences, particularly those near vehicle entry points, should be kept low to ensure safe sight distance when exiting.
- Stop restrictions (and associated pavement markings) should also be placed at all exit points, within the property boundary, for the safety of pedestrians and in support of the Australian Road Rules (requiring vehicles to give way to pedestrians).
- The developer shall install school zone signs, end school zone signs, patches and Dragon's Teeth on all roads around the school and side streets leading into these roads to Roads and Maritime's requirements.
- The collection of waste should be regulated to occur outside of school drop off / pick up times.
- Waste service vehicles should not be required to reverse into the bin location as this would increase the potential for conflict with circulating vehicles and pedestrians in the car park.
- Delivery vehicles should arrive and depart outside of school drop off / pick up times to ensure maximum capacity is available in the drop off zone during these times.
- Safe provision should be made for cyclists to access the school grounds.
- Council should ensure that appropriate traffic measures are in place during the construction phase of the project to minimise the impacts of construction vehicles on traffic efficiency and road safety within the vicinity.
- Council should have consideration for appropriate sight line distances in accordance with the relevant Australian Standards (i.e. AS2890:1:2004) and should be satisfied that the location of the proposed driveway promotes safe vehicle movements.

- All works should be undertaken at full cost of the developer to the satisfaction of Council.

RMS also advised that *"despite the above comments, Roads and Maritime acknowledges that all matters relating to internal arrangements on-site such as traffic / pedestrian management, parking, manoeuvring of service vehicles and provision for people with disabilities are matters for Council to consider and other matters relating to pedestrian and traffic safety around the local road network will be assessed by the Council's Local Traffic Committee process."*

Further to the above advice, Roads and Maritime is aware that Raymond Terrace Road, a classified (State) road, is to be upgraded in accordance with the works schedule within the Thornton North Section 94 Contributions Plan 2008. While some upgrades have been completed, or partly constructed, the proposed traffic-generating development may trigger the need to commence further works in accordance with the contributions plan.

RMS' comments have been considered by Council and conditioned where appropriate. It is noted that some matters identified by the RMS have not been accommodated by the proposal. Specifically, these relate to the provision of bus loading/unloading within the site and locating the pedestrian crossing at the departure side of the bus loading/unloading area. These requirements have been considered by Council's traffic engineers and the circumstances of the overall design of the school and site constraints are unable to be accommodated. Further discussion and consultation with the RMS will be undertaken as part of the Local Traffic Committee process.

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

No draft environmental planning instruments are relevant to this application.

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.6 - Outdoor Advertising;
- C.11 – Vehicular Access & Car Parking;
- C.12 – Crime Prevention through Environmental Design; and
- F.7 – Thornton North Urban Release Area.

Part A – Administration

A.4 – Community Participation

The proposal was advertised and notified in accordance with Council policy from 18 July 2016 to 1 August 2016. As a result of this process, no submissions were received.

Part B – Environmental Guidelines

B.6 – Waste Not – Site Waste Minimisation and Management

A detailed waste management plan was not submitted with the DA however, the Statement of Environmental Effects submitted with the DA identifies measures to address waste management on site. Waste will be stored at the northern end of Block A adjacent to the loading bay with external serviced waste collection. All waste collection and truck movements will be undertaken outside school drop off and pick up hours. This has been conditioned. The applicant has advised that the construction contractor will provide their own waste management plan for the construction period, as per Council requirements.

Part C – Design Guidelines

C.1 – Accessible Living

The proposed development has made the necessary allowances to facilitate persons with a disability accessing the building and its facilities accordingly. A central lift is provided within Block C. The proposal plans indicate the provision for disabled bathroom facilities and access. In addition, reasonable and relevant conditions of consent have been imposed requiring compliance with the Building Code of Australia (BCA). An accessible path of travel is provided from the car park to the school buildings via a concrete walkway. A total of nine accessible car parking spaces, three of which will be constructed within the main car park as part of Stage 1, and the remaining 6 will be located within the extension to the primary school kiss and ride facility.

C.6 - Outdoor Advertising

The applicant has advised that there will be a sign located at the front entry within the landscape wall comprising 300mm stainless steel letters mounted to sandstone wall with recessed LED uplights to signage (refer to sheet DA9004). This is considered appropriate within the overall development. The sign comprises business identification sign and will contain the name of the school being 'St Bede's Catholic College'. Signage complies with the DCP and is suitable for its intended purpose.

C.11 – Vehicular Access & Car Parking

Car parking for the proposal is to be provided in accordance with the DCP at a rate of 1 space for every employee or staff member plus 1 space for every 30 students over 17yrs. The DCP recognises that the parking requirements for each school site may vary. In general a detailed traffic and parking study should be submitted with the application. It is recommended that a school traffic management plan be prepared annually and issued to parents at the start of each school year. Where required by Council, provision shall be made for the access and parking of buses and pick up – drop off areas, which may only need to operate during certain hours. The school seeks to provide 1,200 students at full capacity, with 120 staff. A Traffic Impact Assessment (TIA), and supplementary report has been provided as part of the application.

Car parking and vehicle access is arranged on site with vehicle access off Heritage Drive. The car park will be a one way circulation, as detailed on the development plans and reflected in the draft schedule of conditions. Access to the car park for Stages 2 and 3 will occur adjacent to Block B through a temporary access. Right turn in and out of this driveway will be permitted. During construction of Stage 3, the vehicle access will be located adjacent to the northern boundary. A concrete median will also be constructed limiting access to and from the car parking to left in/left out.

A dedicated loading dock and waste bay will not be constructed until Stage 3 within Block A when it is required. Until this time waste removal and loading activities will be managed by the school as required. A bus loading and unloading zone is provided for on Heritage Drive accommodating up to nine buses. A new pedestrian crossing is proposed adjacent to the main entrance to the school to the south of the bus loading and unloading zone. The Traffic Report estimates the following breakdown of student arrival/departure for the proposed 1200 students:

- 50% by bus (600 students);
- 33% by walking/cycling (396 students);
- 16% by car – short term kiss and drop (192 students); and
- 1% by car – long term parking (12 students)

The site has road frontage to Heritage Drive. The major road through the locality is Raymond Terrace Road to the south of the site that forms part of the regional road network linking East Maitland and Raymond Terrace. Raymond Terrace Road connects with Settlers Boulevard via a three signal controlled intersection. Settlers Road is a connector Road providing access to the Thornton North Urban Release Area. Currently, at the intersection with Tigerhawk Drive, Settlers Boulevard becomes Heritage Drive. Settlers Boulevard is proposed to be extended to the east of the site and is currently under construction. Footpaths are, or will be, provided to both sides of Heritage Drive along with an on road cycle way.

Internal access within the car park will be one way circulation. A total of 163 car parking spaces will be provided. A kiss and drop facility is also provided in the eastern and southern portion internally within the car park and will be signposted as 'no parking'. The kiss and drop is 2.6m in width for a length of 72m which will accommodate up to 13 vehicles. As discussed above. Staging and the provision of car parking is broken down as per the following table:

Stage	Description of Works	No. Students	No. Staff	Car Parking	
				Required	Proposed
1	Block C	420 – year 7 to 8	50	50	54 (inc. 3 accessible)
2	Block B	630 – year 7 to 9	75	75	93 (inc. 3 accessible)
3	Block A	840 – year 7 to 10 180 – Year 11	125	125 – Staff 6 – Students 131 – Total	157 (inc. 3 accessible)
4	Block D,	840 – year 7 to 10 360 – Year 11 to 12	150	150 – Staff 12 – Students 162 – Total	163 (inc. 9 accessible) plus 3 informal

The proposal is required to provide a total of 162 car parking spaces in accordance with the DCP. The development plans detail that 163 spaces, including 9 accessible spaces, will be provided on site which satisfies the requirements of the DCP. Any consent granted will require the car parking spaces adjacent to the northern boundary to be restricted to staff only to help minimise acoustic impacts on adjoining properties and conflicts with the loading bay. While

car parking dimensions do not meet Council's DCP they are compliant with Australian Standard.

The entrance/exit to the car parking area will be relocated adjacent to the northern boundary as part of Stage 3 works. Once stage 3 is constructed, access to and from the car park will be restricted to left in/left out which will assist in managing impacts associated with the right turn movement including vehicle delays and traffic safety. A Transport Management Plan will be developed for the school and will contain measures to manage on site drop off and pick up of students. A copy of the plan will be submitted to Council for approval prior to the issue of the Occupation Certificate for each stage.

Servicing requirements are low for the school and will typically require access by a small van or a 6.4m length rigid truck. Throughout Council's assessment the design of the loading dock was amended to facilitate safe vehicle movements. Waste removal will require a large rigid truck to enter the site. A turning area is provided to allow for forward entry and exit and any consent granted will require that waste removal activities are undertaken outside school peak times.

A bus loading and unloading zone is provided on Heritage Drive allowing up to nine buses to be parked. The development plans nominate the bus loading and unloading zone as 3.1m in width which is consistent with the relevant design guidelines. A detailed plan and Roads Act approval will be required for road works within Heritage Drive prior to the issue of the Construction Certificate.

Vehicle access and the impact of the proposal on the overall functioning of the road network is discussed below. The proposal does not raise any issues that conflict with the DCP.

Chapter C.12 – Crime Prevention through Environmental Design

The proposed development provides opportunities for natural and casual surveillance from within the development by staff and students to the surrounding landscaped areas. The layout and landscaping design does not provide opportunities for theft or crime. The proposal provides a high quality environment in the local area, and demonstrates clear guardianship of the land and defines school boundaries. Therefore, the proposal is 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 DCP aims to direct the development of the entire area in a logical and effective manner. The DCP identifies a site earmarked for a potential School Site. 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.

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

The site is not affected by the NSW Government's Coastal Policy.

Division 5 of Part 9 of the *Environmental Planning & Assessment Regulation 2000* applies to the proposal. The proposal fulfils the fire safety and structural adequacy requirements of the regulations and is therefore considered appropriate. In accordance with the requirements of the regulation, a condition of consent is included requiring the submission of annual fire safety statement from the applicant.

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

The primary potential impacts relate to:

- Context and Setting
- Access, Transport and Traffic
- Public Domain
- Utilities and Services
- Heritage
- Other Land Resources
- Bushfire
- Water and Soils
- Air and Microclimate
- Flora and Fauna
- Waste
- Energy
- Noise and Vibration
- Natural Hazards
- Technological Hazards
- Safety, Security and Crime Prevention
- Social and Economic
- Visual Impact
- Construction
- Cumulative Impacts

These are discussed in detail below. Overall, it is considered that the proposed development would not result in any significant adverse impacts within the locality.

Context and Setting

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.

Surrounding development, to the north is a recently approved residential subdivision with the rear lot boundaries adjoining the high school site. To the south is the existing primary school with consent for 630 students, and a recently approved child care centre containing 77

places. On the opposite site of Tigerhawk Drive is an undeveloped parcel of commercial land. 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 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.

Access, Transport and Traffic

The portion of the site proposed to contain the High School has direct frontage to Heritage Drive which has a kerb to kerb road width of 15m. Heritage Drive is a moderate capacity, distributor-primary road which functions as one of the main access routes to the wider residential estate.

Car parking is to be provided at a rate of 1 space for every employee or staff member plus 1 space for every 30 students over 17yrs for High Schools. A Traffic Impact Assessment has been prepared for the proposal. The school seeks to provide 1,200 students at full capacity, with 120 staff. Car parking is discussed in detailed above and is considered satisfactory in the context of Council's DCP requirements.

Of broader concern to Council is the impact the proposal will have on the local road network given the traffic report makes a number of assumptions about the original masterplan and does not undertake any modelling of the site access or affected intersections. Throughout Council's assessment process a number of concerns were raised regarding the level of information within the TIA. While the majority of these were addressed it is still considered that limited information has been provided regarding:

- Justification of the modal split for student transport by way of a comparative analysis of a similar school site; and
- Detailed consideration of traffic impacts by way of SIDRA modelling or equivalent on the local roads adjacent to the proposal including Dragonfly Drive and Tigerhawk Drive, as well as the access to the car park and the functioning of the kiss and ride facility.

As such, Council have had to make a number of assumptions regarding the final traffic distribution and generation of the proposal. The Traffic Study submitted with the application identifies that traffic flows within Settlers Boulevard are around 150-200 vehicles per hour with an expected daily traffic flow of between 3,000 and 5,000 vehicles per day. Once fully developed traffic flows within Heritage Drive are also expected to be between 3,000 and 5,000 vehicles per day.

The Traffic Report identifies that the operation of the development will generate a significant number of vehicles during the peak drop off/pick up period. Thus, there will be some delays within the road network, especially during the PM 15 minute peak. For the adjoining primary school, a suggested traffic generation rate per students of 0.19 trips was accepted by Council, and has therefore, been applied to the proposal. The report identifies that this will result in

up to 228 private daily car trips for students. However, Council recognise that private car trips generated by the school are ultimately dependent on:

- The use of school bus transport (estimated 50%) and students walking/riding to school (estimated 33%); and
- Vehicle occupancy (estimated 2 students per vehicle).

Further, it is expected that there will be 150 private vehicle car trips for staff movements however, these vehicles movements are expected before/after the peak student demand. This would result in the daily traffic flows in the order of 756 vehicles two-way, with the vast majority of these occurring along Heritage Drive/Settlers Way to the signal controlled intersection on Raymond Terrace. The traffic report assumes that *"both Heritage Drive and Settlers Way (sic) have been designed and constructed to carry the traffic loads expected to be in the order of 3,000 to 5,000 vehicles per day and the intersection designed to have the necessary capacity to cater for the expected traffic movements."* The report concluded that the overall daily flows will have an acceptable impact on the daily traffic flows along the roads in the general locality of the subject site. This was accepted by Council's Traffic Engineers.

As a result of Council's initial assessment, the proposal was amended to locate the main car park entrance adjacent to the northern boundary as part of Stage 3, as a single entry/exit driveway and now includes a concrete median within Heritage Drive which will restrict access to left in/out of the proposed car park. This is considered satisfactory and will assist in managing vehicle queue and safety impacts associated with right turn movements.

The traffic report does not consider the impact of the expansion to the primary school kiss and drop facility however, given the history of the site a number of conditions have been included to mitigate any potential impacts, including construction of a concrete median at Stage 4 and the removal of the central east/west spine. A condition of consent has been applied for the development of a transport management plan to be submitted to and approved by Council to allow for ongoing monitoring of potential traffic impacts.

Overall, while it is expected that there will be some impact on traffic and access within the locality, the amendments made to the design throughout Council's assessment process are considered to minimise any potential impact, and as such, it is not expected to be significant.

Public Domain

The proposal will impact the presentation of the site to the public domain as it is currently vacant. The form of the building is based upon an internalized organic-formed circulation spine, which intersects with four rigid rectilinear built forms positioned along the contours of the site. The buildings are split level over the site and are generally limited to two storey, except Block C which is three stories at its axis.

As discussed above, the school has been designed with specific consideration to the topography of the site and the potential impact on the western street elevation. It is acknowledged that the school will have an impact on street frontage however, the proposal has been architecturally designed to a high standard and is expected to become a landmark development within the locality. The bulk impact of the proposal has been minimised by locating the main car park and entrance between the proposed school buildings and the front

boundary.

The buildings are setback 15m to the northern boundary, 54.6m to the eastern boundary, 23m to the proposed primary school (or 164m to the southern boundary) and 35.4m to the western boundary with Heritage Drive. The car park is setback 1.5m from the western boundary with Heritage Drive. A 2m landscape buffer is provided to the north and east boundaries. An acoustic fence will be constructed along the northern boundary. No significant impacts within the public domain are expected.

Utilities and Services

Existing sewer, water, electricity and telecommunications are provided to the site boundary along Heritage Drive which will be maintained and extended internally to the main school boundary. The proposal will require construction of a new electrical kiosk located adjacent to the Heritage Drive boundary and the development has been referred to Ausgrid for comment.

A 150mm water supply main is located on the western side of Heritage Drive. Hunter Water has confirmed the main is sufficient to supply the sites potable water needs. Gas fueled hot water will be supplied to the school via a series of piped ring mains on a time clock arrangement supplied by a central hot water plant system. The proposal seeks to provide 10KL rainwater tanks to each building which is estimated to reduce mains water by 70% (assuming the total roof area drains to the rainwater tank). Fire hose reels will be installed within the buildings. An onsite fire hydrant system will be constructed adjacent to the western boundary and hydrants will be located throughout the buildings.

A 150mm Hunter Water sewer junction is available immediately to the north of the proposed entry forecourt area at the Heritage Drive boundary. A grease arrestor location and dilution pit will be located within the car park to service the science and hospitality areas. Natural gas is available on the western side of Heritage Drive services by a 32mm nylon 210kpa pressure pipe and is suitable for supply to the school site.

Heritage

The site is not within a Heritage Conservation Area, and issues relating to Aboriginal Heritage were addressed prior to the subdivision of the site. An Aboriginal Heritage Impact Permit (AHIP) (No. C00001352) has been issued for the parent subdivision on 10/09/15 and is valid for 20 years. A standard condition of consent has been included in the event that any unexpected relics are uncovered during construction. The proposal is not expected to have a significant impact on Aboriginal Heritage.

Other Land Resources

The proposal will not inhibit access to land or other known resources within the area.

Bushfire

As discussed above, the site is mapped as bushfire prone land and the proposal is Integrated Development. General Terms of Approval have been provided on 10 August 2016 (Doc

1225823) which have been included within the Schedule of Conditions. No significant impacts are expected.

Water and Soils

As discussed above the previous applications on site and parent subdivision discuss the previous use of the site for agricultural purposes. A Remediation Action Plan (RAP) was prepared for the parent subdivision with works complete prior to the issue of the subdivision certificate.

A Preliminary Site Investigation Contamination Assessment Report (PCA) (Douglas Partners, May 2016) was undertaken for the proposal which found that potential contaminants on site were:

- Site filling generally up to 1m deep (Bores 1 to 8 and 12) comprising of natural soils with no obvious indications of contamination;
- Imported stockpiled fill materials within the southern portion of the site which may contain a range of potential contaminants. The applicant has advised that the material comprises natural soils sourced from the adjoining primary school however, it is noted that there are no tracking records available and the site was not secured, therefore, there is a risk of opportunistic dumping;
- Demolition of former buildings/shed in close proximity to the northern boundary which may have resulted in impact to surface soils from possible hazardous building materials;
- Potential for former use of pesticides on paddocks;
- Potential for burial pits from former poultry farms;
- Potential for localized dumping from current/previous land uses.
- Potential gross contamination from off-site sources is considered low there is a possibility for migration of contamination from the upgradient turkey building/sheds including identified heavy metals and hydrocarbon impacts and possible nutrient and microbiological contaminants. Lush green vegetation has been observed within the central western portion of the site in historical aerial photographs.

The PCA concluded that the potential for gross contamination on the site is generally considered to be low and the majority of the potential contaminant sources are likely to be localised and readily available to remediation if required through conventional remediation approaches. Further assessment is required prior to the development of the site to assess the potential contamination sources identified. The site is considered to be suitable for the proposed development provided potential contamination issues are investigated, remediated if required and validated. Further, due to the presence of imported filling and risk of dumping, it is recommended that an unexpected finds protocol is included in the construction management plan to manage potential contaminated materials if encountered during site development. Additional testing for waste classification purposes should also be conducted on site prior to soils being removed from site. These requirements have been conditioned, and it is considered that the subject site is suitable for the intended future use.

A Geotechnical Investigation for the site was prepared by Douglas Partners (May 2016). The report found that soils were generally silty clay underlain by relatively shallow (0.5m to 2.0m) siltstone and sandstone bedrock. A shallow sandstone ridge was identified in the eastern-central part of the site running in a north south direction., The depth top bedrock elsewhere on site was generally greater than 1.5m and greater than 3.0m in the west of the site. The clays on site were found to be reactive and characterised by low CBR values. Groundwater was not observed at any of the test locations during augering.

Erosion and sediment control will be implemented during construction including stabilised site access, sediment fence and pit inlet filters. An erosion and sediment control plan has been submitted with the application and is considered acceptable.

Air and Microclimate

The proposal is sited within an emerging residential and commercial area. There are no known air quality issues within the locality and the construction or operation of the proposal is not expected to give rise to any potential air quality impact.

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.

Flora and Fauna

The site has previously been developed and disturbed over a long history and currently only contains two isolated trees. Both of these trees are located in the eastern portion of the site and will be removed as part of the proposal. The existing trees are not considered to contribute to significant flora stands or provide significant habitat, resource or feed source. Given the location of the development being located in a developing estate, and existing development on site, it is unlikely that there would be an adverse impact to flora and fauna as a result of the proposal.

Waste

A waste storage area has been included on the development plans adjacent to Block A. This will not be constructed until Stage 3 however, temporary facilities will be installed within each stage to manage waste and deliveries as required. The primary demand for deliveries occurs as a result of the TAS building which will not be constructed until Stage 3 (within Block A). The applicant has confirmed that collection of waste will occur outside school hours. A detailed waste management plan will be developed as part of the operation of the proposal. These requirements have been conditioned.

Energy

The proposal will require construction of a new substation to meet energy consumption requirements. The DA was referred to AusGrid for comment which was provided on 27

September 2016. AusGrid advised that they did not have any objection to the DA and requested the inclusion of a number of consent conditions which have been included. No significant impacts are expected.

Noise and Vibration

An acoustic study was not required in this instance. An acoustic fence will be constructed on the northern boundary to reduce the impact on future residential dwellings. This has been conditioned to be provided prior to the issue of the Occupation Certificate for Stage 1.

A plant room is located within the basement of the peregrine trail within Block B. The major noise producing functions of the school have been located within the internalised side of the proposed buildings where possible. The two main noise sources are within Block A (TAS woodworking, metal working facilities) and Block D (performing arts facility).

The operation of the proposal will not result in any vibration impacts.

No significant impacts are expected.

Natural Hazards

As discussed above, the development is considered integrated development under Section 91 of the EP&A Act, as it is for 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. General Terms of Approval have been provided by the NSW RFS and included within the schedule of conditions. The site is not mapped as environmentally constrained under other environmental hazards of the LEP.

Technological Hazards

The development is unlikely to be affected or have any adverse impacts upon technological hazards.

Safety, Security and Crime Prevention

The safety and security of students, teachers and adjoining residents has been considered during the design of the proposal. As discussed above, the proposed development provides opportunities for natural and casual surveillance from within the development by staff and students to the surrounding landscaped areas. The layout and landscaping design does not provide 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.. No significant impacts are expected.

Social and Economic

The proposed educational establishment will complement the existing educational establishment on site and the future commercial area to the south. It is considered that the local economy will respond well to such a development on the basis that such a use will generate employment within the area will provide additional educational opportunities for residents. The proposal is expected to have a positive social and economic impact in the

locality.

Visual Impact

The proposal will have a positive visual impact within the locality as a result of the high architectural standard of the design. The use of external glass, painted finish, sandstone features and yellow sun shades will present a modern building form to Heritage Drive. The buildings have been suitably located within the centre of the site to minimise visual impact and overshadowing on adjoining residential properties. No significant visual impacts are expected.

Construction

Construction of the proposal is expected to have an impact within the locality however, this is not expected to be significant given the amount of construction currently associated with residential development within the broader locality. The primary potential construction impacts relate to noise and air quality, with minor impacts associated with traffic. Stage 1 is proposed to commence construction in January 2017 and will have an approximate 12 month build period. Subsequent stages of the proposal will be constructed depending on funding requirements however, it is noted that the school seeks to be at full capacity by 2025. Any construction impacts will be short term only and will be managed on site in accordance with industry requirements and the Construction Environmental Management Plan.

Cumulative Impacts

It is unlikely that the proposed land use will have any significant negative cumulative impacts upon the surrounding residential or commercial area. The development of the site as an educational establishment is consistent with an adopted master plan, and the use of the site as a high school will complement the existing primary school on site. The availability of school facilities out of school hours is considered a positive community and social outcome and will not have any significant cumulative impacts.

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

The subject site has been identified as an educational establishment within the Thornton North Master Plan. The site is suitably zoned and site constraints have been addressed as part of the application. The site is considered suitable for the development.

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

The proposal was advertised and notified in accordance with Council policy from 18 July 2016 to 1 August 2016. As a result of this process, no submissions were received. The application was referred to the following government agencies for comment:

Agency	Sent	Received	Comments
NSW Rural Fire Service	14 July 2016	10 August 2016	Provision of General Terms of Approval.
NSW Roads and	13 July 2016	15 August	No objection to the proposal. A

Maritime Service		2016	number of requirements are provided as advice to Council.
Ausgrid	23 September 2016	27 September 2016	No objection to the proposal. Request a number of consent conditions.

NSW Rural Fire Service

GTAs were provided by the NSW RFS on 10 August 2016, as detailed below:

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:

1. 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 Bush Fire 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:

2. Water, electricity and gas are to comply with sections 4.1.3 and 4.2.7 of 'Planning for Bush Fire Protection 2006'.

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:

3. Arrangements for emergency and evacuation are to comply with section 4.2.7 of 'Planning for Bush Fire Protection 2006'.

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:

4. New construction shall comply with Sections 3 and 5 (BAL12.5) Australian Standard AS3959-2009 'Construction of buildings in bushfire-prone areas' (or equivalent requirements of an Acceptable Construction Manual as identified in the National Construction Code) and section A3.7 Addendum Appendix 3 of 'Planning for Bush Fire Protection'.

Landscaping

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

These have been included within the draft schedule of conditions.

NSW Roads and Maritime Service

Roads and Maritime has reviewed the information provided and raises no objection to or requirements for the proposed development as it is considered there will be no significant impact on the nearby classified (State) road network. However, RMS recommended that the following matters should be considered by Council in determining the development:

- Roads and Maritime recommends that Council consider requesting a redesign of the proposed development to accommodate on-site pick-up /drop-off for buses, rather than on-street kerbside bus bays, to reduce potential on-street conflict between pedestrians and buses and the potential for conflict between pedestrians and vehicles internally.

Should Council choose to support the kerbside bus zones, Roads and Maritime recommends that bus zones be located on the departure side of a pedestrian crossing. Alternatively, if such a design cannot be accommodated, kerbside extensions (i.e. "blisters") should be constructed to reduce crossing widths and improve sight distances.

- Pedestrian crossings should not be located along the pedestrian desire line as this promotes through-flow and darting directly onto the road. Instead, it is recommended that crossings be designed to provide a change of direction for the pedestrian stream exiting the school. This may be achieved through landscaping and gardens as a diversion in a direct or continuous pedestrian line from the school exit/s to the crossing.
- That a condition of consent be imposed identifying the maximum student population on the site.

Comment: Roads and Maritime is acutely aware of the adverse traffic impacts created by unmonitored and unplanned student population increase at schools. It is understood that schools in the Hunter region have used the provisions of the SEPP (Infrastructure) 2007 to permit the construction of classrooms via complying development certificate which does not require a merit assessment of additional traffic impacts created by increase in the school population. In this case, it is recommended that a condition be imposed on any consent outlining the maximum student population in order to manage growth and additional traffic impacts.

- On-site parking should comply with the requirements and parking provision rates of Council.
- Rear-to-kerb staff parking would help improve visibility for staff exiting parking spaces and thereby reduce the potential for collisions with other motorists and pedestrians.

- The proposed vehicular accesses shall be located to provide adequate sight distance for vehicles entering and exiting the site in accordance with the Austroads Guide to Road Design (with RTA supplements) and relevant Australian Standards (i.e. AS2890:1:2004).
 - Any landscaping provided along boundary fences, particularly those near vehicle entry points, should be kept low to ensure safe sight distance when exiting.
 - Stop restrictions (and associated pavement markings) should also be placed at all exit points, within the property boundary, for the safety of pedestrians and in support of the Australian Road Rules (requiring vehicles to give way to pedestrians).
-
- The developer shall install school zone signs, end school zone signs, patches and Dragon's Teeth on all roads around the school and side streets leading into these roads to Roads and Maritime's requirements.
 - The collection of waste should be regulated to occur outside of school drop off / pick up times. Waste service vehicles should not be required to reverse into the bin location as this would increase the potential for conflict with circulating vehicles and pedestrians in the car park.
 - Delivery vehicles should arrive and depart outside of school drop off / pick up times to ensure maximum capacity is available in the drop of zone during these times.
 - Safe provision should be made for cyclists to access the school grounds.
 - Council should ensure that appropriate traffic measures are in place during the construction phase of the project to minimise the impacts of construction vehicles on traffic efficiency and road safety within the vicinity.
 - Council should have consideration for appropriate sight line distances in accordance with the relevant Australian Standards (i.e. AS2890:1:2004) and should be satisfied that the location of the proposed driveway promotes safe vehicle movements.
 - All works should be undertaken at full cost of the developer to the satisfaction of Council.

RMS' comments have been considered by Council. The majority of comments have been addressed within the design of the proposal, or conditioned accordingly. It is noted that some matters identified by the RMS have not been accommodated by the proposal. Specifically, these relate to the provision of bus loading/unloading within the site and locating the pedestrian crossing at the departure side of the bus loading/unloading area. These requirements have been considered by Council's traffic engineers and the circumstances of the overall design of the school and site constraints are unable to be accommodated. Further discussion with the RMS will be undertaken as part of the Local Traffic Committee process.

Ausgrid

There is a kiosk substation and associated high and low voltage underground cables proposed for installation within the subject property, as shown on the site plan submitted with the DA. The proposal was referred to Ausgrid under CI 45 of SEPP (Infrastructure) who

provided comment dated 23 September 2016 advising that there is no immediate hazard associated with the proposed works adjacent to the substation site, and that they consent to the application subject to following conditions:

1. *The proposed building will be constructed as shown on the supplied plan with a minimum separation distance of 3m from the existing kiosk substation.*
2. *Ausgrid is not responsible for any costs associated with your proposal.*
3. *Ausgrid is not responsible for the reinstatement of any finished surface.*
4. *Ausgrid requires 24 hour access to the kiosk substation for plant and personnel.*
5. *Any proposed metallic fencing adjacent to the kiosk site should be submitted to Ausgrid for approval. Metallic fencing is generally not permitted to extend away from the kiosk site unless an insulating section is installed, at least 3 metres wide.*
6. *Any proposed works adjacent to the kiosk site including altering the ground level should be submitted to Ausgrid for approval.*

Ausgrid requires any works undertaken adjacent to our assets to be undertaken with care in accordance with all relevant statutory requirements including, but not limited to:

Ausgrid Network Standard Document NS 156 – Work Near or Around Underground Cables

These requirements have been included within the draft schedule of conditions attached to this report.

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

The proposal is considered consistent with the public interest as it is providing additional educational facilities within an emerging residential and commercial locality. The development also represents employment opportunities both during the construction phase and once completed in the health sector. The proposal is considered to be in the public interest.

There are no Council management plans affecting this land. The proposal is considered appropriate with regard to Environmentally Sustainable Development Principles.

CONCLUSION

An assessment of the application has been carried out under Section 79C(1) of the *Environmental Planning and Assessment Act, 1979* (NSW) as amended. The proposed development is considered satisfactory in terms of the relevant matters for consideration with specific regard to

- Clause 5.9, 5.10, Part 6, Clause 7.1 and 7.2 of *Maitland LEP 2011*;
- Clause 7 of *SEPP 55 – Remediation of Land*;
- *SEPP (State and Regional Development) 2011*;
- Clause 8 of *SEPP 64 – Advertising and Signage*;
- Clauses 32, 45 and 104 of *SEPP (Infrastructure) 2007*;
- *The relevant chapters of the Maitland DCP 2011*; and
- Clauses 92 and 93 of the *Environmental Planning & Assessment Regulations 2000* (NSW).

General terms of approval and state agency comments have been considered as part of Council's assessment of the application and conditioned within the draft schedule of conditions. The proposal is in the public interest and the site is considered suitable. The proposal will result in a high architectural outcome and will have a positive social and economic impact within the locality. 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: 18/10/16

Tegan Harris
Team Leader
Development
Assessment

Reviewed (Supervising Officer)



Date: 18/10/16

Leanne Harris
Coordinator
Development
Assessment

Authorised for
submission to JRPP



Date: 18.10.16

Bernie Mortimore
Group Manager
Planning Environment & Lifestyle

Schedule of Conditions DA 16-1592

Educational Establishment (Chisholm Catholic High 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. Nº	Sheet Nº	Rev ⁿ Nº	Revision Date	Prepared by: (consultant)
Proposed Site Plan	DA1101	F	04.10.16	SHAC
Proposed Landscape Plan	DA1103	A	19.09.16	SHAC
Proposed Staging Plan	DA1104	A	19.09.16	SHAC
Ground Floor Plan	DA2101	C	19.09.16	SHAC
First Floor Plan	DA2102	B	19.09.16	SHAC
Second Floor Plan	DA2103	A	11.05.16	SHAC
Roof Plan	DA2201	A	11.05.16	SHAC
Block A First Floor	DA2311	A	11.05.16	SHAC
Block A Second Floor	DA2312	A	11.05.16	SHAC
Block A – Roof Plan	DA2313	A	11.05.16	SHAC
Peregrine Trail AB 01	DA2321	A	11.05.16	SHAC

Peregrine Trail AB 02	DA2322	A	11.05.16	SHAC
Block B Ground Floor	DA2331	A	11.05.16	SHAC
Block B First Floor	DA2332	A	11.05.16	SHAC
Block B Second Floor	DA2333	A	11.05.16	SHAC
Block B – Roof Plan	DA2334	A	11.05.16	SHAC
Peregrine Trail BC 01	DA2341	A	11.05.16	SHAC
Peregrine Trail BC 02	DA2342	A	11.05.16	SHAC
Block C Ground Floor	DA2351	A	11.05.16	SHAC
Block C First Floor	DA2352	A	11.05.16	SHAC
Block C Second Floor	DA2353	A	11.05.16	SHAC
Block C – Roof Plan	DA2354	A	11.05.16	SHAC
Peregrine Trail CD 01	DA2361	A	11.05.16	SHAC
Peregrine Trail CD 02	DA2362	A	11.05.16	SHAC
Block D Ground Floor	DA2371	A	11.05.16	SHAC
Block D First Floor	DA2372	A	11.05.16	SHAC
Block D – Roof Plan	DA2373	A	11.05.16	SHAC
Elevations Site	DA3101	A	11.05.16	SHAC
Elevations - Block A	DA3111	A	11.05.16	SHAC
Elevations - Block A	DA3112	A	11.05.16	SHAC
Elevations – Peregrine Trail AB	DA3121	A	11.05.16	SHAC
Elevations – Block B	DA3131	A	11.05.16	SHAC
Elevations – Block B	DA3132	A	11.05.16	SHAC
Elevations – Peregrine Trail BC	DA3141	A	11.05.16	SHAC
Elevations – Block C	DA3151	A	11.05.16	SHAC
Elevations – Block C	DA3152	A	11.05.16	SHAC

Elevations – Peregrine Trail CD	DA3161	A	11.05.16	SHAC
Elevations – Block D	DA3171	A	11.05.16	SHAC
Elevations – Block D	DA3172	A	11.05.16	SHAC
School Signage Sketch	DA9004	A	04.10.16	SHAC
Site Grading Plan	Figure 4	B	-	ACOR Consultants (NNSW) Pty Ltd
Cut Fill Plan	Figure 17	B	-	ACOR Consultants (NNSW) Pty Ltd
Stormwater Management Plan	Figure 18	B	-	ACOR Consultants (NNSW) Pty Ltd
Erosion and Sediment Control Plan	Figure 19	B	-	ACOR Consultants (NNSW) Pty Ltd

OPERATION

- The start/finish times for the proposal shall be staggered with the adjoining primary school start/finish time, and these are to be confirmed with Council prior to the issue of the Occupation Certificate for Stage 1.

STAGING

- Construction of the proposal shall be staged as detailed on the 'Proposed Staging Plan', prepared by SHAC (DA1104, Rev A, Dated 19.09.16).

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 \$399,465 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:

- i) 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.*
- ii) Council's administration expenses are met with respect to the processing of the application.*

FENCING

5. **Prior to the issue of the Occupation Certificate for Stage 1**, the acoustic fence shall be constructed on the northern boundary.

AUSGRID

6. The proposal shall comply with the requirements of Ausgrid dated 23 September 2016 as detailed below:
 7. The proposed building will be constructed as shown on the supplied plan with a minimum separation distance of 3m from the existing kiosk substation.
 8. Ausgrid is not responsible for any costs associated with your proposal.
 9. Ausgrid is not responsible for the reinstatement of any finished surface.
 10. Ausgrid requires 24 hour access to the kiosk substation for plant and personnel.
 11. Any proposed metallic fencing adjacent to the kiosk site should be submitted to Ausgrid for approval. Metallic fencing is generally not permitted to extend away from the kiosk site unless an insulating section is installed, at least 3 metres wide.

12. Any proposed works adjacent to the kiosk site including altering the ground level should be submitted to Ausgrid for approval.

Ausgrid requires any works undertaken adjacent to our assets to be undertaken with care in accordance with all relevant statutory requirements including, but not limited to:

Ausgrid Network Standard Document NS 156 – Work Near or Around Underground Cables

CERTIFICATES

7. Prior to the commencement of works for each stage an application for a **Construction Certificate** shall be submitted to, and be approved by, the Accredited Certifier.
8. **Prior to the issue of an Occupation Certificate for each stage**, all conditions of development consent applicable to each respective stage shall be complied with.
9. Prior to occupation of the buildings for each stage, an **Occupation Certificate** as applicable to the relevant stage shall be issued by the Principal Certifying Authority.
10. **Prior to the issue of the Construction Certificate for each stage**, 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.

COMPLIANCE

11. **Prior to the issue of an Occupation Certificate for each stage**, 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*.
12. The maximum number of students permitted under this consent is 1,200.

LANDSCAPING

13. 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

14. 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* (NSW).
-

WASTE MANAGEMENT/DELIVERIES

15. Prior to the issue of the **Occupation Certificate**, a detailed waste management plan shall be submitted to, and approved by Council for the ongoing management of waste for the school.
16. Waste collection and delivery vehicle access to the site shall be restricted to outside of school drop-off/pick-up times.

ARCHAEOLOGY

17. 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.

CONTAMINATION

18. Prior to the commencement of works on site, an unexpected finds protocol shall be developed to manage potential contaminated materials if encountered during site development. A copy of the unexpected finds protocol shall be included in the construction management plan and be made available to all site contractors.
19. All soils proposed to be removed from the site shall be tested for waste classification purposes prior to their removal and are to be disposed of to a suitable facility depending on their classification.

INTERNAL ACCESS AND CAR PARKING

20. Car parking for the development shall be provided in accordance with the Staging Plan, with a minimum total allocation for the development of 162 spaces, including 9 accessible parking spaces.
21. 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. Service vehicle loading and turning areas are to be constructed of concrete pavement suitable for heavy vehicle use.
22. All parking and loading bays shall be permanently marked out on the pavement surface, with loading bays being clearly indicated by means of appropriate signage. All parking and loading/unloading bays, truck docks, driveways and turning areas are to be maintained clear of obstructions and under no circumstances are to be used for the storage of goods, waste materials or additional parking.
23. Car parking adjacent to the northern boundary shall be restricted to staff car parking and signposting accordingly.
24. Staff car parking adjacent to the northern boundary shall be 'rear-to-kerb' and signposted accordingly.
25. No Parking zone signs are to be erected for the full extent of the area designated as the Kiss and Drop facility for the high school.
26. **Prior to the issue of the Occupation Certificate for Stage 4**, the central east-west aisle within the primary school kiss and drop loop shall be removed and the site reinstated with turf, or similar.
27. Nine (9) disabled parking spaces are to be provided and are to be suitably signposted and pavement marked: three (3) in the high school car park, and six (6) in the extension of the Kiss & Drop zone located to the east of the high school development.

28. **Prior to the issue of the Occupation Certificate** for Stage 1 and 3, a STOP sign shall be installed at the exit of the main vehicular egress onto Heritage Drive.
29. All internal traffic management devices shall meet AS2890.1:2004 except where a higher standard is detailed within the development plans, or required by this consent.

VEHICLE ACCESS

30. Prior to commencement of construction of any 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 (for each driveway).
31. **Prior to issue of the Occupation Certificate** the driveway crossing and profile shall be constructed in concrete (heavy duty), which include the retention of (or if damaged reconstruction as plain concrete of) any existing footpath, and with reference to Council's information document "Footway Crossings (Driveways)". All vehicle accesses of the development shall be designed for the appropriate service vehicle access, and designed and constructed to Council Manual of Engineering Standard's and the 'Application to Construct Private Works on Footway' approval.
32. **Prior to the issue of the Occupation Certificate** for Stage 3, the proposed interim vehicle access is to be permanently closed upon completion of the northern most vehicle access of the high school. Verge restoration works shall be to the satisfaction of Maitland City Council.
33. 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.

TRAFFIC, FACILITIES AND DEVICES

34. All work required to be undertaken within a public road reserve must make separate application to, and gain approval by Council, under Section 138 of the Roads Act 1993 (NSW).

Engineering construction plans must be prepared and designed by a suitably qualified professional, in accordance with Council's 'Manual of Engineering Standards.

The Roads Act Approval should be applied for at the same time as any works/construction Certificate within the site to avoid delays at the end of the project. The required works to be designed and constructed are as follows:

- (a) A pedestrian crossing with associated signage and linemarking shall be provided on Heritage Drive near the school forecourt. The type of crossing is to be determined by the Local Traffic Committee and Maitland City Council. The requirement for built out kerb area into the parking lanes shall be required unless otherwise determined by the Local Traffic Committee. 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.
- (b) A bus zone shall be provided for the proposed bus waiting area on Heritage Drive subject to local traffic committee and Council requirements.
Note: Bus zone to display Times & Days: 8.00 am – 9.30 am & 2.30 pm – 4.00 pm School days.
- (c) A concrete footpath infill between the existing shared path/ footpath and the kerb over the length of the proposed bus zone for the school on Heritage Drive shall be constructed prior to use of bus zones. All existing street trees to be retained or replaces as required by Council.
- (d) A concrete median shall be provided on the centreline of Heritage Drive of a suitable length to regulate vehicle traffic to left-in/ left-out vehicle movements at the northern most vehicle access to the high school. This is to be constructed as part of Stage three (3) works in conjunction with the northern most vehicle access to the high school. Construction of the concrete median is subject to Local Traffic Committee and Council requirements.
- (e) A concrete median shall be provided on the centreline of Heritage Drive of a suitable length to regulate vehicle traffic to left-in/ left-out vehicle movements at the shared Primary School vehicle access, unless otherwise constructed under DA 13-1109. This is to be constructed as part of Stage four (4) works in conjunction with the southern most vehicle access of the high school Construction of the concrete median is subject to local traffic committee and Council requirements.
- (f) The loading and unloading bay on Heritage Drive (as shown on submitted plans) shall be temporary and removed following completion of the on-site loading areas near Block A. The relevant regulatory signage to be provided for the interim period is subject to local traffic committee and Council requirements.
- (g) Prior to issue of the Construction Certificate for Stage 1 internal works, detailed engineering plans are to be provided of all signage and line marking, and traffic

facilities for consideration by the Local Traffic Committee. These plans are to detail the signage and line marking proposed along the Heritage Drive road frontage, and the design of the road median and school pedestrian crossing. A copy of the plans are to be submitted to and approved by Council. Amended applications shall be provided for each stage, or as needed, to adjust bus and access arrangements.

- (h) All works including any recommendations from the Local Traffic Committee are to be constructed with full cost borne by the developer.

- 35. The developer shall install school zone signs (40 km/h speed limit), end school zones, patches and Dragon's Teeth on all roads around the school and side streets leading into these roads to Roads & Maritime Service's requirements.

TRAFFIC MANAGEMENT PLAN

- 36. A Traffic Management Plan (TMP) for St Bedes Catholic College shall be submitted to and approved by Council to identify the likely impacts and subsequent road upgrade requirements (if any) associated with the growth of the school. This 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) The plan is to manage the vehicle traffic associated with the Kiss & Drop facility, service vehicle access times to the high school, in coordination with bus services
- (b) The plan shall consider internal circulation and drop off issues to safely and efficiently cater for the vehicular and pedestrian movements on the site
- (c) On the basis of the above identify any necessary internal or road network infrastructure upgrades that are required to maintain existing levels of service on the local 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 Council at the full cost to the developer.

- 37. **Prior to the issue of the Occupation Certificate** for each new stage, the Traffic Management Plan shall be implemented as per **Condition 35** and is to be resubmitted to council for approval annually, up until 12 months after the school reaches maximum student capacity of 1,200 students.

- 38. **Prior to issue of a Construction Certificate** for each stage, a Construction Traffic Management Plan (CTMP) to minimise the impacts of construction vehicles on traffic efficiency and road safety within the vicinity is to be submitted and approved by Council prior to the issue of the construction certificate. Any requirements required

by the CTMP shall gain the appropriate Roads Act Approvals if impacting within the road reserve.

39. 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.

GENERAL TRAFFIC

40. **Prior to issue of the Occupation Certificate** for each stage, written evidence from council shall be obtained of satisfactory completion of works required under the Roads Act Approval(s).
41. **Prior to commencement of works** within an existing public road reserve;
- a) an engineering design, in accordance with Council's Manual of Engineering Standards, shall be submitted to Council for approval,
 - b) consent under the Roads Act for the approved works, shall be issued by Council,
 - c) all relevant Council fees shall be paid,
 - d) a traffic control plan in accordance with the RMS publication "Traffic control at Worksites" shall be submitted to, and accepted by, Council.

STORMWATER DRAINAGE

42. **Prior to issue of the Construction Certificate**, the construction details in accordance with Council's Manual of Engineering Standards shall be provided for the following stormwater requirements:
- (a) Provide a 10 year ARI pipe system generally in accordance with **drainage plan number (Fig:18) revision (B) dated 26/9/16 by ACOR Consultants**, and
 - a) an emergency overland flow path for major storm events, that is directed to the public drainage system, and
 - b) entrapment of gross pollutants, nutrients and hydrocarbons generated from the contributing ground-surface catchment areas, and
43. **Prior to Occupation or Operation of the development**, a *Stormwater System Maintenance Procedure Plan* shall be prepared by an engineer, detailing a regular maintenance programme for pollution control devices, covering inspection, cleaning and waste disposal, a copy of which shall be supplied to the owner/operator and to Maitland City Council for supply of future owners as needed.

44. Prior to issue of the **Occupation Certificate**, the stormwater-control system shall be constructed in accordance with the approved stormwater drainage plan. A qualified engineer shall supply written certification to the PCA and Council that the constructed system including detention volume and discharge rates achieve the consent requirements for detention.

EROSION CONTROLS

45. 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

46. All building work shall be carried out in accordance with the provisions of the Building Code of Australia.
47. 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.
48. The applicant shall submit to Council, "Notice of Commencement" at least two days prior to the commencement of construction works.
49. 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

50. 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.

51. 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.

52. 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.
53. 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

54. 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

55. 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.

56. All building refuse on this building site shall be stored in such a manner so as not to cause a nuisance to adjoining properties.

57. 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 place

a 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.

58. 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.

59. 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.

60. The site is to be cleared of all building refuse and spoil immediately after completion of the building/structure.

61. No building materials, refuse or spoil is to be deposited on or be allowed to remain on Council's footpath.

62. 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

63. The proposal shall comply with the General Terms of Approval issued by NSW RFS dated 10 August 2016 as follows:

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:

1. 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 Bush Fire 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:

2. Water, electricity and gas are to comply with sections 4.1.3 and 4.2.7 of 'Planning for Bush Fire Protection 2006'.

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:

3. Arrangements for emergency and evacuation are to comply with section 4.2.7 of 'Planning for Bush Fire Protection 2006'.

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:

4. New construction shall comply with Sections 3 and 5 (BAL12.5) Australian Standard AS3959-2009 'Construction of buildings in bushfire-prone areas' (or equivalent requirements of an Acceptable Construction Manual as identified in the National Construction Code) and section A3.7 Addendum Appendix 3 of 'Planning for Bush Fire Protection'.

Landscaping

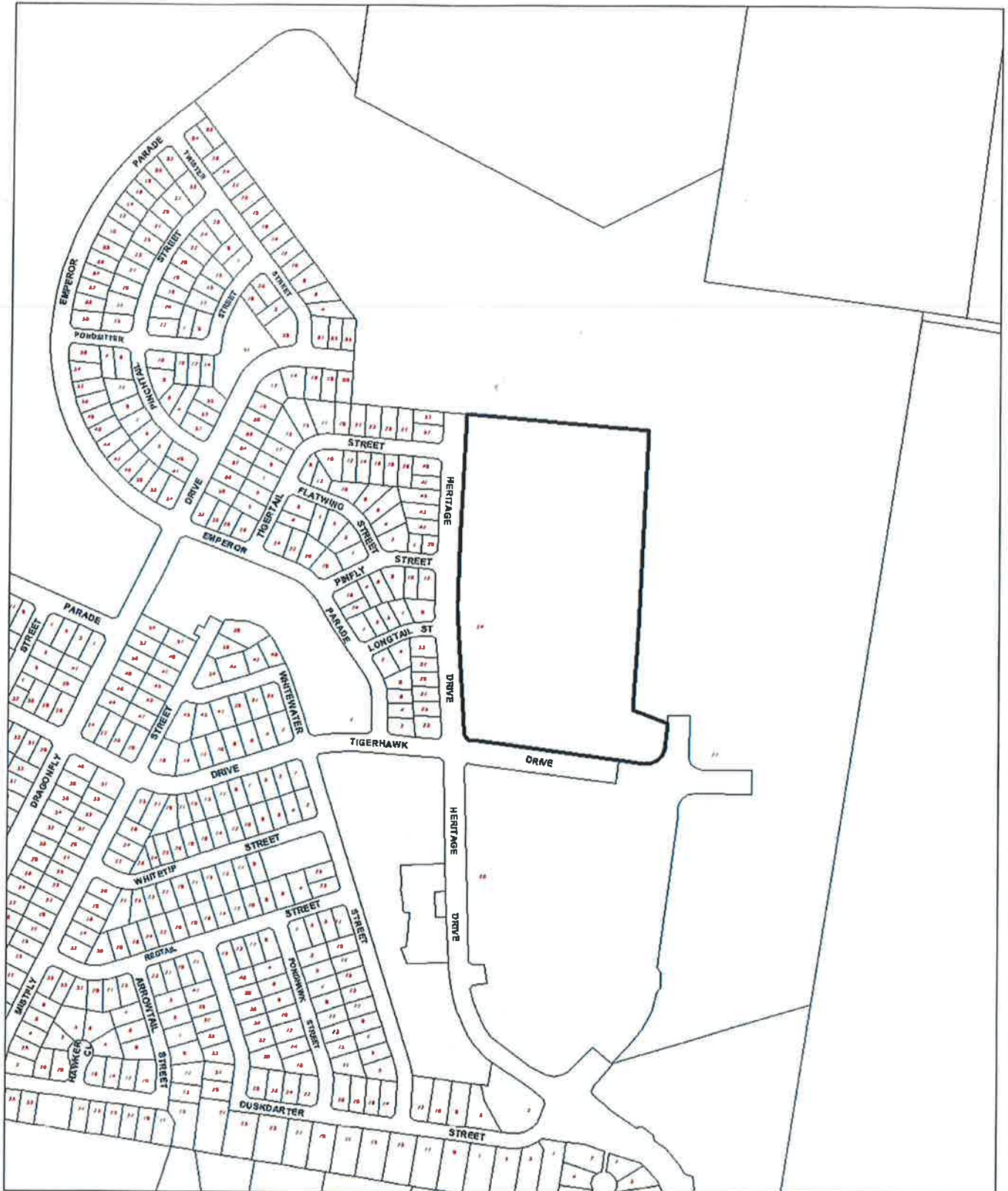
5. Landscaping to the site is to comply with the principles of Appendix 5 of 'Planning for Bush Fire Protection 2006'.

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 the issue of the Construction Certificate.
- 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.
-

LOCALITY PLAN



Lot 1 DP1220220 - 24 Heritage Drive, Chisholm

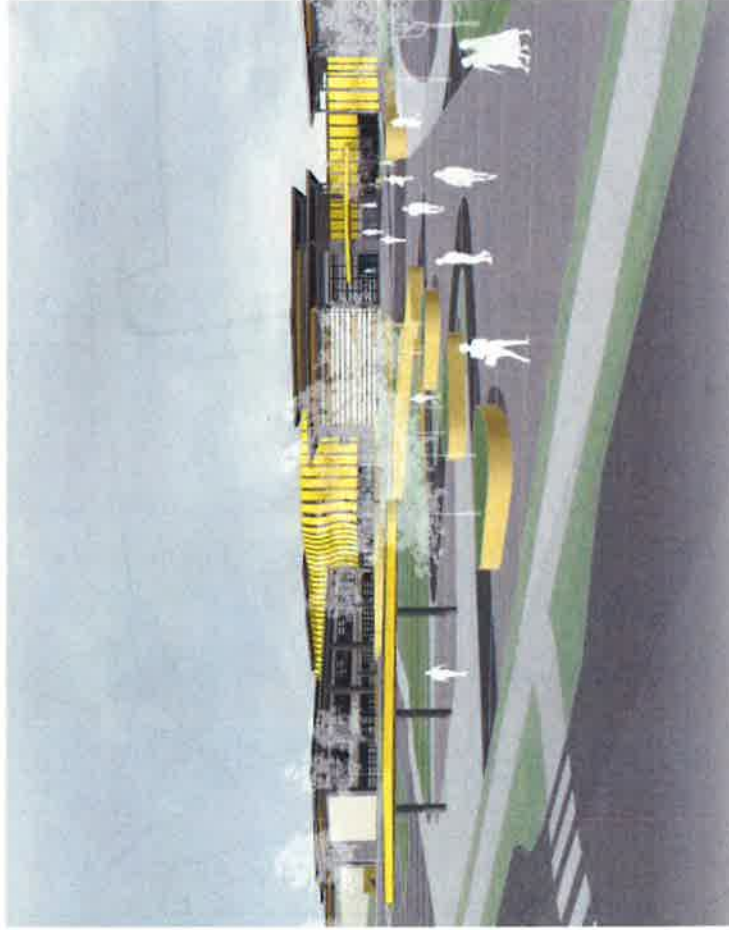


Scale 1 : 000
Printing Date: October 2016



© Maitland City Council 2015
© LP103/03/1997

This map has been prepared on the basis of information available to Council at the date of issue. However, that information may be subject to change over a limited time. It is the responsibility of the user to make his/her own decisions about the correctness of information found. The Council cannot warrant and does not represent that the advice can be relied upon completely. The Council also cannot accept any responsibility or liability for any loss, damage, cost or expense you might incur as a result of the use of or reliance upon the information. The map is for information purposes only and is not to be re-engineered, modified or used for any other purpose than for information.



DA Submission

St. Bede's Catholic College

Proposed 7 stream high school campus

REVISION B



SITE

Heritage Drive, Chisholm
NSW

CLIENT

Catholic Diocese of Maitland-Newcastle

DATE

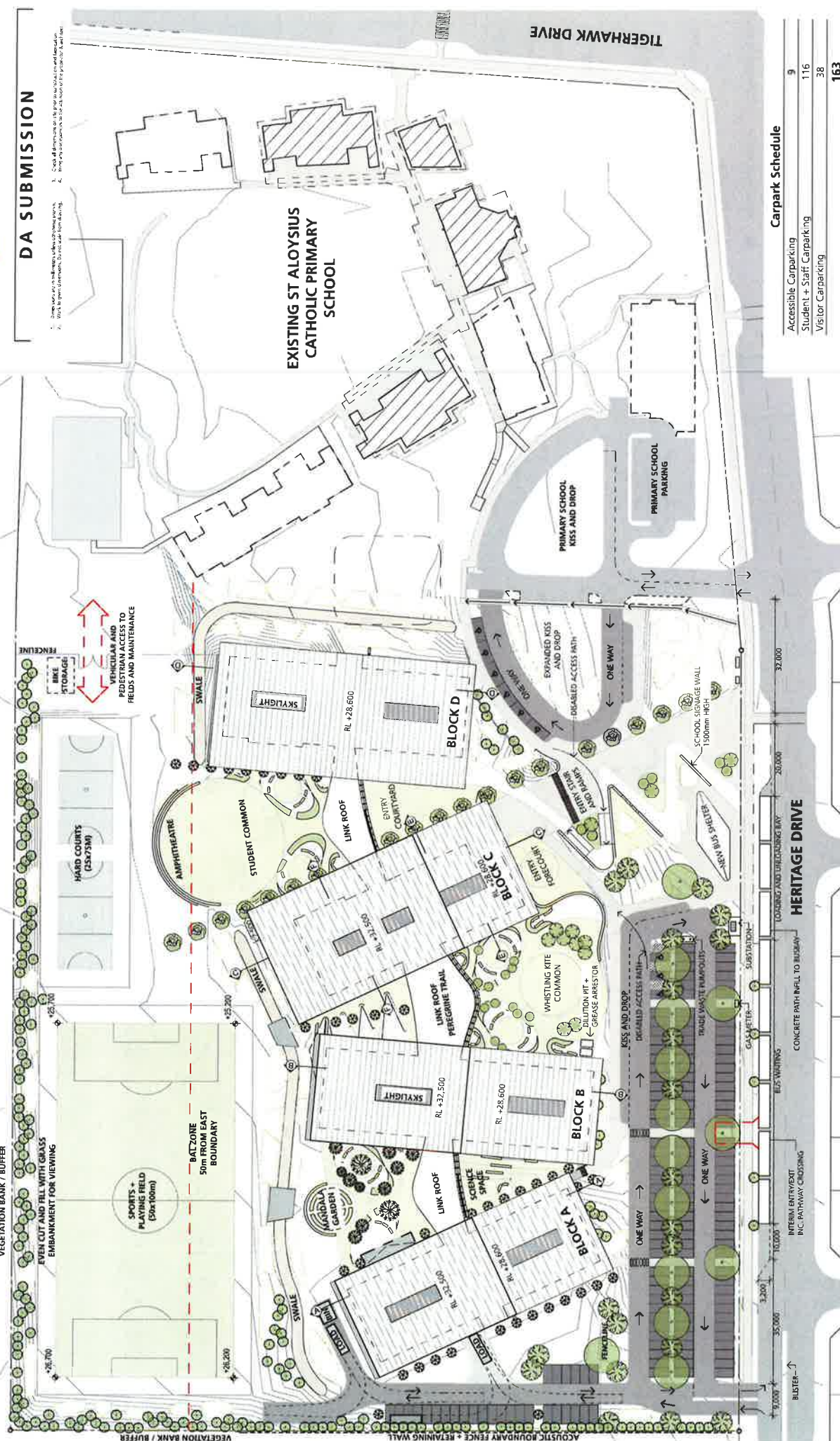
30/05/2016

PROJECT NO.

3489

SHAC

DA SUBMISSION



Carpark Schedule

Accessible Carparking	9
Student + Staff Carparking	116
Visitor Carparking	38
	163

3489
DA1101
RevF 04.10.16

3489
DA1101
RevF 04.10.16

Proposed Site Plan
St. Bede's Catholic College
Heritage Drive, Chisholm

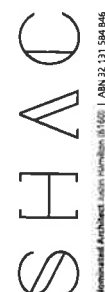
U
A
E
S

Nominated Architect Justin Hamilton (5160) | APN 32 131 584 846

1. Do not pour any in millimeter unless otherwise shown.
2. Work to given dimensions. Do not scale from drawing.
3. Check all dimensions on site prior to construction and before filling any excavations to the attention of the inspector and client.

NOTE: LANDSCAPE PLAN SPECIES AND PLANT PLACEMENTS COMPLETED IN CONJUNCTION WITH MIM WOODLAND FROM TERRA AQUA.

3489
DA1103
RevA 19.09.16



Dimensions are in millimeters unless otherwise specified.
Work to given dimensions. Do not scale from drawing.

STAGE ONE

CARPARK + KISS AND DROP
3 DISABLED CAR SPACES
12 VISITOR CAR SPACES
39 STAFF + STUDENT CAR SPACES

CUMULATIVE TOTAL POPULATION - 470
CUMULATIVE TOTAL CAR SPACES - 54

STAGE TWO

BLOCK B + PEREGRINE TRAIL BC
630 STUDENTS - YEARS 7, 8 + 9
75 STAFF

CARPARK + KISS AND DROP
12 VISITOR CAR SPACES

CES
CUMULATIVE TOTAL POPULATION - 705
CUMULATIVE TOTAL CAR SPACES - 93

STAGE THREE

BLOCK A + PEREGRINE TRAIL AB
1,020 STUDENTS - YEARS 7, 8, 9, 10 + 11
(180 STUDENTS AGED 17+)
125 STAFF

CARPARK
6 VISITOR CAR SPACES
58 STAFF + STUDENT CAR SPACES

STAGE FOUR

BLOCK D + PEREGRINE TRAIL CD
1,200 STUDENTS - YEARS 7, 8, 9, 10, 11 + 12
(360 STUDENTS AGED 17+)
150 STAFF

**TURNING CIRCLE KISS AND DROP
6 DISABLED CAR SPACES**

GRAND TOTAL POPULATION - 1,350
GRAND TOTAL CAR SPACES - 163

DA SUBMISSION

1. Dimensions in metres to centre of mass, unless otherwise stated.
2. With appropriate assumptions for the purpose of the DA submission.
3. Check all dimensions are as per the submitted plan and elevation.
4. Verify all dimensions are as per the submitted plan and elevation.

SCHEDULE OF AREAS

Storey	Function	Area
Ground Floor		
✓	Administration	637.5
✓	Circulation	686.3
✓	Communal - Multipurpose Hall	972.2
✓	External Covered Areas	276.4
✓	General Learning Area	60.7
✓	SWD	19.0
✓	Specialist - Fitness	79.9
✓	Specialist - Science	827.3
✓	Staff	15.3
✓	Stores / Services	78.2
First Floor		
✓	Circulation	1,259.2
✓	Communal - Canteen	88.6
✓	Communal - Information Hub	418.9
✓	External Covered Areas	194.9
✓	General Learning Area	1,483.7
✓	Specialist - Fitness	187.5
✓	Specialist - Hospitality	502.1
✓	Specialist - Performance	411.9
✓	Specialist - TAS	801.3
✓	Staff	642.0
✓	Stores / Services	40.9
✓	Student Amenities	186.3
Second Floor		
✓	Administration	35.9
✓	Circulation	691.3
✓	Communal - Information Hub	229.2
✓	External Covered Areas	75.5
✓	General Learning Area	882.9
✓	Senior Learning	198.2
✓	Specialist - Art	361.9
✓	Specialist - Media	210.1
✓	Specialist - TAS	71.2
✓	Stores / Services	126.9
✓	Student Amenities	105.2
Rounded Total Area		12,858.4 m ²
Rounded Total Area		13,000 m ²

NOTE: AREAS ARE INTERNAL FUNCTIONAL AREA ONLY AND DO NOT TAKE INTO ACCOUNT STRUCTURE OR WALL THICKNESS.

SHAC

Nominated Architect Jason Hamilton (6150) | ABN 32 131 584 846



3489
 DA2101
 RevC 19.09.16

Ground Floor Plan
 St. Bede's Catholic College
 Heritage Drive, Chisholm

DATA SUBMISSION

1. Dimensions are in millimeters unless otherwise noted.
2. Work to given dimensions. Do not make form drawing.
3. Check all dimensions on site prior to construction and fabrication.
4. Bring any our changes to the attention of the project manager.

SCHEDULE OF AREAS

Storey	Function	Area
Ground Floor	Administration	637.5
	Circulation	686.3
	Communal - Multipurpose Hall	972.2
	External Covered Areas	276.4
	General Learning Area	60.7
	SWD	19.0
	Specialist - Fitness	79.9
	Specialist - Science	827.3
	Staff	15.3
	Stores / Services	78.2

First Floor			
	Circulation		1,259.2
	Communal - Canteen		88.6
	Communal - Information Hub		418.9
	External Covered Areas		194.9
	General Learning Area		1,483.7
	Specialist - Fitness		187.5
	Specialist - Hospitality		502.1
	Specialist - Performance		411.9
	Specialist - TAS		801.3
	Staff		642.0
	Stores / Services		40.9
	Student Amenities		186.3

Second Floor	Administration	35.9
	Circulation	691.3
	Communal - Information Hub	229.2
	External Covered Areas	75.5
	General Learning Area	882.9
	Senior Learning	198.2
	Specialist - Art	361.9
	Specialist - Media	210.1
	Specialist - TAS	71.2
	Stores / Services	126.9
	Student Amenities	105.2

12,858.4 m²13,000 m²

Rounded Total Area

NOTE: AREAS ARE INTERNAL FUNCTIONAL AREA ONLY AND DO NOT TAKE INTO ACCOUNT STRUCTURE OR WALL THICKNESS.

U
A
E
S

Nominated Architect JUSIN Hamilton (6160) | ABN 32 131 584 846



HERITAGE DRIVE



First Floor Plan

St. Bede's Catholic College
Heritage Drive, Chisholm

3489
DA2102
RevB 19.09.16



3489
DA2103
RevA 11.05.16

3489
DA2103
RevA 11.05.16

2. Check all dimensions on site prior to construction and lubrication. Bring any discrepancies to the attention of the proprietor & student.

Storey	Function	Area
1	Office	1000
2	Office	1000
3	Office	1000
4	Office	1000
5	Office	1000
6	Office	1000
7	Office	1000
8	Office	1000
9	Office	1000
10	Office	1000
11	Office	1000
12	Office	1000
13	Office	1000
14	Office	1000
15	Office	1000
16	Office	1000
17	Office	1000
18	Office	1000
19	Office	1000
20	Office	1000
21	Office	1000
22	Office	1000
23	Office	1000
24	Office	1000
25	Office	1000
26	Office	1000
27	Office	1000
28	Office	1000
29	Office	1000
30	Office	1000
31	Office	1000
32	Office	1000
33	Office	1000
34	Office	1000
35	Office	1000
36	Office	1000
37	Office	1000
38	Office	1000
39	Office	1000
40	Office	1000
41	Office	1000
42	Office	1000
43	Office	1000
44	Office	1000
45	Office	1000
46	Office	1000
47	Office	1000
48	Office	1000
49	Office	1000
50	Office	1000
51	Office	1000
52	Office	1000
53	Office	1000
54	Office	1000
55	Office	1000
56	Office	1000
57	Office	1000
58	Office	1000
59	Office	1000
60	Office	1000
61	Office	1000
62	Office	1000
63	Office	1000
64	Office	1000
65	Office	1000
66	Office	1000
67	Office	1000
68	Office	1000
69	Office	1000
70	Office	1000
71	Office	1000
72	Office	1000
73	Office	1000
74	Office	1000
75	Office	1000
76	Office	1000
77	Office	1000
78	Office	1000
79	Office	1000
80	Office	1000
81	Office	1000
82	Office	1000
83	Office	1000
84	Office	1000
85	Office	1000
86	Office	1000
87	Office	1000
88	Office	1000
89	Office	1000
90	Office	1000
91	Office	1000
92	Office	1000
93	Office	1000
94	Office	1000
95	Office	1000
96	Office	1000
97	Office	1000
98	Office	1000
99	Office	1000
100	Office	1000

Ground Floor		
Administration	637.5	
Circulation	686.3	
Communal - Multipurpose Hall	972.2	
External Covered Areas	276.4	
General Learning Area	60.7	
SWD	19.0	
Specialist - Fitness	79.9	
Specialist - Science	827.3	
Staff	15.3	
Stores / Services	78.2	
First Floor		
Circulation	1,259.2	
Communal - Canteen	88.6	
Communal - Information Hub	418.9	
External Covered Areas	194.9	
General Learning Area	1,483.7	
Specialist - Fitness	187.5	
Specialist - Hospitality	502.1	
Specialist - Performance	411.9	
Specialist - TAS	801.3	
Staff	642.0	
Stores / Services	40.9	
Student Amenities	186.3	
Second Floor		
Administration	35.9	
Circulation	691.3	
Communal - Information Hub	229.2	
External Covered Areas	75.5	
General Learning Area	882.9	
Senior Learning	198.2	
Specialist - Art	361.9	
Specialist - Media	210.1	
Specialist - TAS	71.2	
Stores / Services	126.9	
Student Amenities	105.2	
Rounded Total Area	12,858.4 m²	13,000 m²

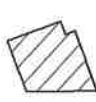
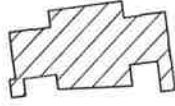
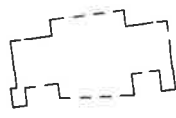
NOTE: AREAS ARE INTERNAL FUNCTIONAL AREA ONLY AND DO NOT TAKE INTO ACCOUNT STRUCTURE OR WALL THICKNESS.

U
A
I
S

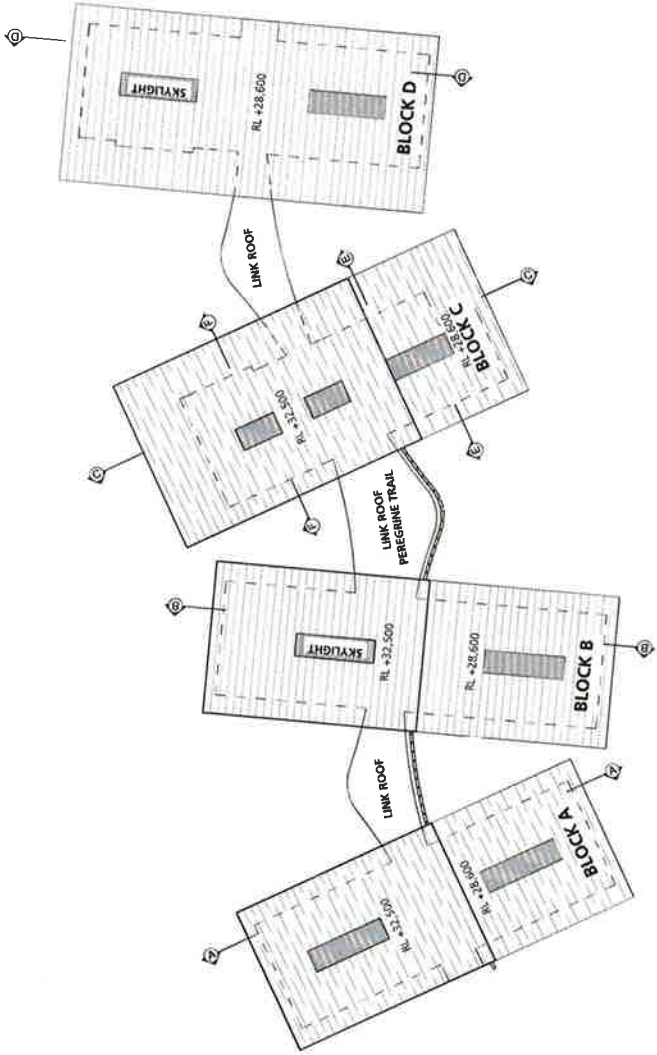
Nominated Architect Justin Hamilton | AEN 32 131 584 846

DA SUBMISSION

1. Drawings are to include all relevant information.
2. All drawings are to be on A3 paper.
3. All drawings are to be on a single sheet.
4. All drawings are to be on a single sheet.



EXISTING ST ALOYSIUS
CATHOLIC PRIMARY
SCHOOL



HERITAGE DRIVE

GRASSHAWK DRIVE

Roof Plan

St. Bede's Catholic College
Heritage Drive, Chisholm

3489

DA2201

RevA 11.05.16



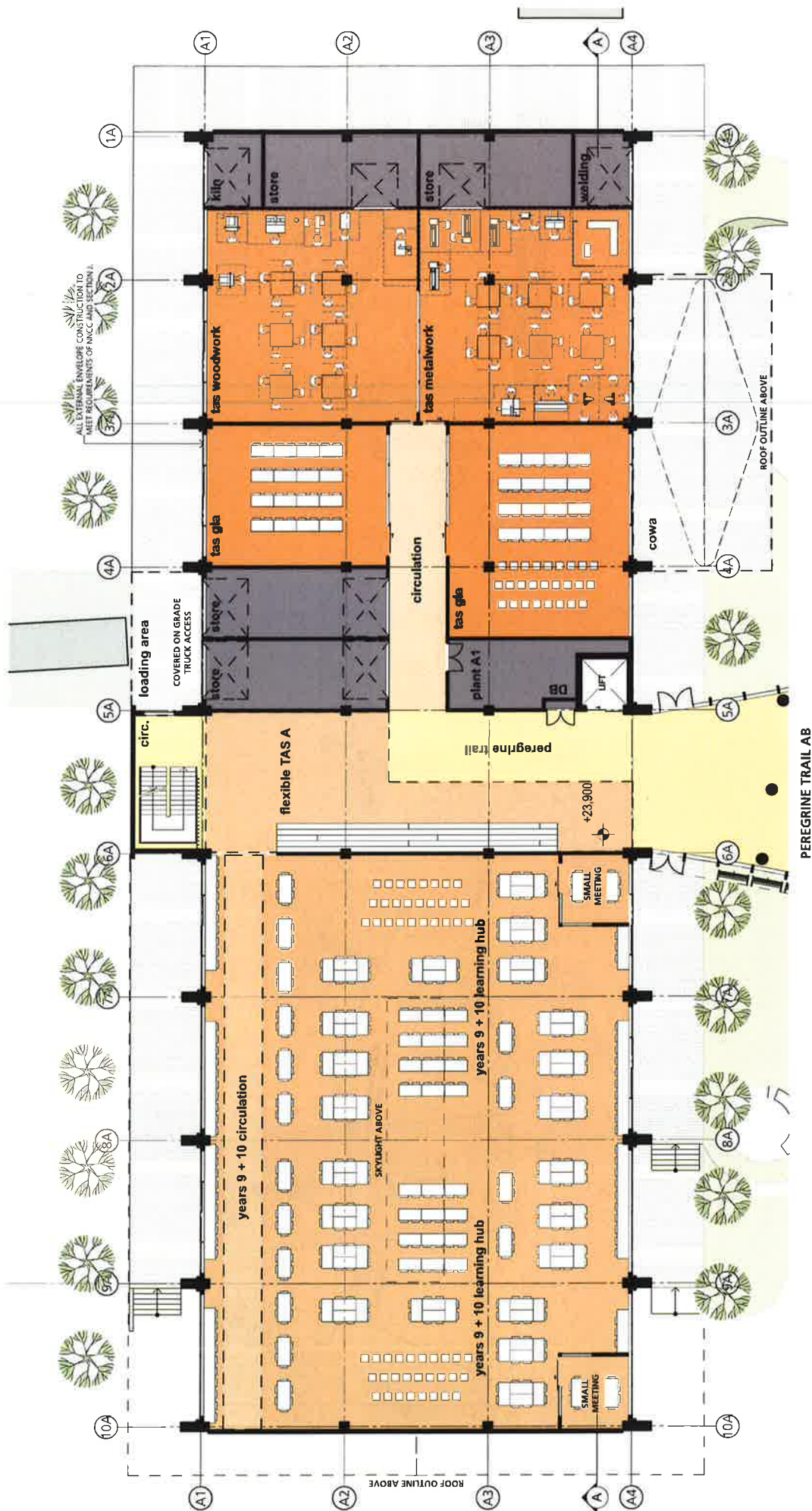
0m 10 20 30 40 50 1:1000
A3

SHAC

Headmaster Architect Justin Hamilton (01600) | ABN 32 131 564 846

DA SUBMISSION

1. Check all dimensions on the print for consistency and last callout.
2. Make 10 green dimensions. Do not make them blue yet.
3. 0 dimensions in millimeters unless otherwise noted.
4. Do any dimensions in the vicinity of the bracket A, and find.



Block A - First Floor
St. Bede's Catholic College
Heritage Drive, Chisholm

3489
DA2311
RevA 11.05.16

U
A
I
S

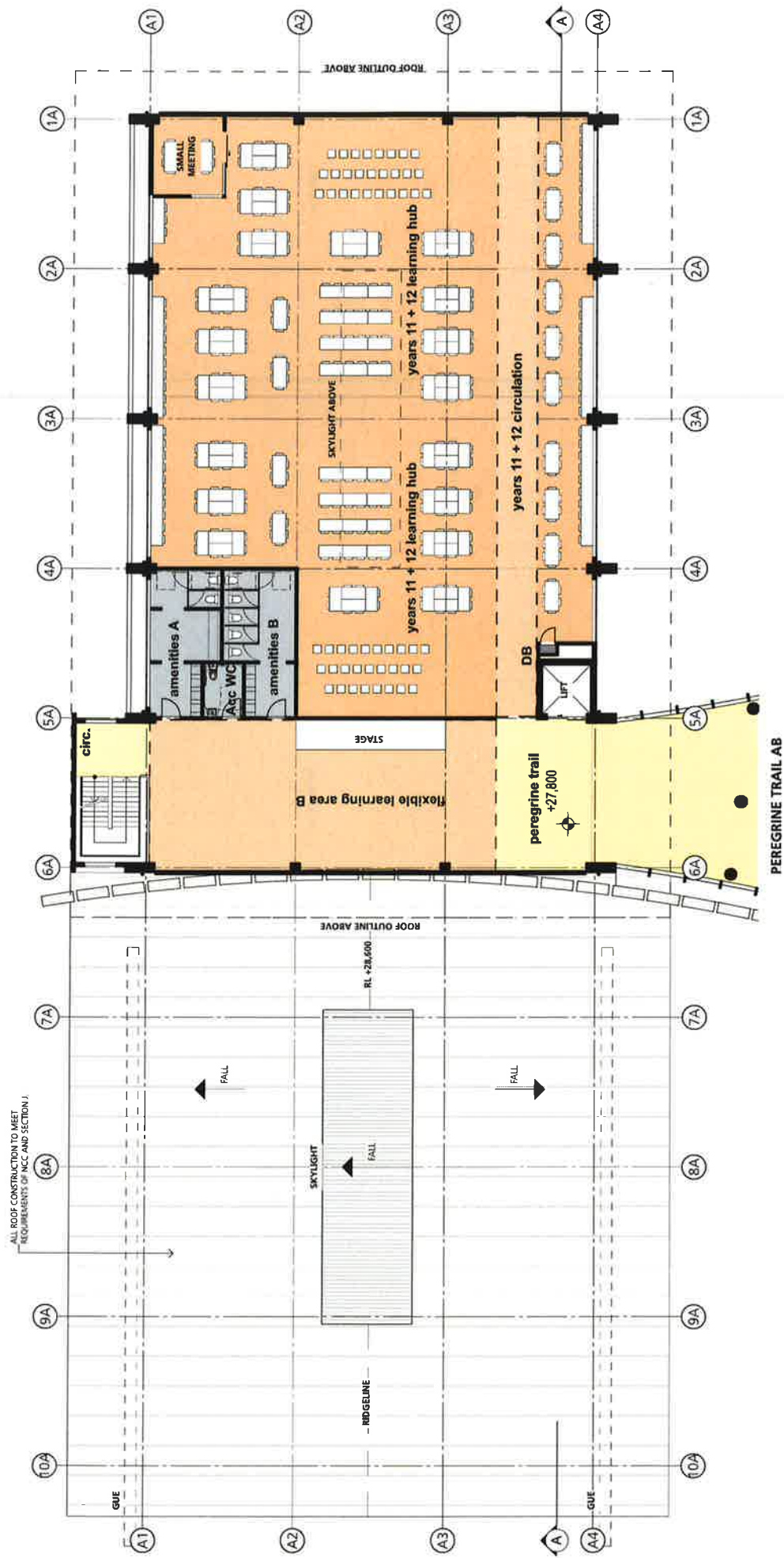
Submitted Abstracts in Houston (6162) | Abstract ID: 111594826





DA SUBMISSION

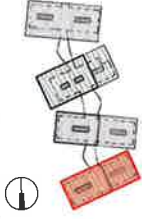
1. Drawings are a preliminary sketch and are not to be used for construction purposes.
2. Work is preliminary and is subject to change without notice.



Block A - Second Floor
St. Bede's Catholic College
Heritage Drive, Chisholm

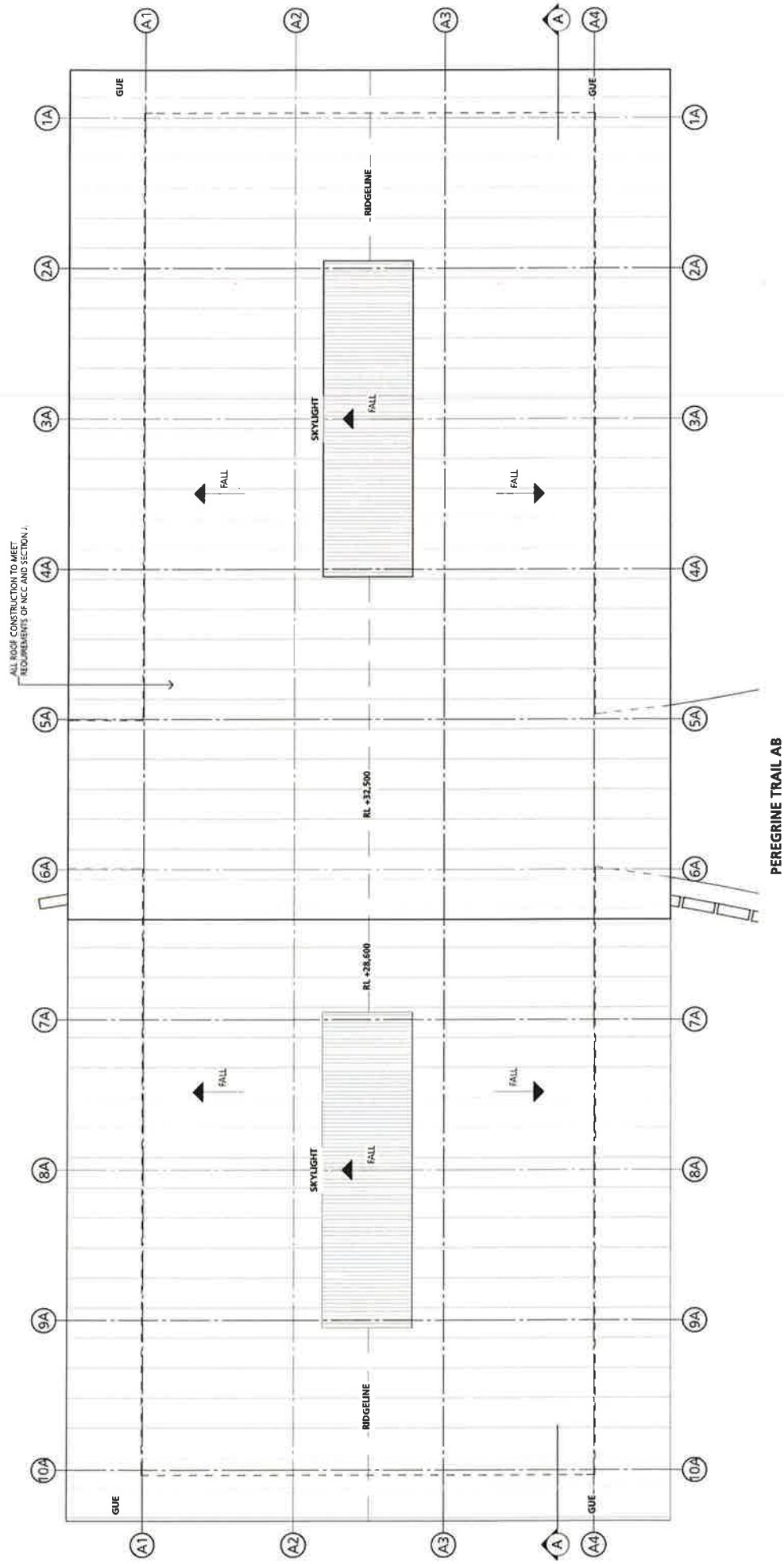
**3489
DA2312
RevA 11.05.16**

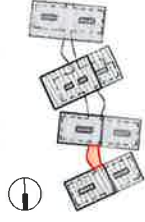
SHAC
Nominated Architect License Number: 15162 | ABN 52 131 534 846



DA SUBMISSION

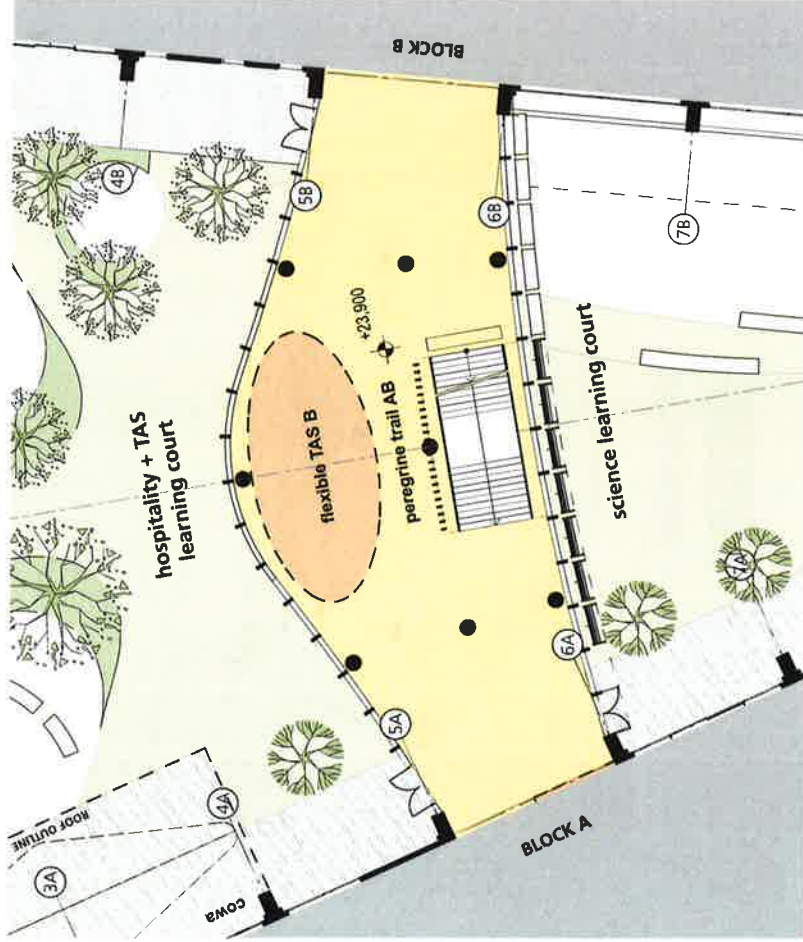
1. Drawings are to be submitted to the relevant authority for approval.
2. Work is to be done in accordance with the relevant authority's requirements.
3. Check all dimensions on site prior to construction and before work.
4. Any variation to the drawings is to be approved by the relevant authority.



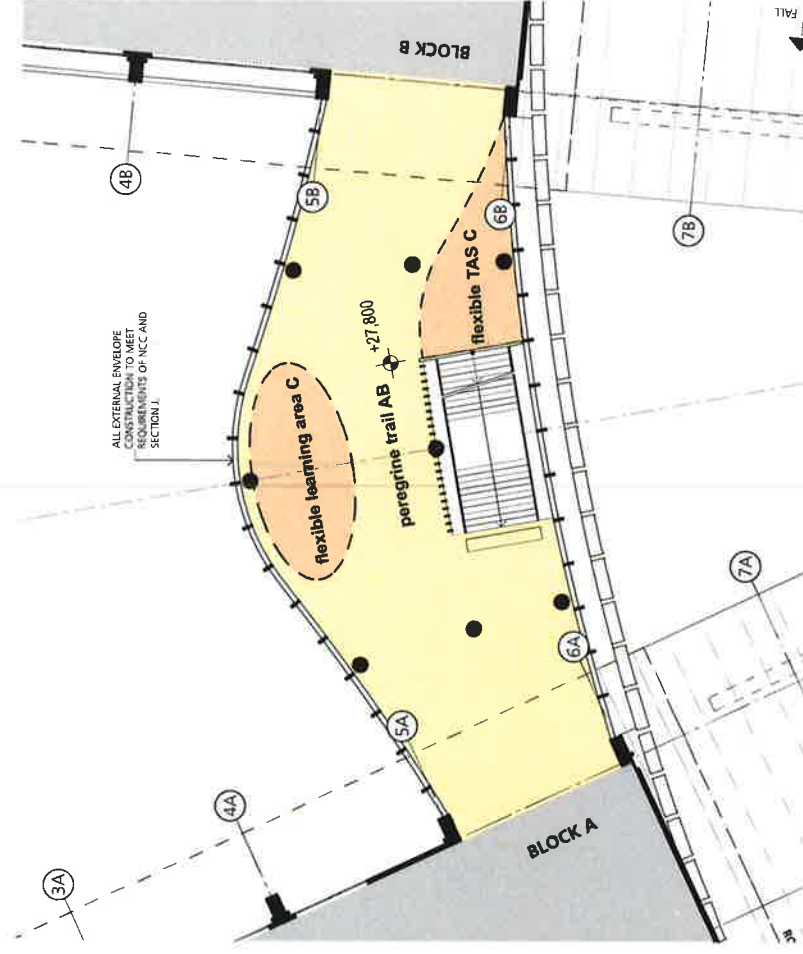


DA SUBMISSION

1. Operative: 10% to 15% of the total area of the site.
2. Work to be done: 10% to 15% of the total area of the site.



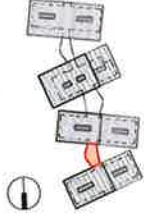
First Floor



Second Floor

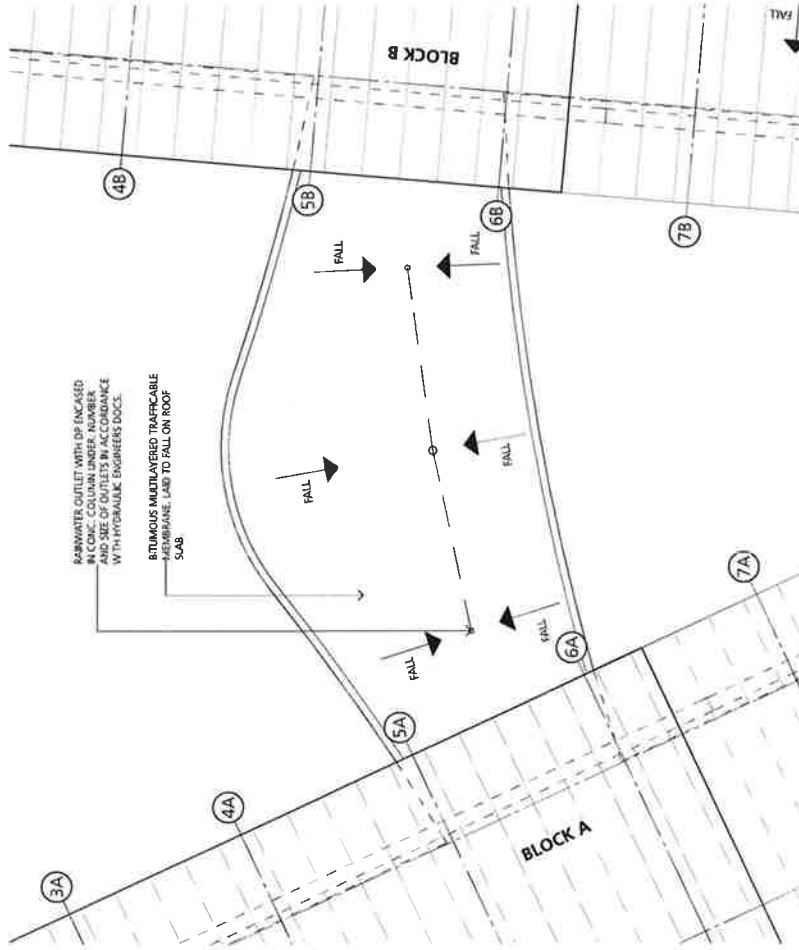


0m 2 4 6 8 10 1200 @A3



DA SUBMISSION

1. Drawings are to include all relevant information.
2. Work to given dimensions. Do not scale from drawing.
3. Check all dimensions on site prior to construction and installation.
4. Bring any discrepancies to the attention of the proprietor & architect.



Roof

Peregrine Trail AB 02
St. Bede's Catholic College
Heritage Drive, Chisholm

3489
DA2322
RevA 11.05.16

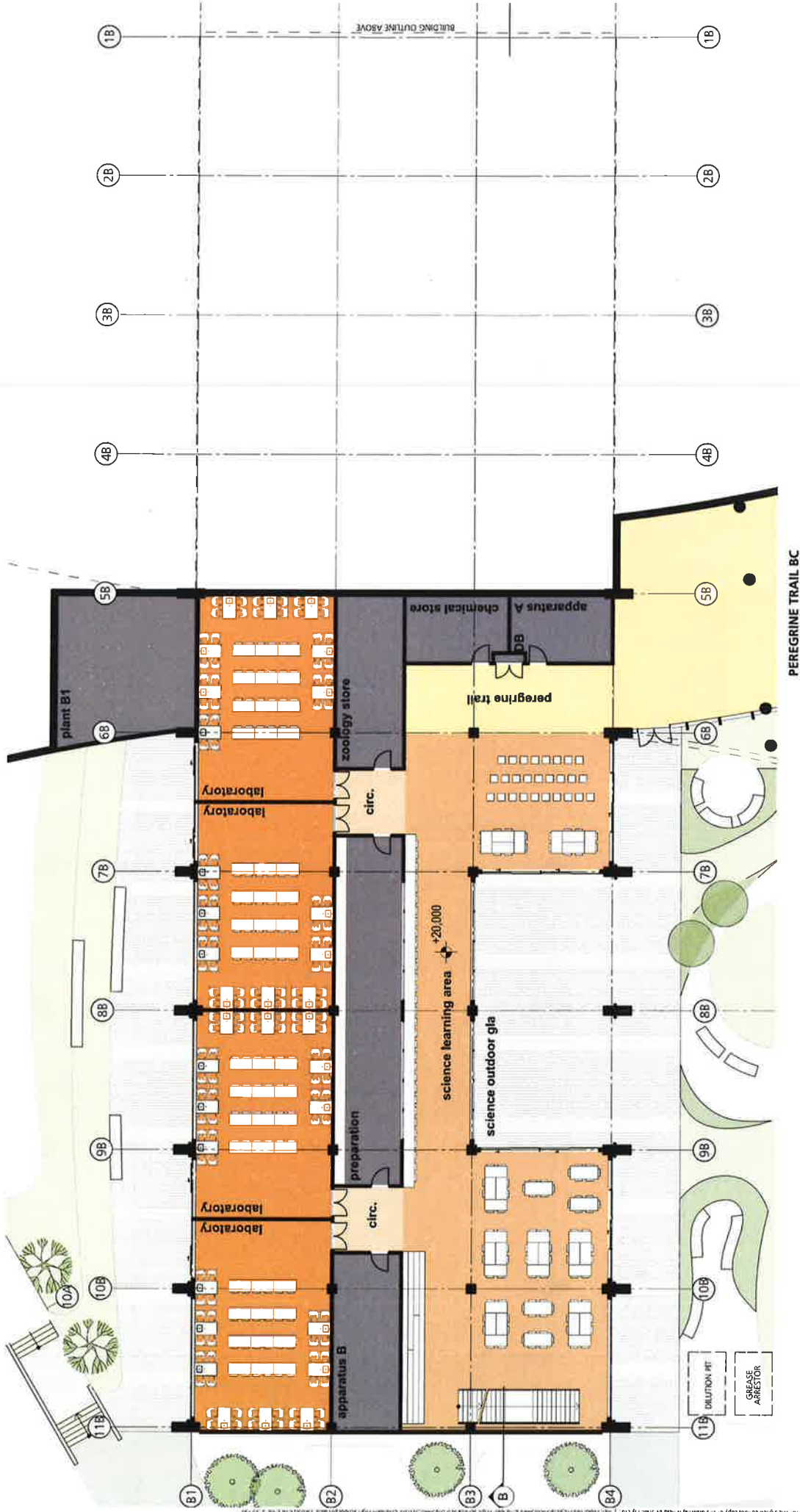


SHAC
Nominated Architect | School Function | 18/1/2021 | ABN 32 131 594 646



DA SUBMISSION

1. Complete site and building information, including site plan, building footprint, and building information.
2. Check all dimensions on site plan to ensure accuracy and consistency.
3. Check all dimensions on building footprint to ensure accuracy and consistency.
4. Check all dimensions on building information to ensure accuracy and consistency.



Block B - Ground Floor

St. Bede's Catholic College
Heritage Drive, Chisholm

3489

DA2331

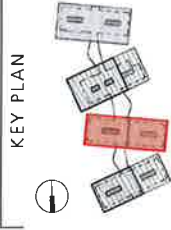
RevA 11.05.16



0m 2 4 6 8 10 @A3
1:200

SHAC

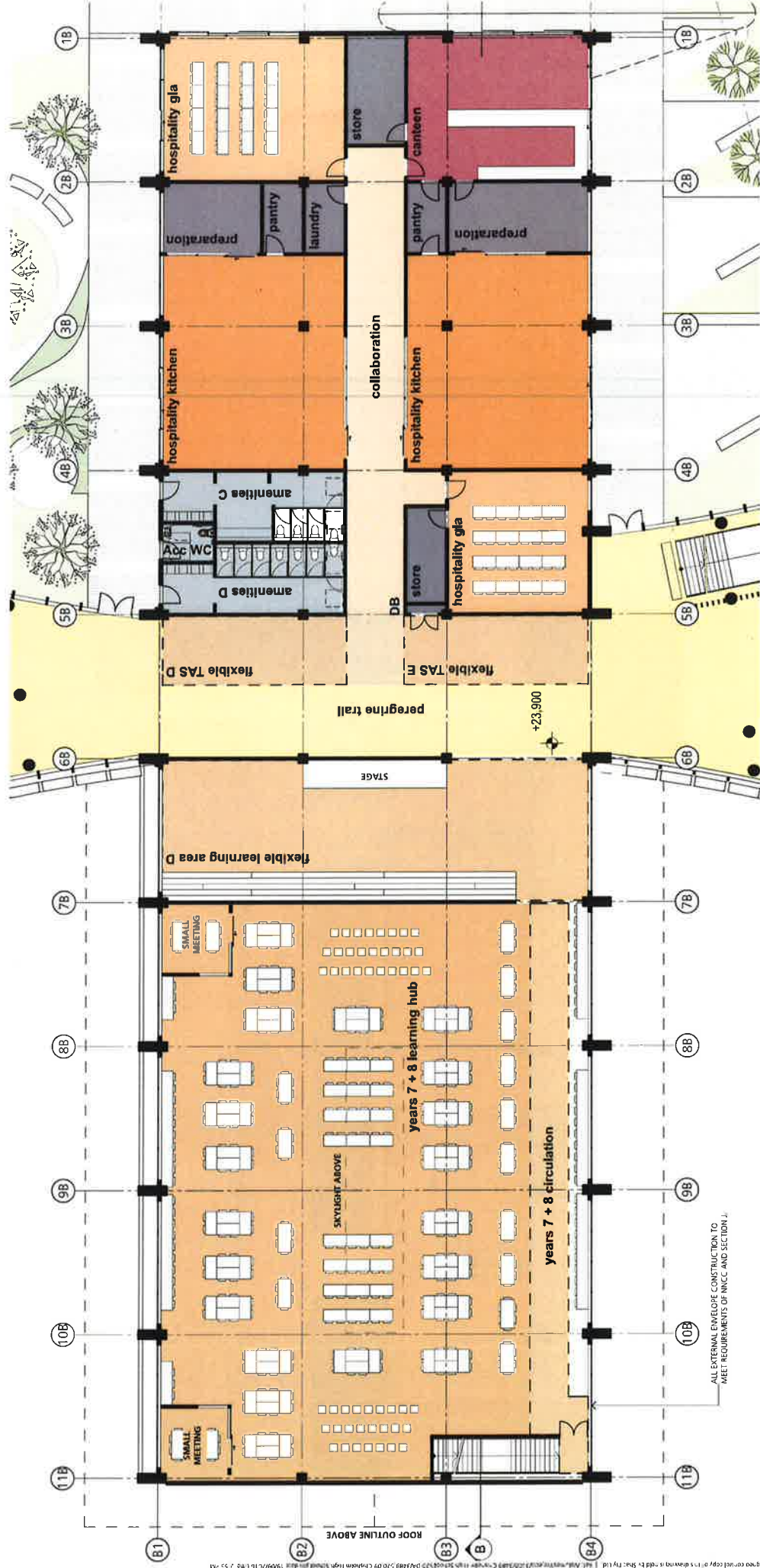
Submitted Architect: Lady's Building (15100) | JAN 22 131 154 BAE



DA SUBMISSION

1. Designation of the building as a school building.
2. Work to be undertaken to meet the requirements of the BC Building Act and the BC Building Code.
3. Work to be undertaken to meet the requirements of the BC Building Act and the BC Building Code.
4. Work to be undertaken to meet the requirements of the BC Building Act and the BC Building Code.

PEREGRINE TRAIL AB



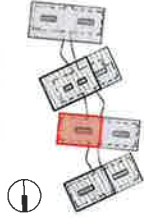
PEREGRINE TRAIL BC

3489
DA2332
 RevA 11.05.16

Block B - First Floor
 St. Bede's Catholic College
 Heritage Drive, Chisholm

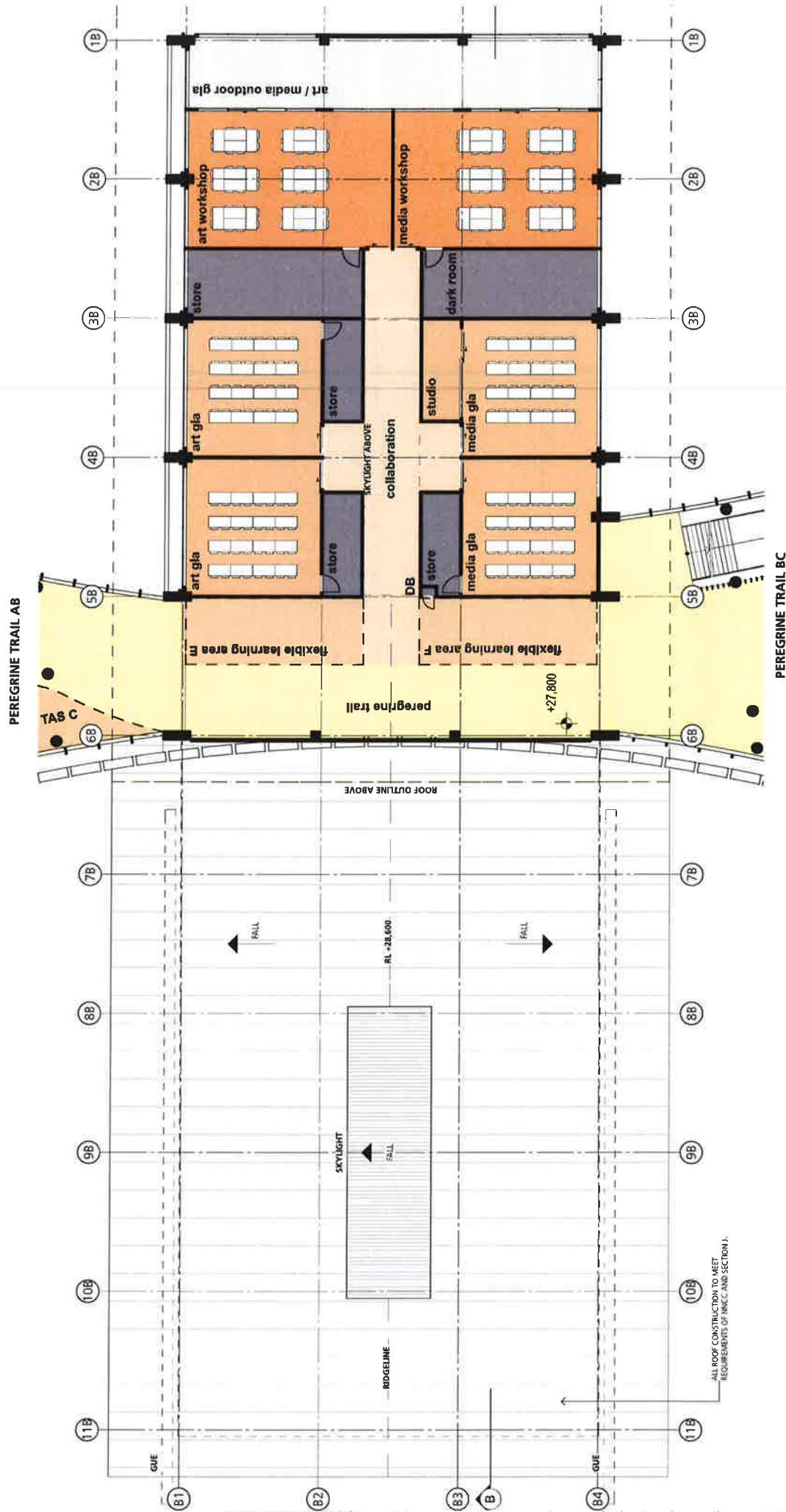


SHAC
 Registered Architect Justin Hamilton (S160) | ASN 32 131 964 846



DA SUBMISSION

1. Dimensions are in millimetres unless otherwise stated.
2. Work to given dimensions. Do not scale from drawings.
3. Check all dimensions on site prior to construction and before order.
4. Keep all dimensions on the ground at all times.

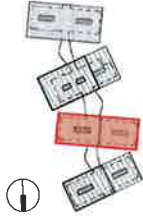


Block B - Second Floor
St. Bede's Catholic College
Heritage Drive, Chisholm

3489
DA2333
RevA 11.05.16



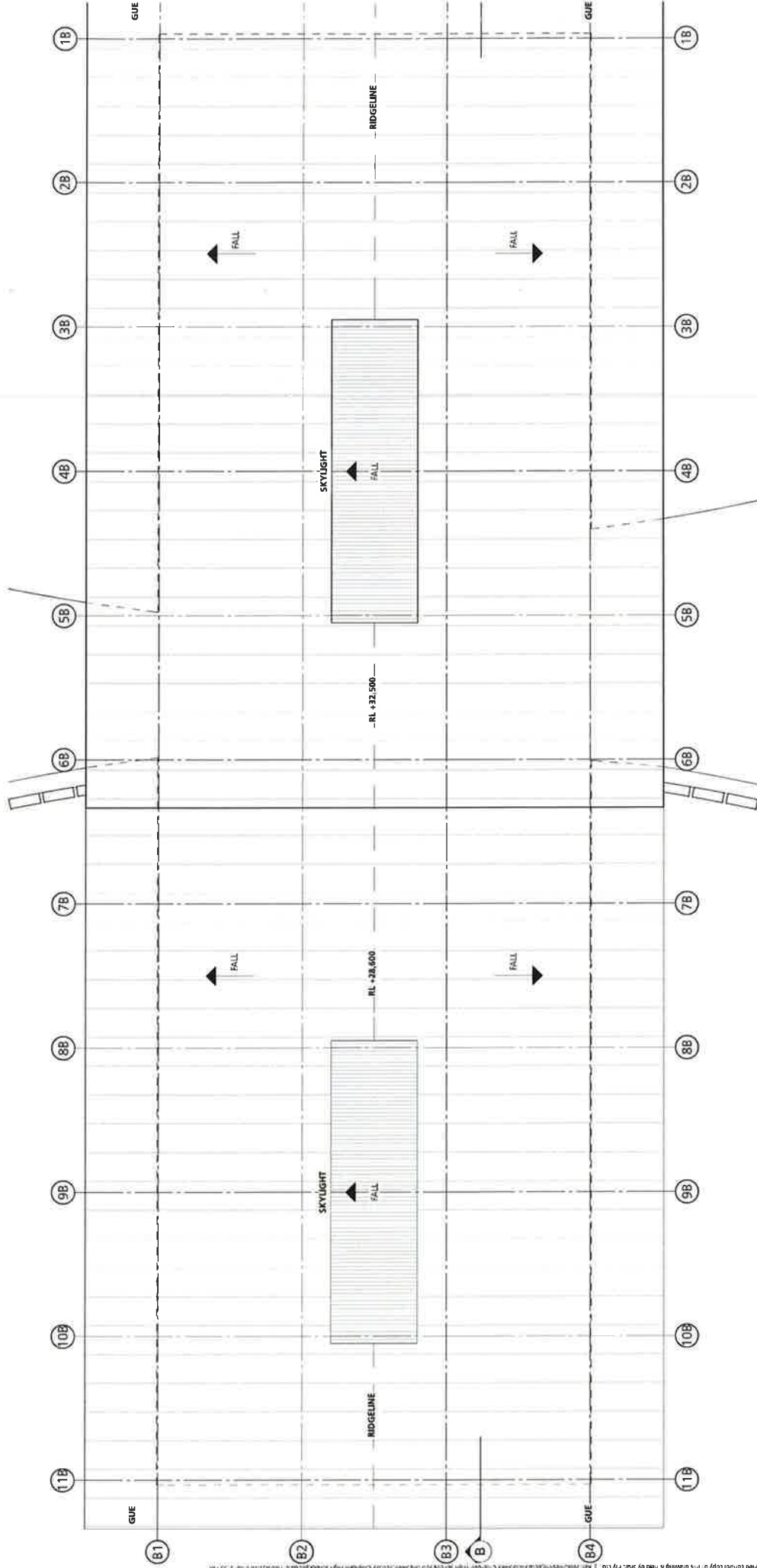
SHAC
Nominated Architect John Hamilton (S160) | JAN 22 131 564 846



DA SUBMISSION

1. Drawings are to be submitted to the relevant authority.
2. Work to be done must be completed by the relevant authority.
3. Drawings are to be submitted to the relevant authority.
4. Work to be done must be completed by the relevant authority.

PEREGRINE TRAIL AB



PEREGRINE TRAIL BC

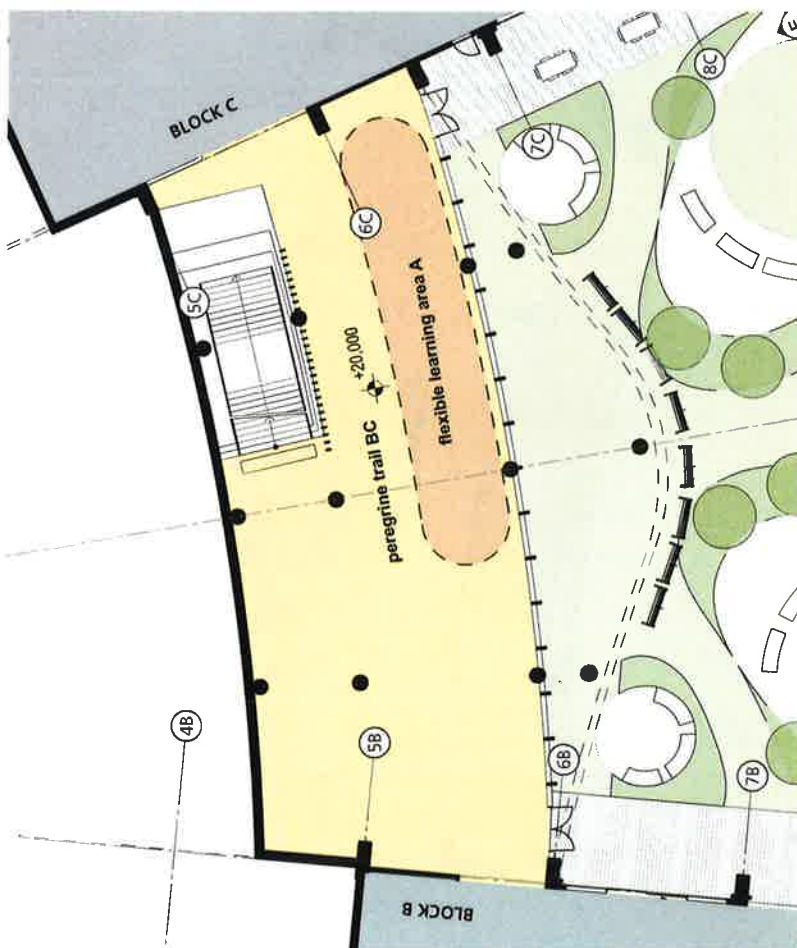
3489
DA2334
 RevA 11.05.16

Block B - Roof Plan
 St. Bede's Catholic College
 Heritage Drive, Chisholm

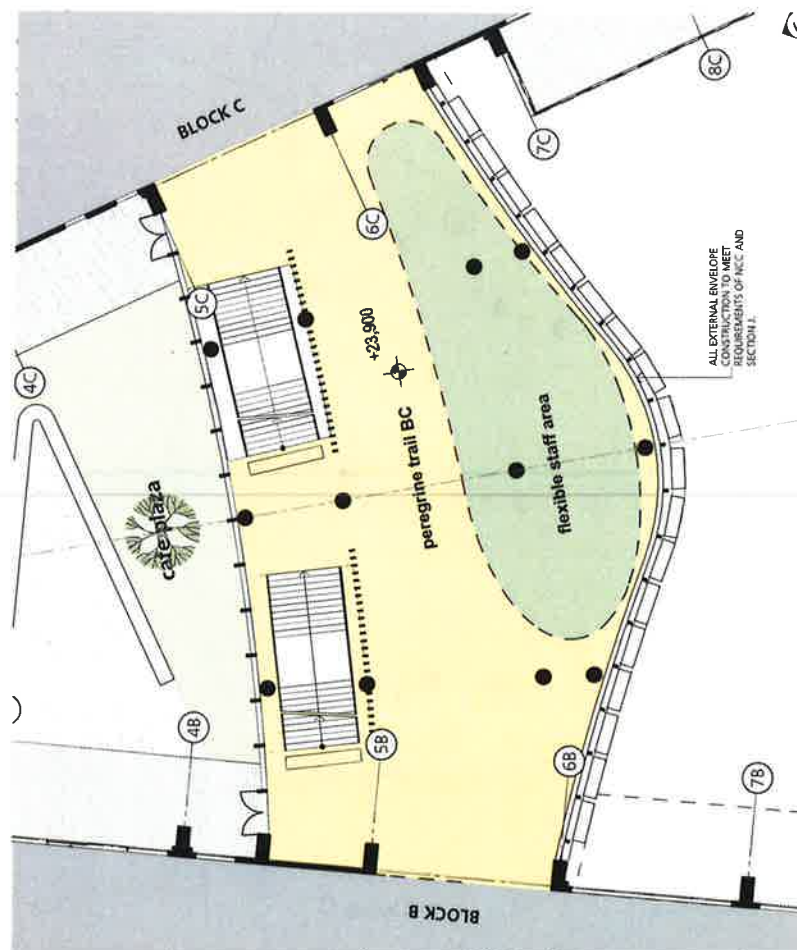


DA SUBMISSION

3. Check all dimensions on site prior to construction and fabrication. Bring any comparisons to the attention of the proprietor and architect.



Ground Floor



First Floor

Peregrine Trail BC 01
St. Bede's Catholic College
Heritage Drive, Chisholm

3489
DA2341
RevA 11.05.16

U
V
W
X

Nominat Ltd Architect Justin Hamilton (51650) | ARN 32 131 584 RAG







DA SUBMISSION

1. Design and construction of the proposed building.
2. Visual and amenity impacts on the surrounding area.
3. Impact on the surrounding area.
4. Impact on the surrounding area.

PEREGRINE TRAIL BC



PEREGRINE TRAIL CD

SHAC

Nominated Architect: John Humber (8166) | AIN 32 131 564 846

Block C - First Floor
St. Bede's Catholic College
Heritage Drive, Chisholm

3489
DA2352
RevA 11.05.16



DATA SUBMISSION

- Dimensions are in millimeters unless otherwise noted.
Weld to given dimensions. Do not scale from drawings.

PEREGRINE TRAIL BC



ALL ROOF CONSTRUCTION TO MEET
REQUIREMENTS OF NNCC AND SECTION 1.

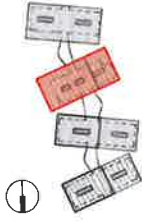
PEREGRINE TRAIL CD



Block C - Second Floor
St. Bede's Catholic College
Heritage Drive, Chisholm

3489
DA2353
RevA 11.05.16

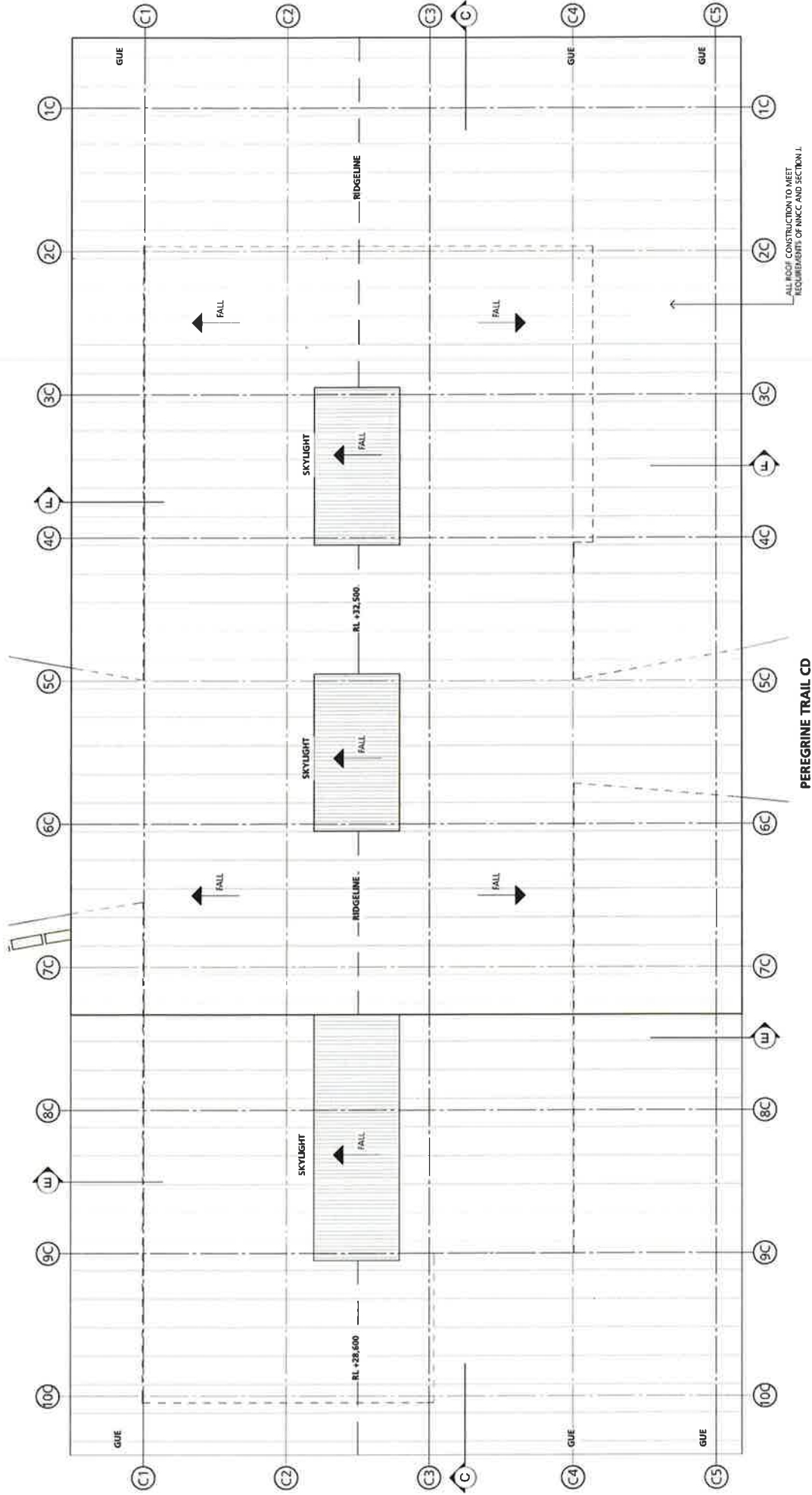
Nominated Architect Justin Hamilton (6160) | ABN 32 131 584 846



DA SUBMISSION

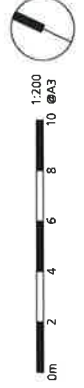
1. Complete all information on this drawing.
2. Check all dimensions and notes for accuracy and consistency.
3. Work to your own standards. Do not scale from drawings.
4. Keep any discrepancies to the minimum in the submitted section.

PEREGRINE TRAIL BC



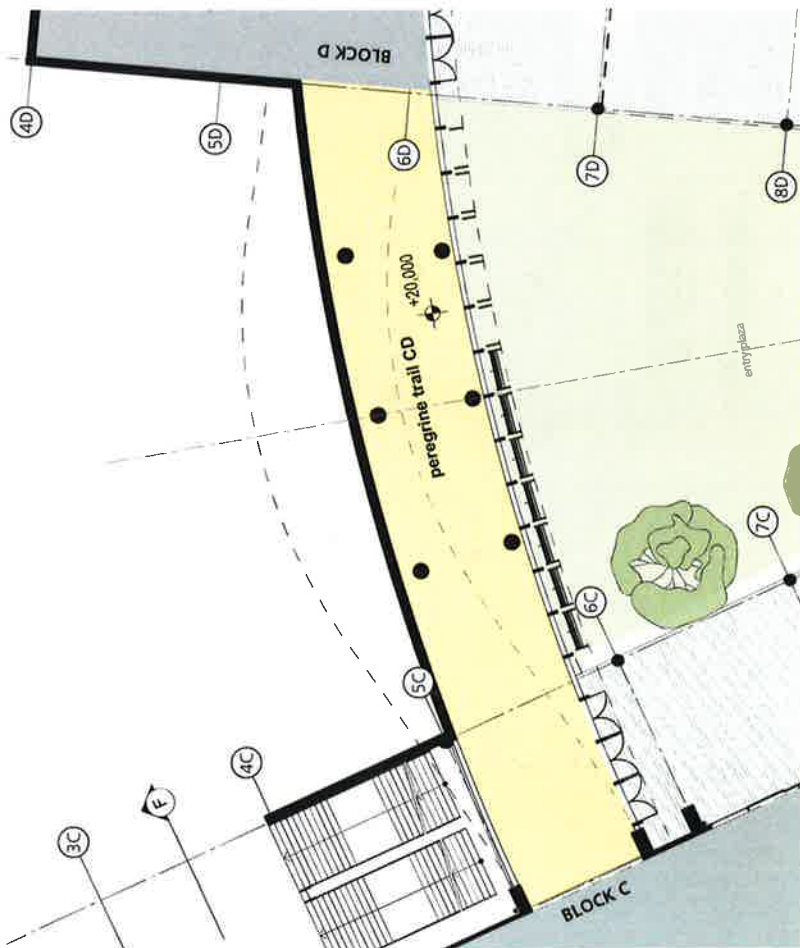
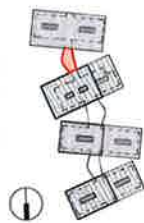
3489
DA2354
 RevA 11.05.16

Block C - Roof Plan
 St. Bede's Catholic College
 Heritage Drive, Chisholm

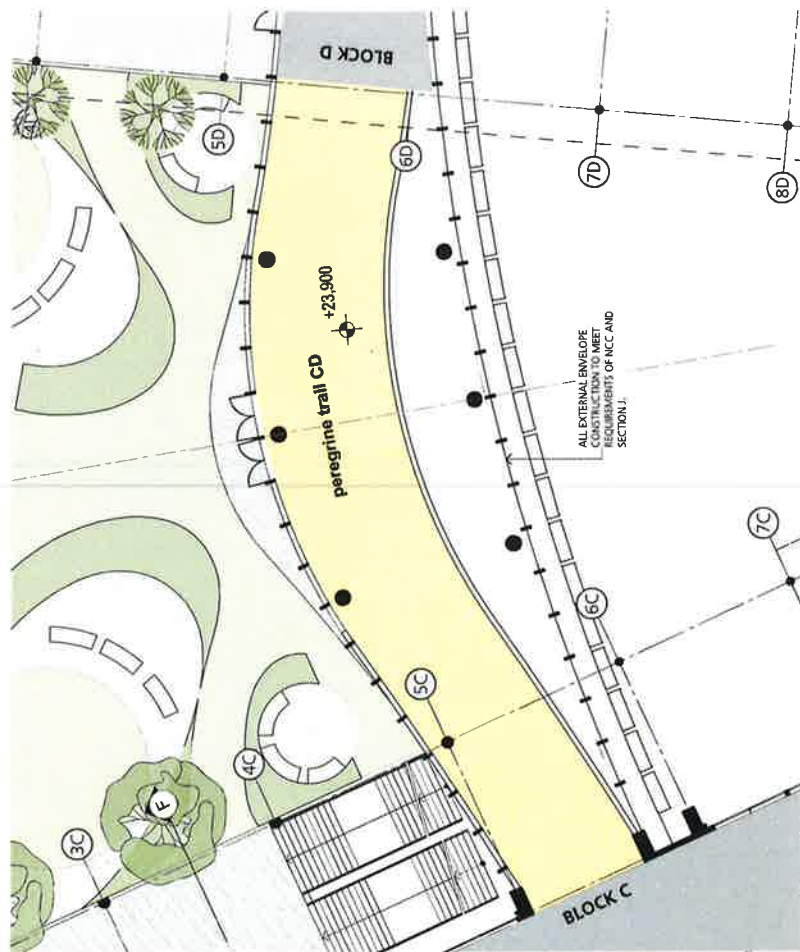


DA SUBMISSION

3. Check all dimensions on site prior to construction and fabrication. Bring any discrepancies to the attention of the proprietor & architect.
4. Dimensions are in millimeters unless otherwise shown. Work to given dimensions. Do not scale from drawing.



Ground Floor



First Floor

3489
DA2361
RevA 11.05.16

Peregrine Trail CD 01
St. Bede's Catholic College
Heritage Drive, Chisholm



1:200
0m 2 4 6 8 10 @A3

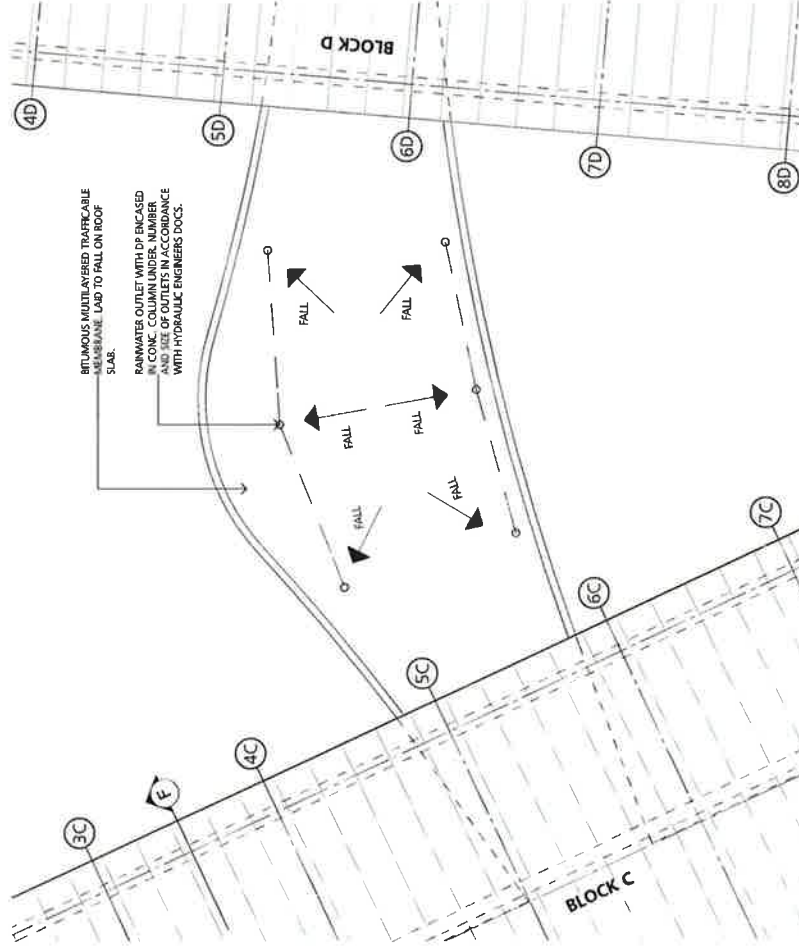
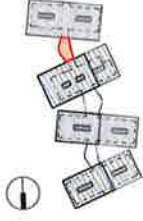
U
A
E
S

Nominated Architect: Julia Humber (AIA 32 111 634 RA)

DA SUBMISSION

1. Drawings are to be submitted to the Council of Catholic Bishops for approval.
2. Work to be done must be in accordance with the Council of Catholic Bishops' guidelines.
3. Check all dimensions and quantities are correct.
4. Bring any drawings to the attention of the project manager at school.

KEY PLAN



Roof

3489
DA2362
RevA 11.05.16

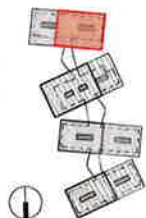
Peregrine Trail CD 02
St. Bede's Catholic College
Heritage Drive, Chisholm



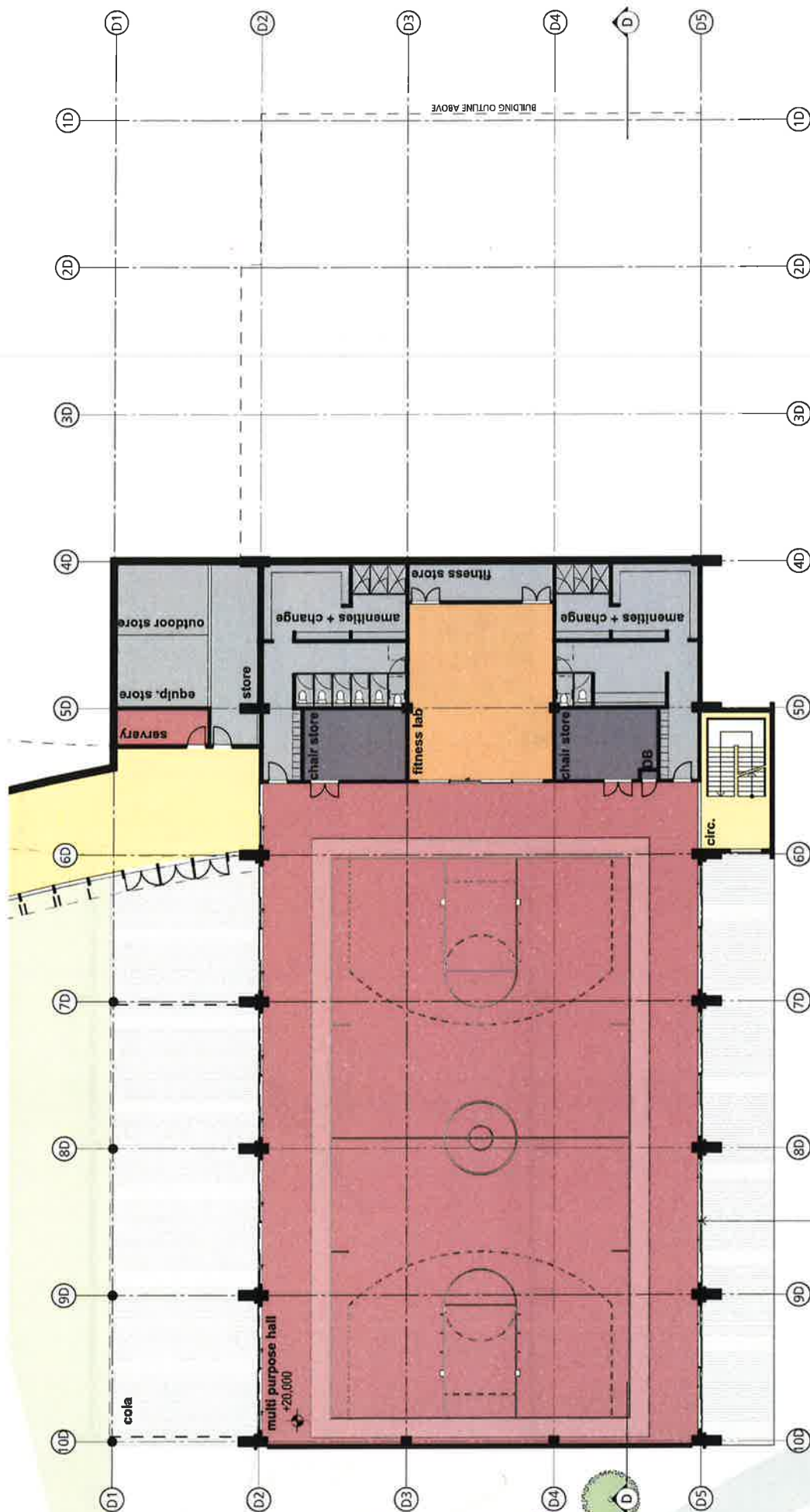
DA SUBMISSION

1. Drawings are in millimetres unless otherwise stated.
2. Work to given dimensions. Do not scale from drawing.
3. Check all dimensions on site prior to construction and for value.
4. Bring any discrepancies to the attention of the architect & architect.

KEY PLAN



PEREGRINE TRAIL CD



ALL EXTERNAL ENVELOPE CONSTRUCTION TO MEET REQUIREMENTS OF NKCC AND SECTION J.

Block D - Ground Floor
St. Bede's Catholic College
Heritage Drive, Chisholm

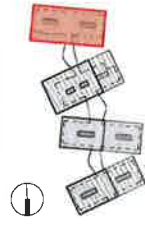
3489
DA2371
RevA 11.05.16

SHAC

Nominated Architect: South Australia (S1102) | ABN 32 131 946 946



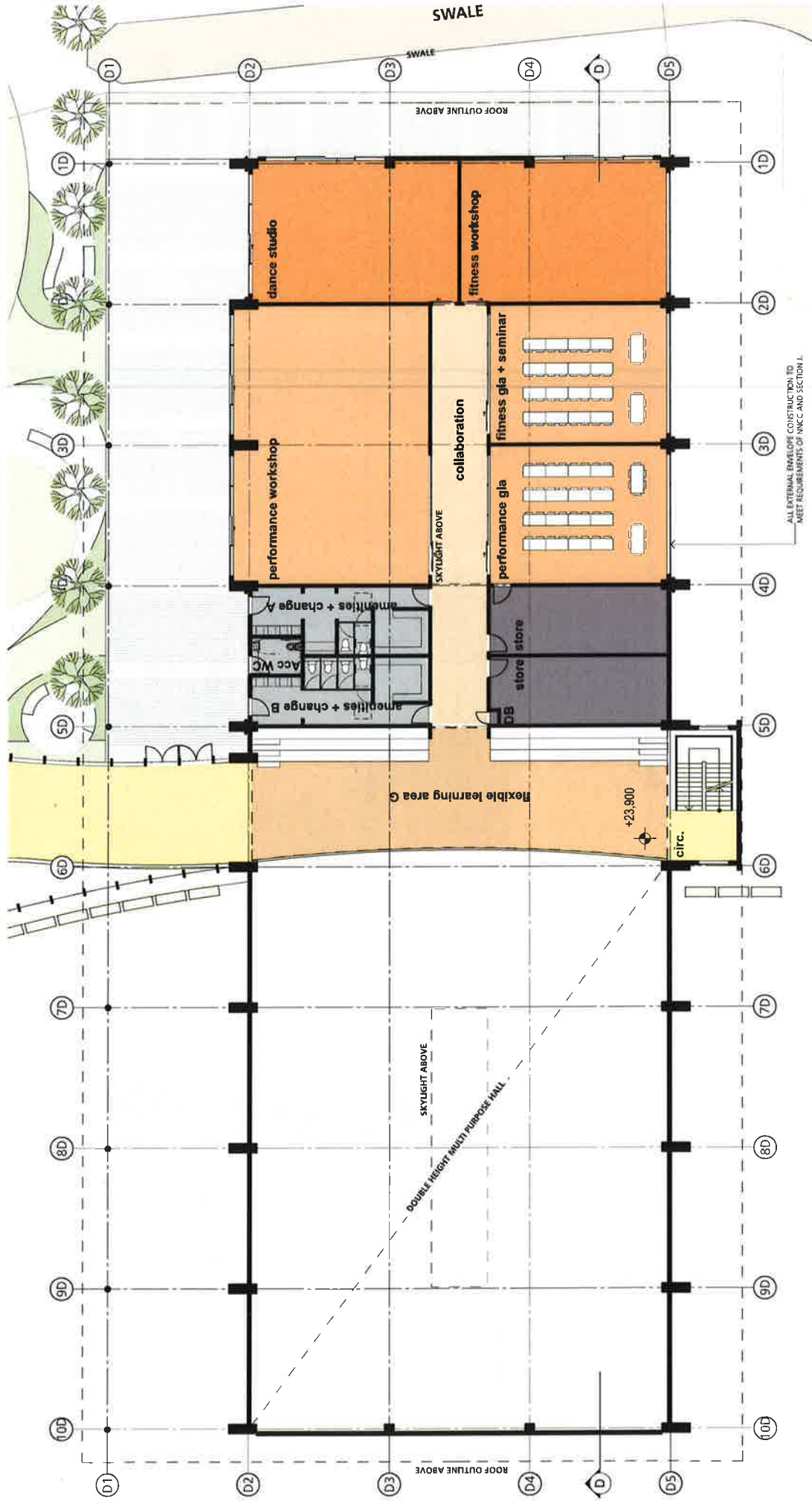
0m 2 4 6 8 10 @A3
1:200



DA SUBMISSION

1. All dimensions are in millimetres unless otherwise stated.
2. All dimensions are to the centre line of the wall unless otherwise stated.
3. All dimensions are to the finished floor level unless otherwise stated.
4. All dimensions are to the finished floor level unless otherwise stated.

PEREGRINE TRAIL CD

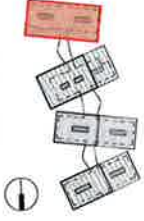


Block D - First Floor
St. Bede's Catholic College
Heritage Drive, Chisholm

3489
DA2372
RevA 11.05.16

SHAC

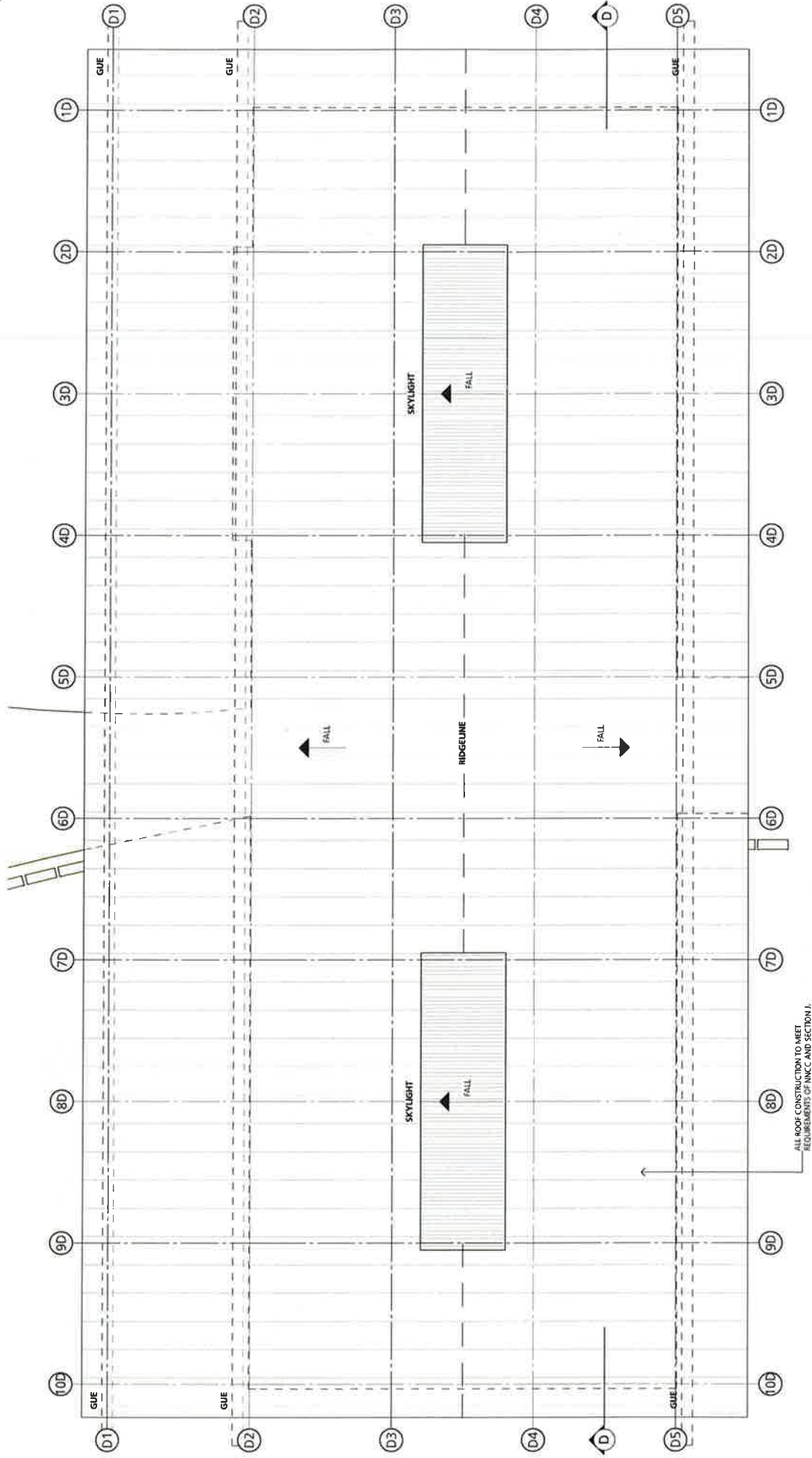
Nominated Architect Ladin Hamilton (S100) | ABN 32 131 584 846



DA SUBMISSION

1. Drawings are in millimetres unless otherwise stated.
2. Work to given dimensions. Do not scale from drawing.
3. Check all dimensions on site prior to construction and tolerance.
4. Allow for discrepancies in the location of the proposed building.

PEREGRINE TRAIL CD



Block D - Roof Plan
St. Bede's Catholic College
Heritage Drive, Chisholm

3489
DA2373
RevA 11.05.16



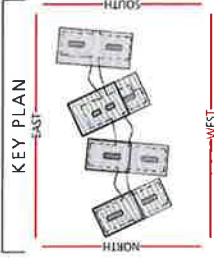
0m 2 4 6 8 10 1200
1:200
10 @A3

SHAC

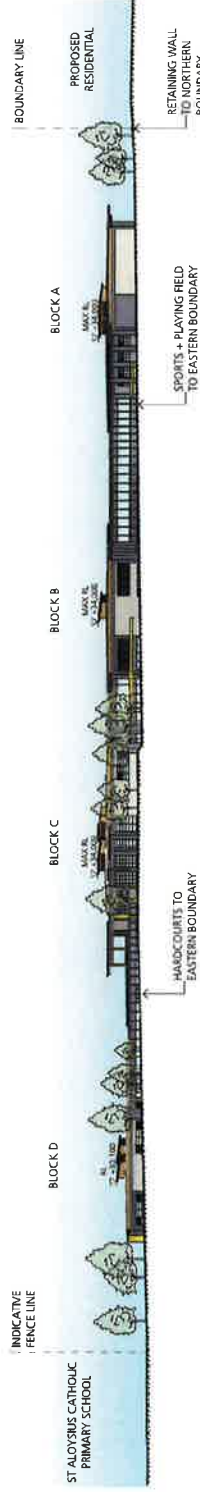
Registered Architect: Shaun Humphrey (9140) | ABN 52 131 564 846

DA SUBMISSION

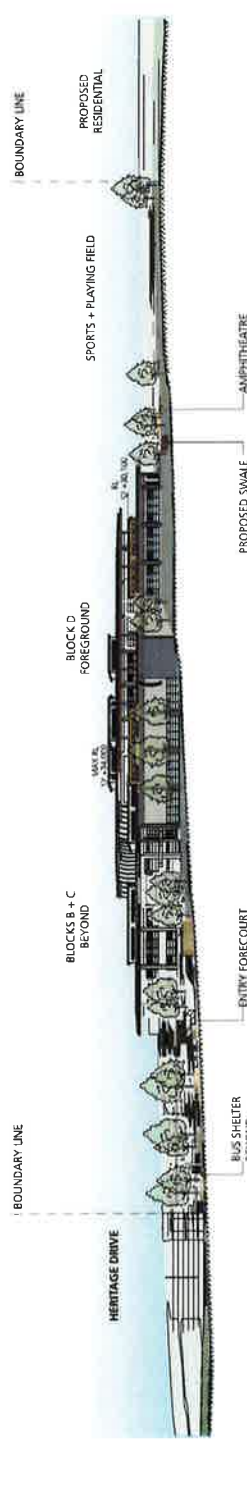
1. This drawing is a preliminary design and is not to be used for construction purposes.
2. We warrant that the information contained in this drawing is true and correct to the best of our knowledge and belief.



North Elevation



East Elevation



South Elevation



West Elevation

3489
DA3101
 RevA 11.05.16

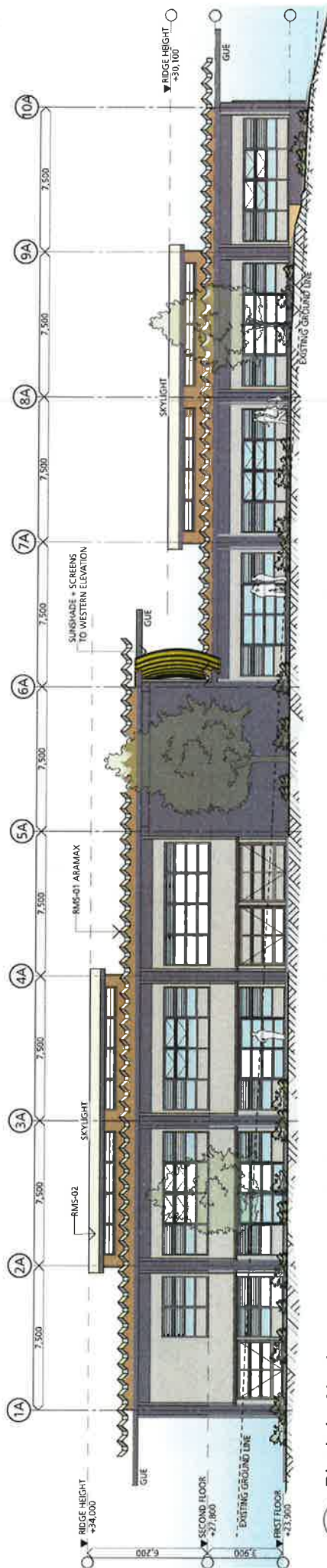
Elevations - Site
 St. Bede's Catholic College
 Heritage Drive, Chisholm



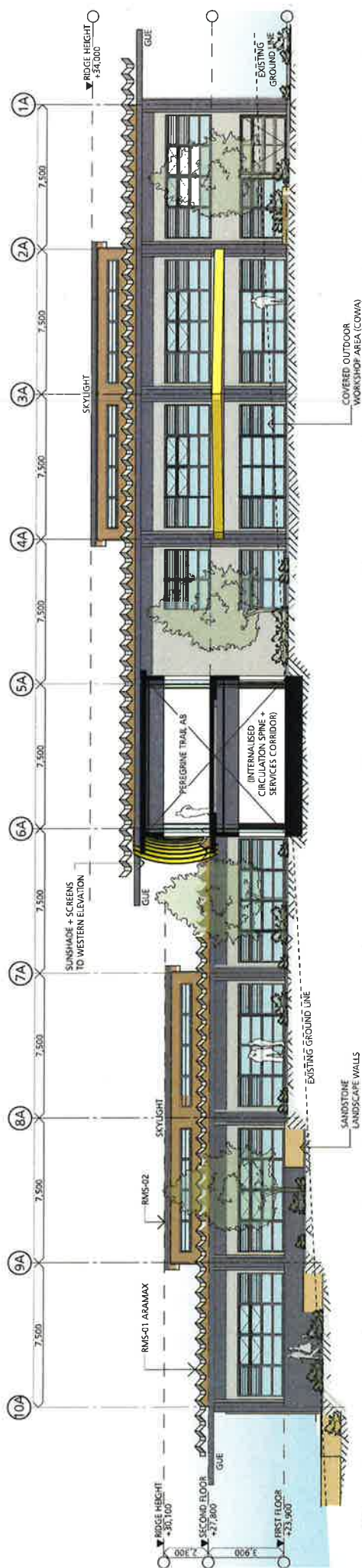


DA SUBMISSION

1. Dimensions are in millimeters unless otherwise shown.
2. Wait to open dimensions. Do not scale from drawing.
3. Create all dimensions on the page by construction and last column listing any discrepancies to the allowances of the processor's software.



Block A - North



Block A - South

3489
DA3111
RevA 11.05.16

U
A
H
S

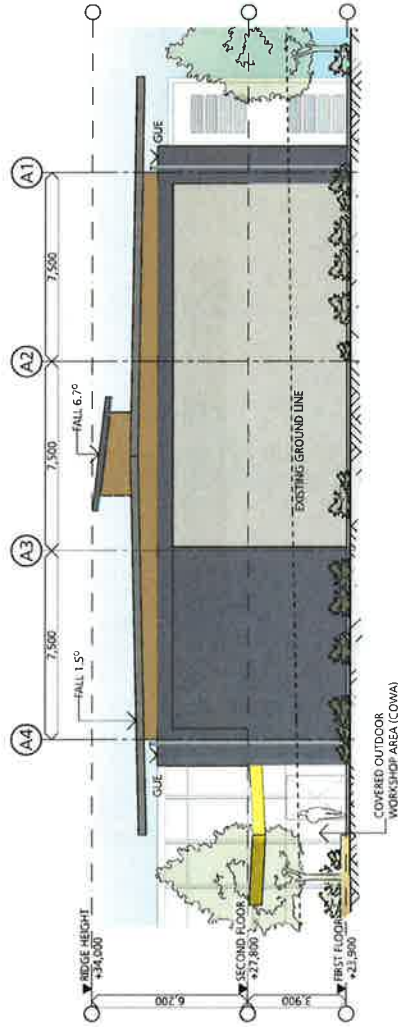
Nominated Architect Justin Hamilton (6160) | ABN 32 131 584 846



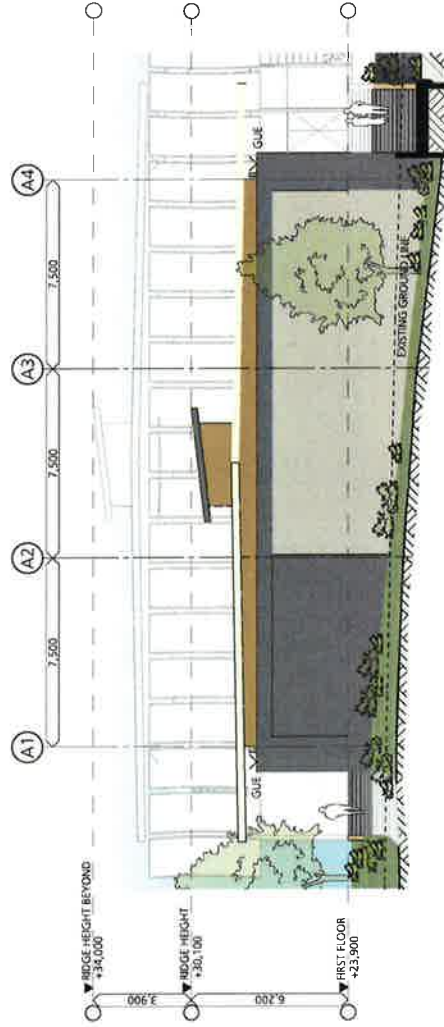
DA SUBMISSION

1. Drawings to be submitted to the Council for approval.
2. Drawings to be submitted to the Council for approval.

KEY PLAN



Block A - East



Block A - West

FINISHES LEGEND

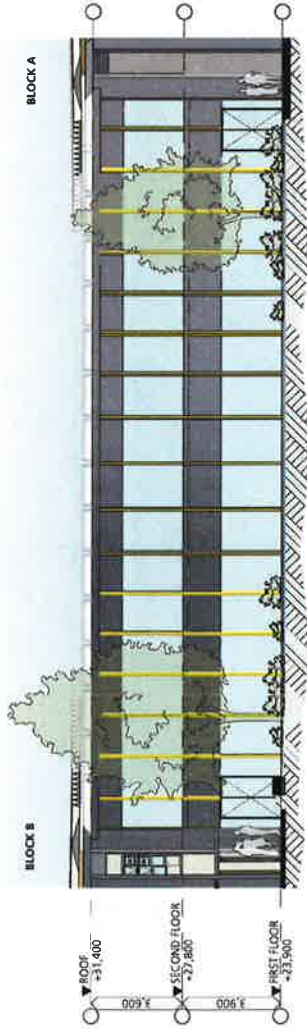
- | | |
|--------|------------------------------|
| GL-01 | Glass 01 |
| PF-01 | Paint Finish 01 |
| PF-02 | Paint Finish 02 |
| PF-03 | Paint Finish 03 |
| PF-04 | Paint Finish 04 |
| RMS-01 | Metal Roof Sheet 01 - Aramax |
| RMS-02 | Metal Roof Sheet 02 |
| SD-01 | Sunshade Screen |
| ST-01 | Sandstone |



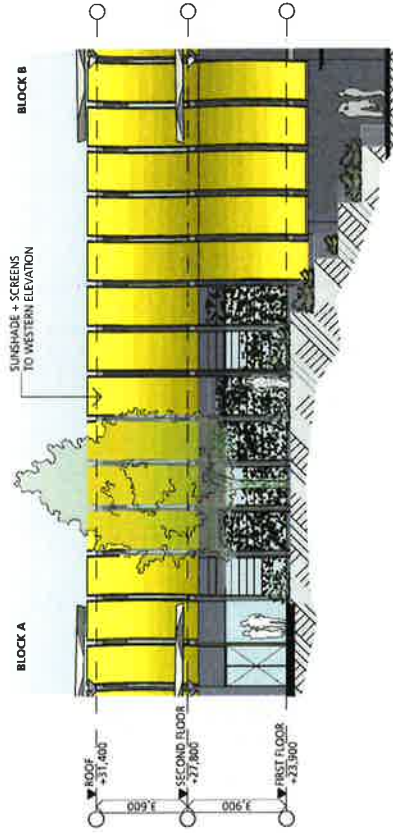
DA SUBMISSION

1. Dimensions are in millimetres unless otherwise stated.
2. Check all dimensions on the plan to construction and materials.
3. Note to your contractor, to not scale from drawing.
4. Read the instructions to the plan to the plan to the plan.

KEY PLAN



Peregrine Trail AB - East



Peregrine Trail AB - West

FINISHES LEGEND

GL-01	Glass 01
PF-01	Paint Finish 01
PF-02	Paint Finish 02
PF-03	Paint Finish 03
PF-04	Paint Finish 04
RMS-01	Metal Roof Sheet 01 - Aramax
RMS-02	Metal Roof Sheet 02
SD-01	Sunshade Screen
ST-01	Sandstone

3489
DA3121
RevA 11.05.16

Elevations - Peregrine Trail AB
St. Bede's Catholic College
Heritage Drive, Chisholm



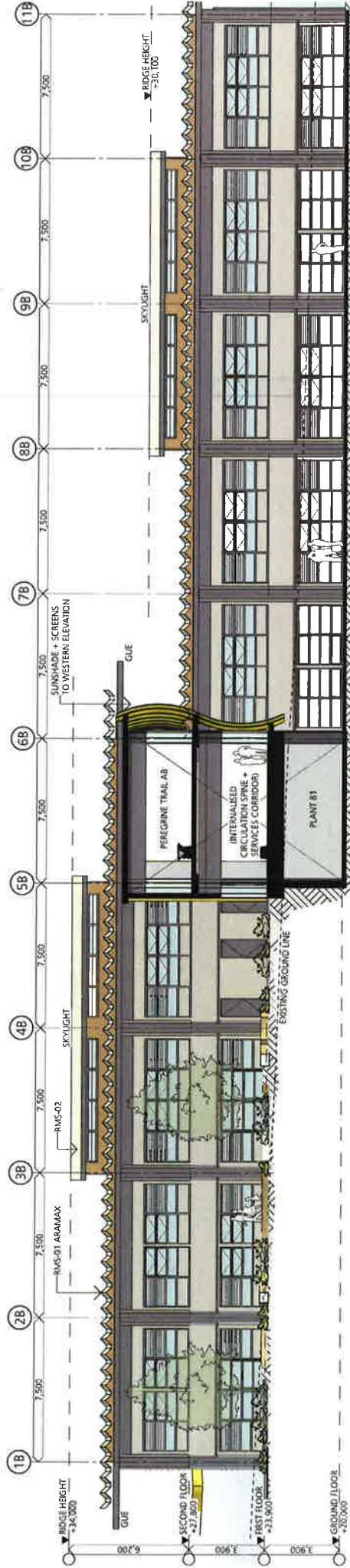
SHAC

Registered Architect John Hadden (S160) / ABN 24 131 564 644

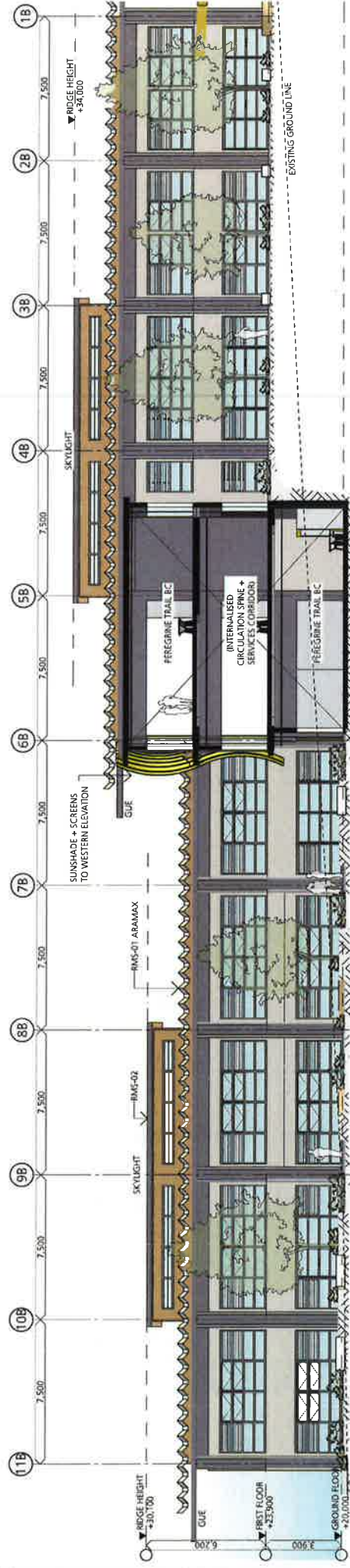


DA SUBMISSION

1. Proposed site is in accordance with the following:
 - 2. Check of boundaries and easements.
 - 3. Check of easements and easements.
 - 4. Check of easements and easements.



Block B - North



Block B - South

3489
DA3131
RevA 11.05.16

Elevations - Block B
St. Bede's Catholic College
Heritage Drive, Chisholm

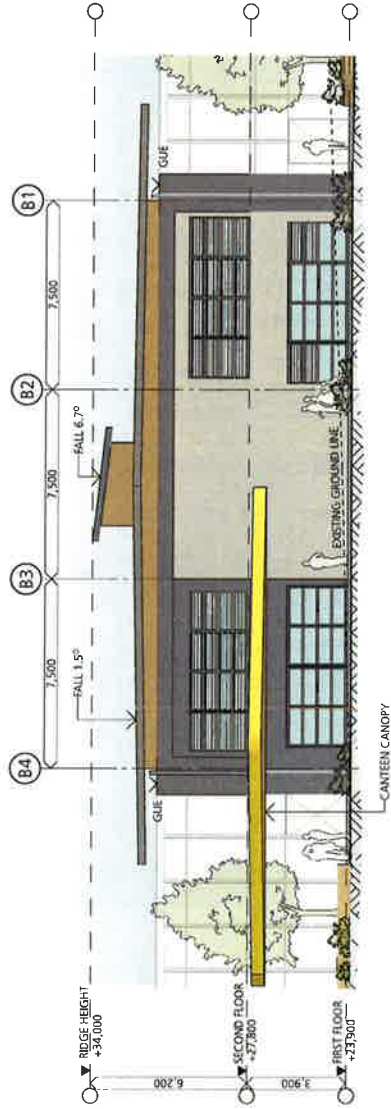
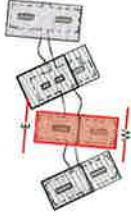


SHAC
Nominated Architect Justin Hamilton (6160) | ABN 32 131 584 846

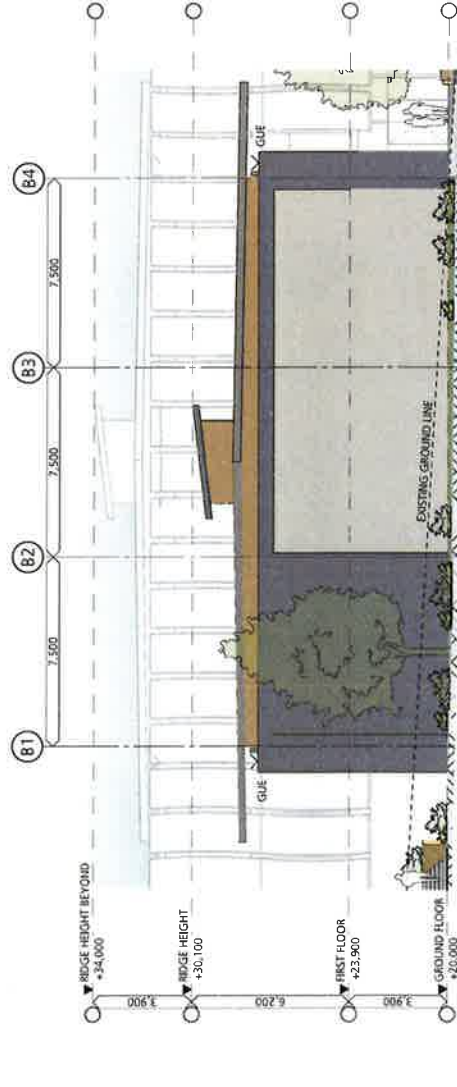
DA SUBMISSION

1. Drawings for all works under construction.
2. Work for given construction, on site, before drawing.
3. Check all drawings for the project to be submitted to the Council.
4. Draw any alterations to the drawings of the project to be submitted.

KEY PLAN



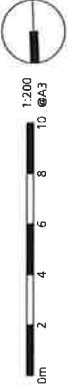
Block B - East



Block B - West

3489
DA3132
RevA 11.05.16

Elevations - Block B
St. Bede's Catholic College
Heritage Drive, Chisholm



FINISHES LEGEND

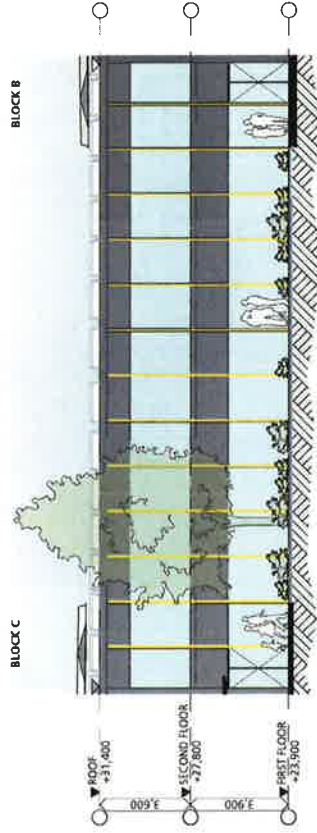
GL-01	Glass 01
PF-01	Paint Finish 01
PF-02	Paint Finish 02
PF-03	Paint Finish 03
PF-04	Paint Finish 04
RMS-01	Metal Roof Sheet 01 - Aramax
RMS-02	Metal Roof Sheet 02
SD-01	Sunshade Screen
ST-01	Sandstone

SHAC
Nominated Architect (ustin Hamilton (6160) | ABN 32 131 584 846

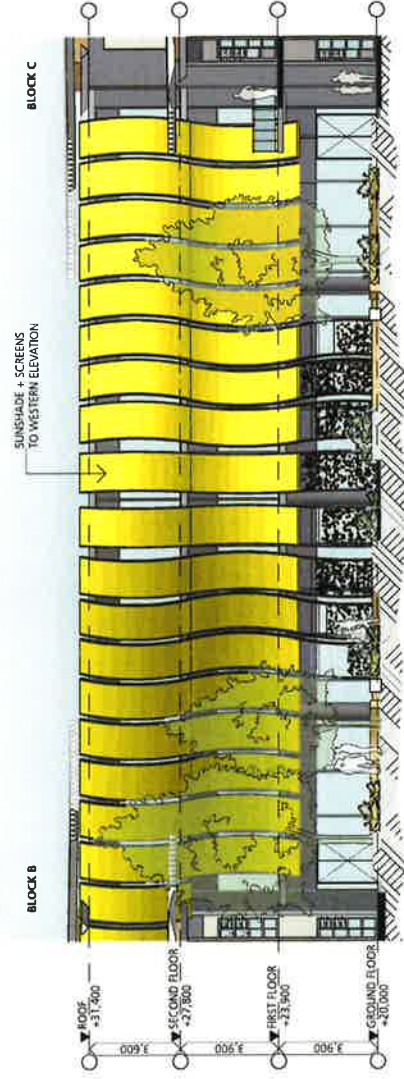
DA SUBMISSION

1. Dimensions are in millimetres unless otherwise specified.
2. Refer to plans for dimensions, to the extent of the project & section.
3. Check all dimensions on the plan to ensure they are correct.
4. Check all dimensions on the section to ensure they are correct.

KEY PLAN



Peregrine Trail BC - East



Peregrine Trail BC - West

FINISHES LEGEND

GL-01	Glass 01
PF-01	Paint Finish 01
PF-02	Paint Finish 02
PF-03	Paint Finish 03
PF-04	Paint Finish 04
RMS-01	Metal Roof Sheet 01 - Aramax
RMS-02	Metal Roof Sheet 02
SD-01	Sunshade Screen
ST-01	Sandstone

3489
DA3141
RevA 11.05.16

Elevations - Peregrine Trail BC

St. Bede's Catholic College
Heritage Drive, Chisholm



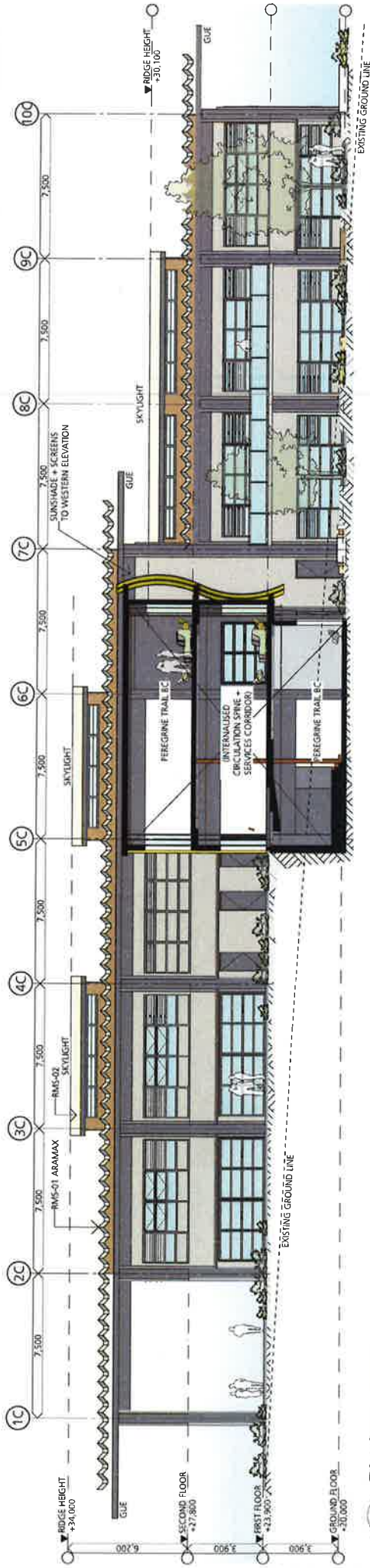
SHAC

Registered Architect, South Australia (S100) | ABN 32 131 584 466

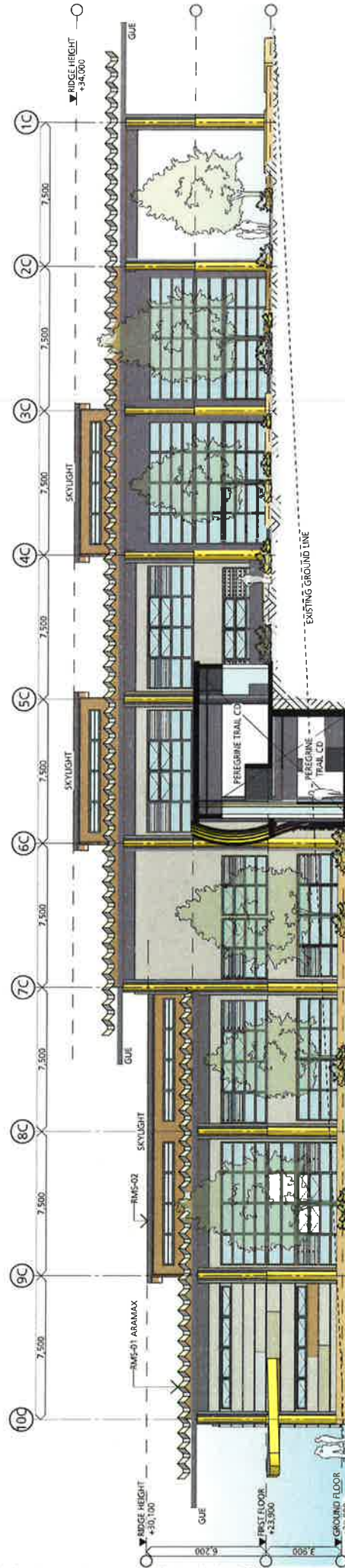


DA SUBMISSION

1. Drawings are to be submitted to the Council of Catholic Bishops.
2. Work to be done in accordance with the Council of Catholic Bishops.
3. Check all dimensions on this plan to ensure they are correct.
4. Bring up the drawings to the Council of Catholic Bishops.



Block C - North



Block C - South

3489
DA3151
RevA 11.05.16

Elevations - Block C
St. Bede's Catholic College
Heritage Drive, Chisholm

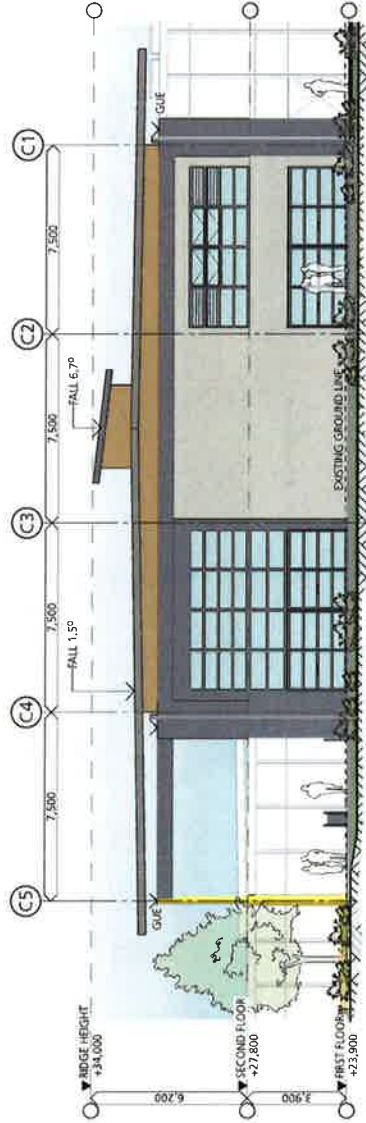


SHAC
Nominated Architect Licen Hamilton (6152) | ABN 32 131 594 646

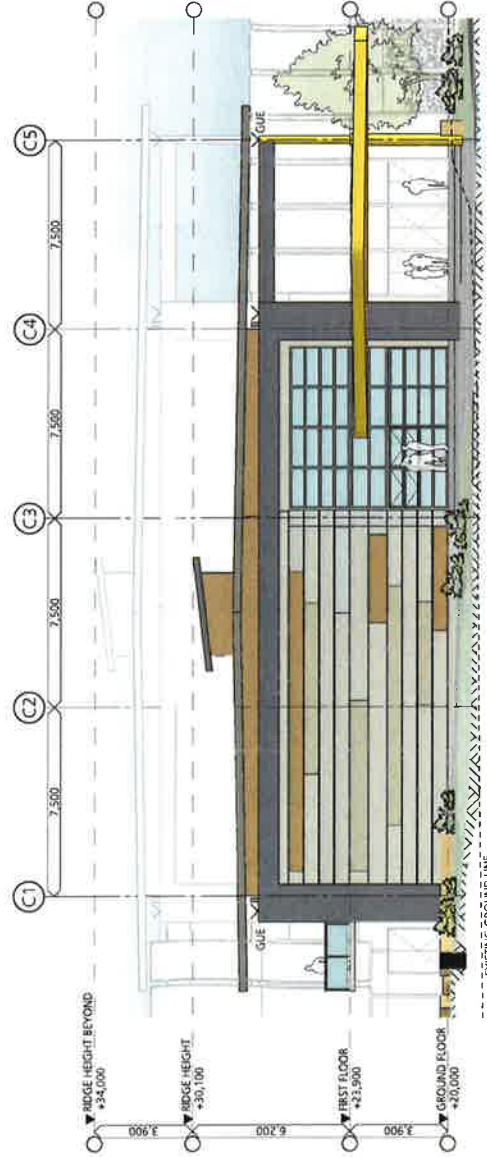
DA SUBMISSION

1. Complete all drawings in accordance with the following notes.
2. Work to given dimensions, but not to scale.
3. All drawings are to be submitted in accordance with the following notes.
4. All drawings are to be submitted in accordance with the following notes.

KEY PLAN



Block C - East



Block C - West

3489
 DA3152
 RevA 11.05.16

Elevations - Block C
 St. Bede's Catholic College
 Heritage Drive, Chisholm



FINISHES LEGEND

GL-01	Glass 01
PF-01	Paint Finish 01
PF-02	Paint Finish 02
PF-03	Paint Finish 03
PF-04	Paint Finish 04
RMS-01	Metal Roof Sheet 01 - Aramax
RMS-02	Metal Roof Sheet 02
SD-01	Sunshade Screen
ST-01	Sandstone

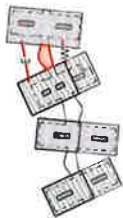
SHAC

Nominated Architect: Justin Hamilton (S160) | ABN 32 131 584 846

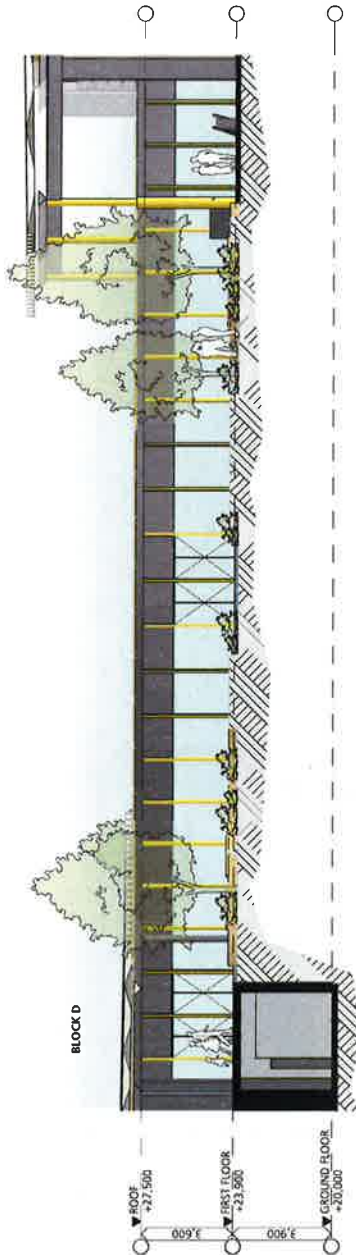
DA SUBMISSION

1. Dimensions are in millimetres unless otherwise stated.
2. Work to given dimensions. Do not scale from drawings.
3. Check all dimensions on the plan to ensure accuracy and consistency.
4. Bring any discrepancies to the attention of the promoter & architect.

KEY PLAN

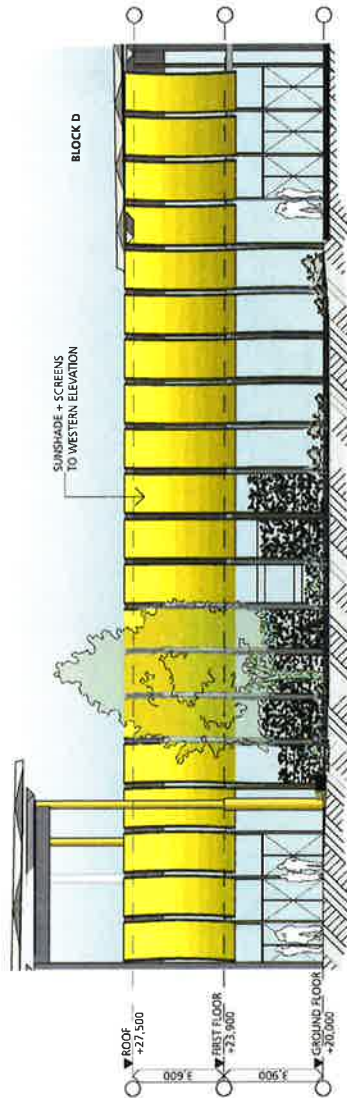


BLOCK C



Peregrine Trail CD - East

BLOCK C



Peregrine Trail CD - West

3489

DA3161

RevA 11.05.16

Elevations - Peregrine Trail CD

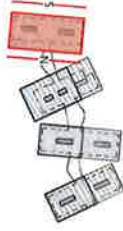
St. Bede's Catholic College
Heritage Drive, Chisholm

FINISHES LEGEND

GL-01	Glass 01
PF-01	Paint Finish 01
PF-02	Paint Finish 02
PF-03	Paint Finish 03
PF-04	Paint Finish 04
RMS-01	Metal Roof Sheet 01 - Aramax
RMS-02	Metal Roof Sheet 02
SD-01	Sunshade Screen
ST-01	Sandstone

SHAC

Submitted Architect: Justin Hamilton (B160) | AHPN No. 1311584 (04)

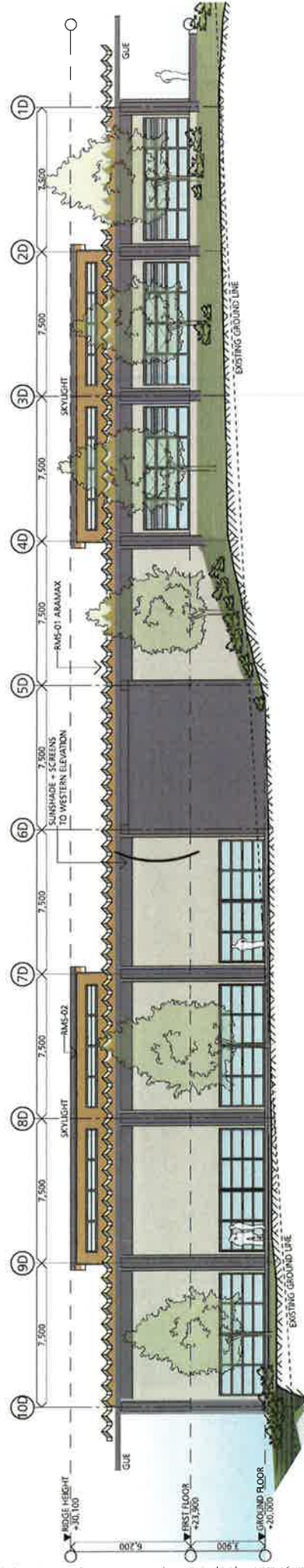


DA SUBMISSION

1. Dimensions of the building are shown in metres.
2. Dimensions of the building are shown in metres.
3. Dimensions of the building are shown in metres.
4. Dimensions of the building are shown in metres.



Block D - North



Block D - South

3489
DA3171
RevA 11.05.16

Elevations - Block D
St. Bede's Catholic College
Heritage Drive, Christchurch



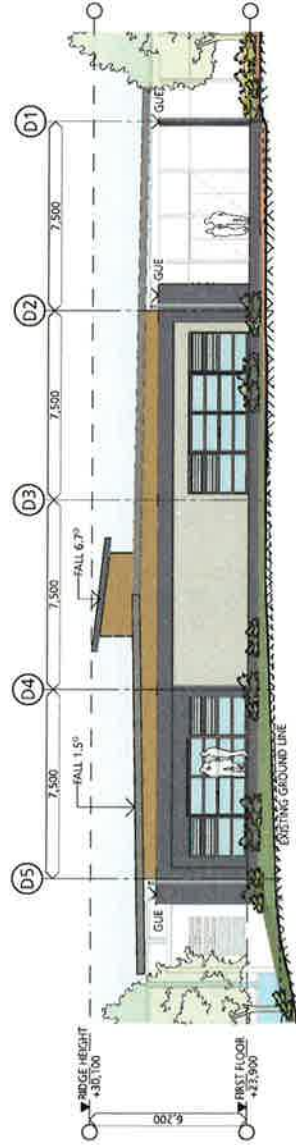
SHAC

Registered Architect (NZ) | 1001 | 1001 | 1001

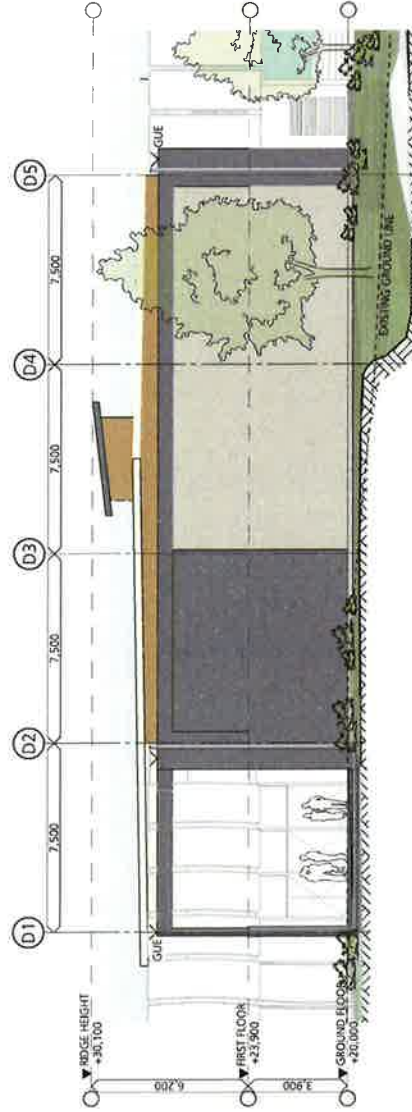
DA SUBMISSION

1. Drawings are to be made on the grid system and are to be made on the grid system.
2. Work to be done is to be made on the grid system and are to be made on the grid system.
3. Drawings are to be made on the grid system and are to be made on the grid system.
4. Work to be done is to be made on the grid system and are to be made on the grid system.

KEY PLAN



Block D - East



Block D - West

FINISHES LEGEND

GL-01	Glass 01
PF-01	Paint Finish 01
PF-02	Paint Finish 02
PF-03	Paint Finish 03
PF-04	Paint Finish 04
RMS-01	Metal Roof Sheet 01 - Aramax
RMS-02	Metal Roof Sheet 02
SD-01	Sunshade Screen
ST-01	Sandstone

3489
DA3172
RevA 11.05.16

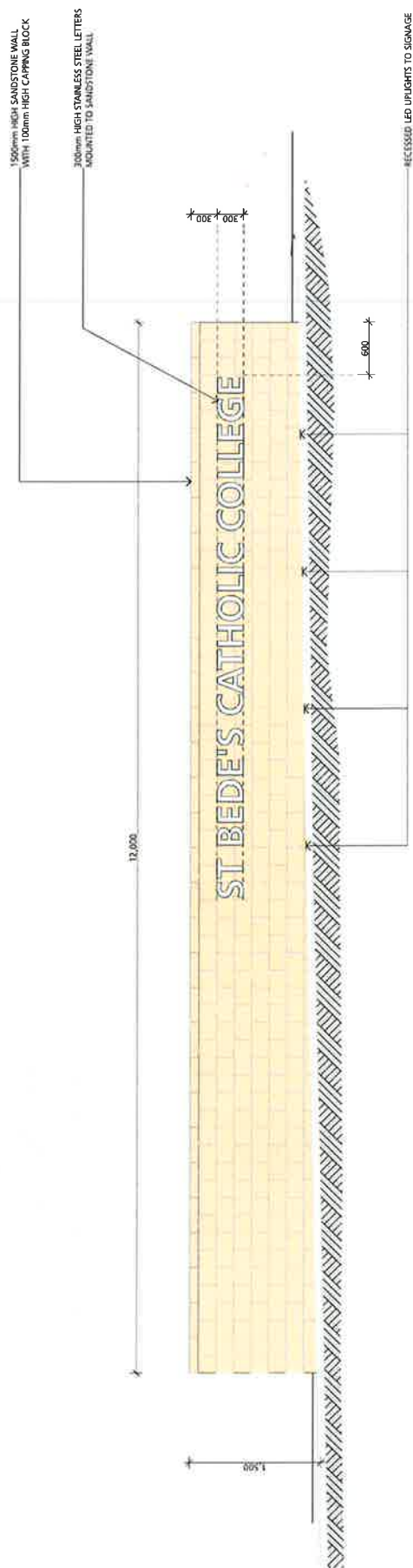
Elevations - Block D
St. Bede's Catholic College
Heritage Drive, Chisholm



SHAC

Notified Architect (Architects) (S160) | ABN 32 131 594 144

1. Dimensions are in millimeters unless otherwise shown.
2. Work to given dimensions. Do not waste from drawing.
- 3.
4. Check all dimensions on site prior to construction and fabrication. Bring any discrepancies to the attention of the supervisor & architect.





© COPYRIGHT of this design and plan is the property of ACOR Consultants (NSW) Pty Ltd, ACN 52 876 910. All rights reserved. It must not be used, modified, reproduced or copied wholly or in part without written permission from ACOR Consultants (NSW) Pty Ltd. ACOR Consultants is a trademark, licensed to ACOR Consultants (NSW) Pty Ltd by ACOR Consultants Pty Ltd.

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

NOT FOR CONSTRUCTION

Drawing Title
SITE GRADING PLAN

Project No.
NE150415

Scale
1:1000 @ A3

Figure No.
Figure 4

Issue
B

Project No.
NE150415



SCALE: 1:1000 @ A3



CUT/FILL DEPTH RANGE	
-4.00000 to -3.50000m	Orange
-3.50000 to -3.00000m	Red
-3.00000 to -2.50000m	Pink
-2.50000 to -2.00000m	Light Blue
-2.00000 to -1.50000m	Dark Blue
-1.50000 to -1.00000m	Light Green
-1.00000 to -0.50000m	Dark Green
-0.50000 to 0.00000m	Light Blue
0.00000 to 0.50000m	Dark Blue
0.50000 to 1.00000m	Light Green
1.00000 to 1.50000m	Dark Green
1.50000 to 2.00000m	Light Blue
2.00000 to 2.50000m	Dark Blue
2.50000 to 3.00000m	Light Green

EARTHWORKS VOLUMES

CUT TO FILL - 600mm
CUT TO SPOIL - 400mm

- NOTE
1. NO ALLOWANCE FOR TOPSOIL
 2. NO BULKING FACTOR APPLIED.
 3. EARTHWORKS VOLUMES REPRESENT VOLUME BETWEEN NATURAL SURFACE AND FINISHED SURFACE DESIGN.

© COPYRIGHT of this design and plan is the property of ACOR Consultants (NSW) Pty Ltd. ACN 132 878 910. All rights reserved. It must not be used, modified, reproduced or copied wholly or in part without written permission from ACOR Consultants (NSW) Pty Ltd. ACOR Consultants is a trademark licensed to ACOR Consultants (NSW) Pty Ltd by ACOR Consultants Pty Ltd.



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

Drawing Title
CUT FILL PLAN

Project No.

Scale
1:1000

Figure No.
Figure 17

Issue
B

NOT FOR CONSTRUCTION

LEGEND	
	STORMWATER PITS
	STORMWATER PIPE
	SWALE



NOT FOR CONSTRUCTION

© COPYRIGHT of this design and plan is the property of ACOR Consultants (NSW) Pty Ltd. ACN 152 876 910 A/F The ACOR (NSW) Unit Trust ABN 90 938 228 844. All rights reserved. It must not be used, modified, reproduced or copied wholly or in part without written permission from ACOR Consultants (NSW) Pty Ltd. ACOR Consultants is a trademark licensed to ACOR Consultants (NSW) Pty Ltd by ACOR Consultants Pty Ltd.



ACOR CONSULTANTS
ENGINEERS | MANAGERS | INFRASTRUCTURE PLANNERS | DEVELOPMENT CONSULTANTS

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

Drawing Title
STORMWATER MANAGEMENT PLAN

Project No. **NE150415**
Scale **1:1000**
Issue **Figure 18**
B

SCALE 1:1000 @ A3



LEGEND



GEO TEXTILE INLET FILTER
MESH AND GRAVEL INLET FILTER



HERITAGE DRIVE

© COPYRIGHT of this design and plan is the property of ACOR Consultants (NSW) Pty Ltd. ACN 152 876 910. All rights reserved. It must not be used, modified, reproduced or copied wholly or in part without written permission from ACOR Consultants (NSW) Pty Ltd. ACOR Consultants is a trademark licensed to ACOR Consultants (NSW) Pty Ltd by ACOR Consultants Pty Ltd.



ACOR Consultants (NSW) Pty Ltd
Level 1, 54 Union Street
Cooks Hill, Newcastle NSW 2300
T +61 2 4928 4811

Drawing Title
EROSION AND SEDIMENT CONTROL PLAN

NOT FOR CONSTRUCTION

SCALE 1:1000 @ A3

Scale

1:1000

@ A3

Project No.
NE150415

Figure No.
Figure 19

Issue
B