

Applicant: Catholic Schools Broken Bay

On behalf of

The Trustees of the Roman Catholic Church Diocese of Broken Bay



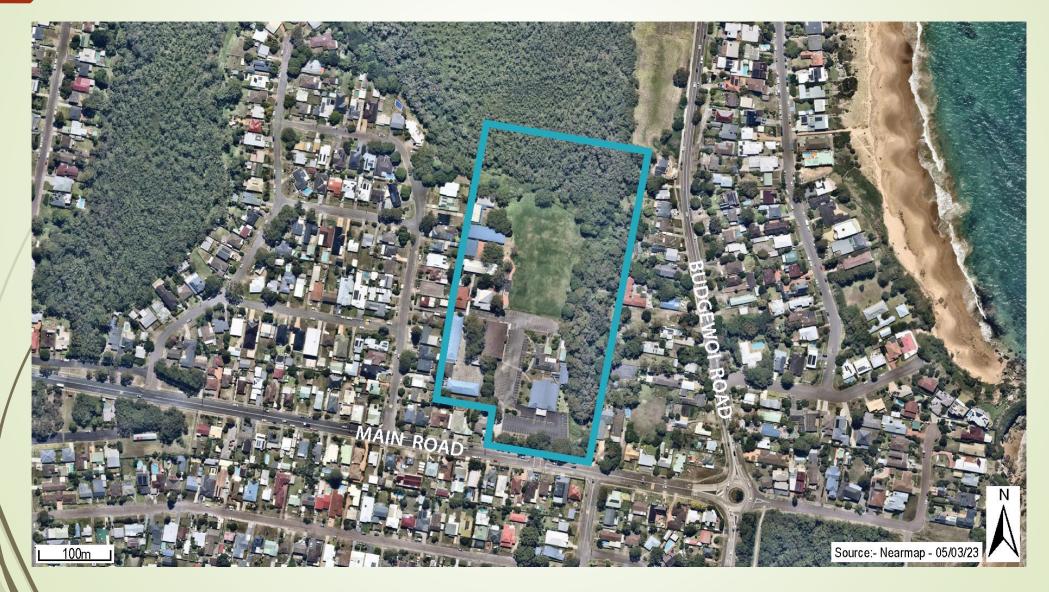
CATHOLIC DIOCESE OF BROKEN BAY Architect:

Planner:

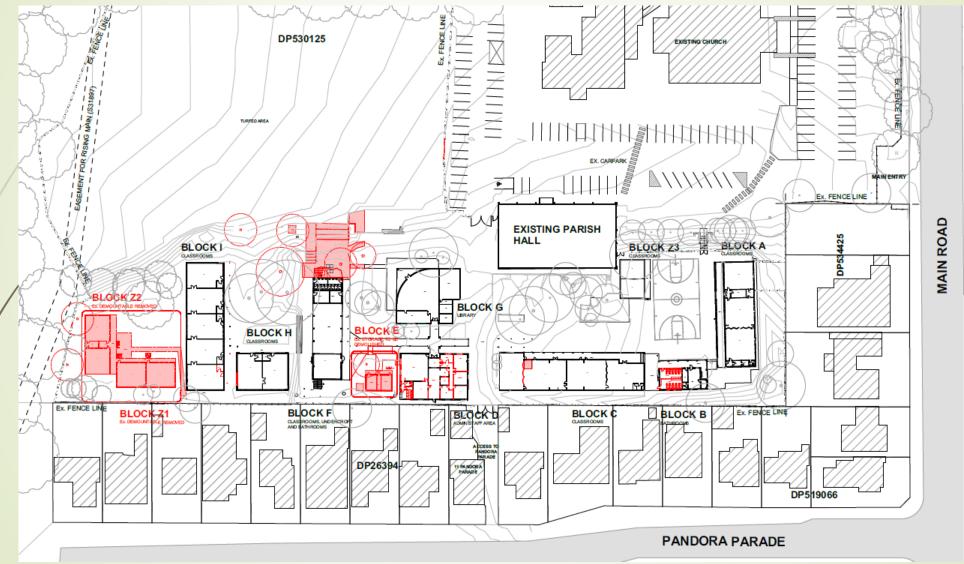


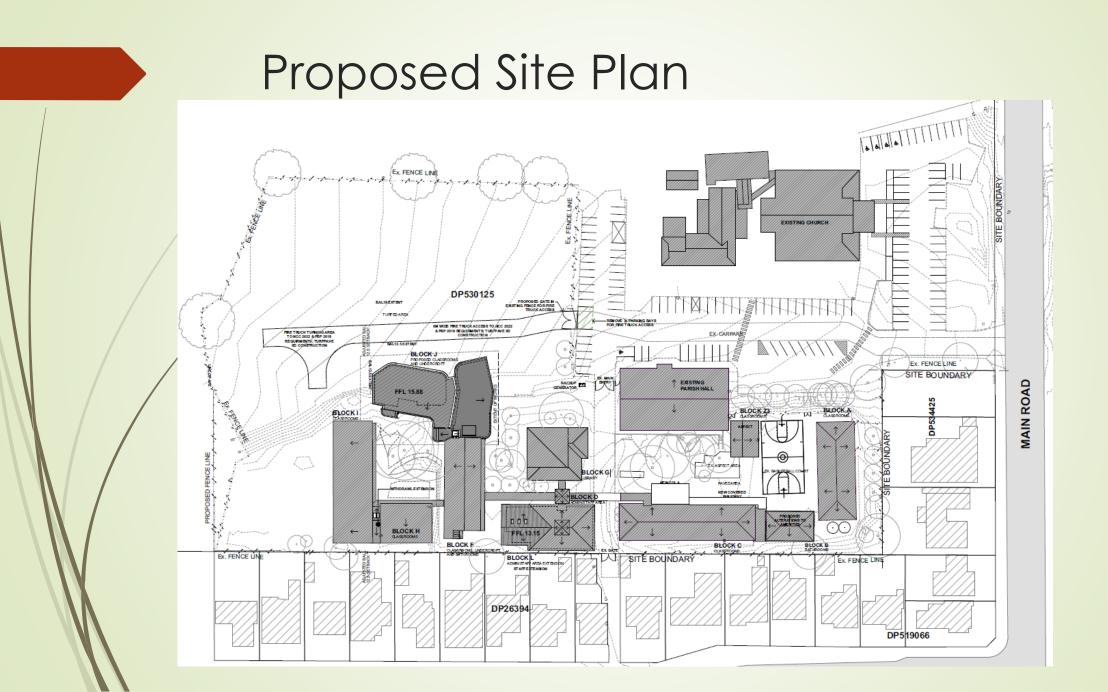


Location & Context



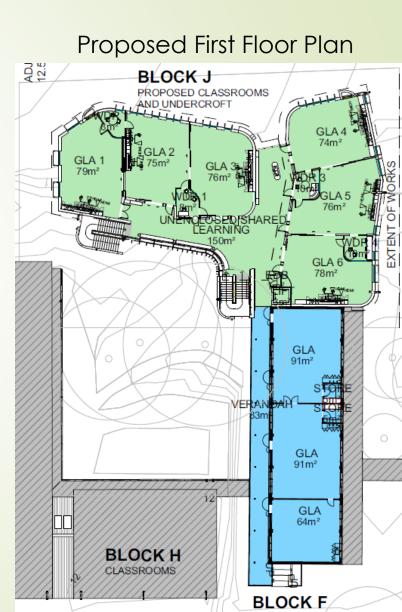
Demolition Works

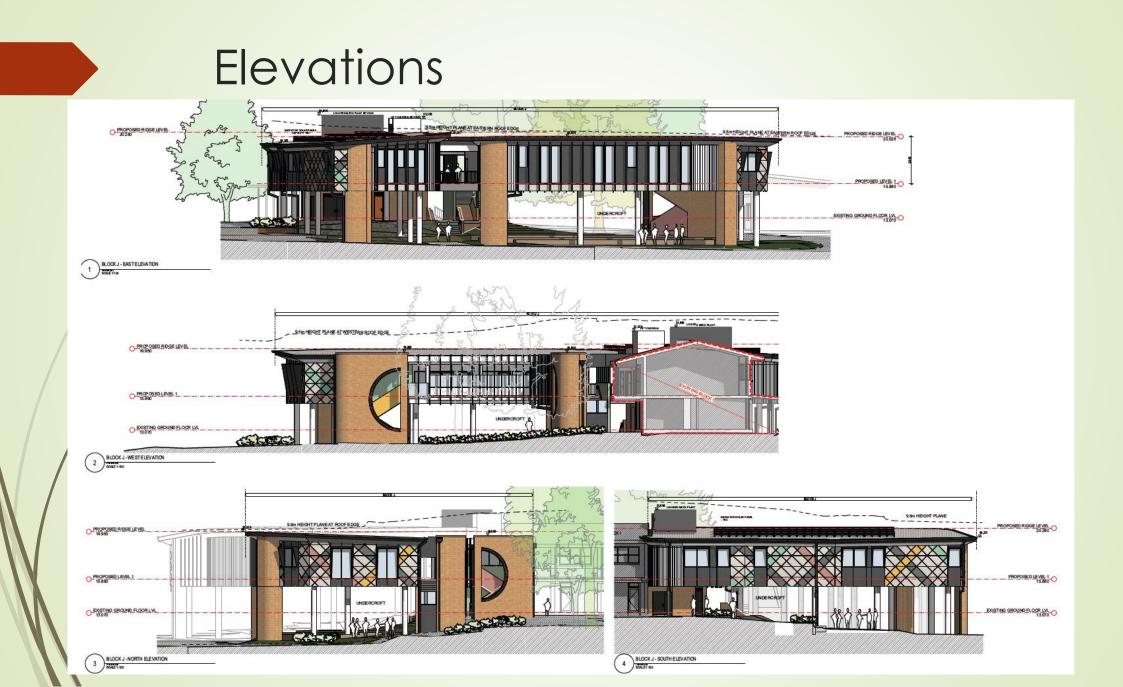




Floor Plans







Perspectives



BLOCK J - PROPOSED SOUTHERN FACADE



BLOCK L - PROPOSED SOUTHERN FACADE



BLOCK J - PROPOSED NORTH EASTERN FACADE



BLOCK J - PROPOSED WESTERN FACADE

Specialist Reports

Bushfire Prone Land

- The site is mapped as bushfire prone land, affecting most of the site

- All grounds to the southern and western boundaries and for a minimum of 54m to the north and 55m to the east of Block J shall be managed as an IPA

- Bushfire Report concludes that the proposal can satisfy all relevant specifications and requirements of Planning for Bushfire Protection 2019

- DA is integrated development, requiring a BFSA to be issued by the RFS

Flood Prone Land

- Part of the site, mostly along the northern and eastern portions, is mapped as flood prone land

- As per the Flood Impact Assessment, all new works are generally in the higher western portion of the site and outside the PMF extents and above the PMF level

- A Flood Emergency Response Plan has been prepared as part of the Flood Impact Assessment

Specialist Reports

Ecology

- The northern and eastern portions of the site are mapped as comprising biodiversity values (non-EPI) and are within a wetland area. The location of the proposed works are within a wetland buffer area

- As per the Ecological Assessment Report, a total of 0.07ha of native vegetation is proposed to be removed (outside of the mapped areas). The trigger for entry into the Biodiversity Offset Scheme (BOS) is 0.25ha

- Koalas have not been identified on site and the site is not considered to be core koala habitat. The development is not anticipated to impacts koalas in the present or future

Traffic & Parking

- 130 parking spaces will be retained on site, three (3) spaces are proposed to be removed to provide emergency vehicle access through to the field

- Parking surveys were undertaken which demonstrated a peak period between 3pm – 3:15pm, with 88 spaces occupied at this time

- SIDRA Intersection modelling demonstrates minor increases in average delay at the key intersection near the site. Notwithstanding, the intersection will continue to operate at LoS 'A' (good operation)

