

# Concept Approval

## Section 750 of the *Environmental Planning & Assessment Act 1979*

As delegate of the Minister for Planning and Infrastructure under delegation effective from 1 October 2011, the Planning Assessment Commission of NSW determine:

- (a) to approve the concept plan referred to in Schedule 1, subject to the terms of approval and modifications in Schedule 2 and the Statement of Commitments in Schedule 4;
- (b) pursuant to section 75P(1)(b) of the *Environmental Planning and Assessment Act 1979*, the future stages of the concept plan (except for the stage 1 project application MP10\_0150) are to be subject to Part 4 and Part 5 of the *Environmental Planning and Assessment Act 1979*, as relevant; and
- (c) pursuant to section 75P(2)(c) of the *Environmental Planning and Assessment Act 1979*, the further environmental assessment requirements for approval to carry out the Graythwaite Concept Plan under Part 4 or Part 5 of the *Environmental Planning and Assessment Act 1979*, as set out in Schedule 3.

Member of the Commission

Member of the Commission

Member of the Commission

Sydney

2012

### SCHEDULE 1

**Application No:** MP 10\_0149

**Proponent:** Sydney Church of England Grammar School (Shore)

**Approval Authority:** Minister for Planning and Infrastructure

**Land:** Sydney Church of England Grammar School Campus and Graythwaite site, Edward Street, Union Street, William Street and Hunter Crescent, North Sydney.

**Project:** Concept Plan for the extension of Shore school campus onto the Graythwaite site in three stages, including:

Stage 1:

- use of the Graythwaite site as play and recreation space
- conservation and refurbishment of Graythwaite House Complex, Coach House, Tom O'Neill Centre and associated garden areas
- drainage and stormwater improvements, site levelling and landscaping of the site
- seven at-grade car parking spaces and other transport, parking, traffic and access improvements (across 3 stages)
- miscellaneous works including site fencing and gates
- no increase in student or staff population
- increased planting along the western side boundary of the Graythwaite site adjoining Bank Street houses, which would have an interface with the West Building (west building part of stage 3)

Stage 2:

- construction of two new buildings with a combined GFA of 3,394.7 sqm including:
  - North Building, 1 storey, including a basement level with a GFA of 175 sqm
  - East Building, 3 storeys, including 2 basement levels containing 41 car parking spaces with a GFA of 3,219.7 sqm
- future demolition of the Ward Building
- construction of a new student pick up facility on the existing Shore senior school campus linking Union Street to Hunter Crescent
- capacity or potential to accommodate up to 100 additional students and 10 additional staff.

Stage 3:

- construction of the West Building, 2 – 4 storeys with a GFA of 2,681.1 sqm
- capacity or potential to accommodate 350 additional students and 35 additional staff
- demolition of the Tom O'Neill Centre and construction of a replacement building of a similar height and footprint to the former building.

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## DEFINITIONS

Advisory Notes	Advisory information relating to the approved project but do not form a part of this approval
BCA	Building Code of Australia
Concept Plan	Refer to the Graythwaite Concept Plan as identified in Schedule 1
Construction	Any works, including earth and building works
Council	North Sydney Council
Department	Department of Planning and Infrastructure or its successors
Director-General	Director-General of the Department of Planning and Infrastructure, or nominee
EA	Environmental Assessment titled "Revised Environmental Assessment Report (Volumes 1A, 1B, 2 and 3) Concept Plan (MP10_0149) and Project Application (MP10_0150), Extension of Shore School onto the Graythwaite site at 20 Edward Street, North Sydney", and Appendices prepared by Robinson Urban Planning Pty Ltd
EP&A Act	Environmental Planning and Assessment Act 1979
EP&A Regulation	Environmental Planning and Assessment Regulation 2000
Incident	A set of circumstances that causes or threatens to cause material harm to the environment, and/or breaches or exceeds the limits or performance measures/criteria in this approval
Major Development SEPP	State Environmental Planning Policy (Major Development) 2005
Minister	Minister for Planning and Infrastructure, or nominee
PPR	Preferred Project Report titled "Preferred Project Report and Statement of Commitments" and Appendices prepared by Robinson Urban Planning Pty Ltd
Proponent	Sydney Church of England Grammar School (Shore)
Reasonable and Feasible	Reasonable relates to the application of judgement in arriving at a decision, taking into account: mitigation benefits, cost of mitigation versus benefits provided, community views and the nature and extent of potential improvements. Feasible relates to engineering considerations and what is practical to build
Stage 1	Refer to the Graythwaite Stage 1 Project Application (MP10_0150)
Statement of Commitments	The Proponent's Statement of Commitments in Schedule 4
Subject Site	Sydney Church of England Grammar School and Graythwaite site, Edward Street, Union Street, William Street and Hunter Crescent, North Sydney

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## SCHEDULE 2

### MODIFICATIONS TO CONCEPT PLAN

#### PART A – ADMINISTRATIVE TERMS OF APPROVAL

##### Development Description

- A1. Except as modified by this approval, concept plan approval is granted for the extension of Sydney Church of England Grammar School onto the Graythwaite site in three stages, including but not limited to:

##### Stage 1:

- use of the Graythwaite site as play and recreation space
- conservation and refurbishment of Graythwaite House Complex, Coach House, Tom O'Neill Centre and associated garden areas
- drainage and stormwater improvements, site levelling and landscaping of the site
- seven at-grade car parking spaces and other transport, parking, traffic and access improvements (across 3 stages)
- miscellaneous works including site fencing and gates
- no increase in student or staff population
- increased planting along the western side boundary of the Graythwaite site adjoining Bank Street houses, which would have an interface with the West Building (west building part of stage 3)

##### Stage 2:

- construction of two new buildings with a combined GFA of 3,394.7 sqm including:
  - North Building, 1 storey, including a basement level with a GFA of 175 sqm
  - East Building, 3 storeys, including 2 basement levels containing 41 car parking spaces with a GFA of 3,219.70 sqm
- future demolition of the Ward Building
- construction of a new student pick up facility on the existing Shore senior school campus linking Union Street to Hunter Crescent
- capacity or potential to accommodate up to 100 additional students and 10 additional staff.

##### Stage 3:

- construction of the West Building, 2 – 4 storeys with a GFA of 2,681.10 sqm
- capacity or potential to accommodate 350 additional students and 35 additional staff
- demolition of the Tom O'Neill Centre and construction of a replacement building of a similar height and footprint to the former building.

##### Development in Accordance with Plans and Documentation

- A2. The development shall be generally in accordance with the following plans and documentation:
- (a) Environmental Assessment titled *Revised Environmental Assessment Report (Volumes 1A, 1B, 2 and 3) Concept Plan (MP10\_0149) and Project Application (MP10\_0150), Extension of Shore School onto the Graythwaite site at 20 Edward Street, North Sydney*, and Appendices prepared by Robinson Urban Planning Pty Ltd, dated 28 October 2011
  - (b) Preferred Project Report titled *Preferred Project Report and Statement of Commitments, Extension of Shore School onto the Graythwaite site at 20 Edward Street, North Sydney*, and Appendices prepared by Robinson Urban Planning Pty Ltd, dated March 2012
  - (c) The following plans:

Architectural (or Design) Drawings prepared by Mayoh Architects in association with Tanner Architects			
Drawing No.	Revision	Name of Plan	Date
A.000	G	Cover Page & Staging Diagram	16 / 09 / 2011
A.003	G	Proposed Site Plan	16 / 09 / 2011
A.006	G	Vehicle Access Plan (Proposed)	16 / 09 / 2011
A.007	G	Pedestrian Access Plan (Proposed)	16 / 09 / 2011
A.100	G	Level 1 Plan, RL 63.67 – 67.78	16 / 09 / 2011
A.101	G	Level 2 Plan, RL 67.17 – 71.24	16 / 09 / 2011
A.102	G	Level 3 Plan, RL 70.67 – 74.24	16 / 09 / 2011
A.103	G	Level 4 Plan, RL 74.14 – 77.28	16 / 09 / 2011
A.104	G	Roof / Floor Plan, RL 80.78	16 / 09 / 2011
A.161	G	Sections A B + C	16 / 09 / 2011
Landscape (or Design) Drawings prepared by Taylor Brammer			
Drawing No.	Revision	Name of Plan	Date
LT.001	E	Landscape Master Plan	16 / 09 / 2011
LT.002	E	Landscape Plan – North	20 / 09 / 2011

- (d) Statement of Commitments in Schedule 4
- (e) The modifications contained within this approval as set out in "Part B – Modifications to the Concept Plan" in this schedule (Schedule 2), and further environmental assessment requirements set out in Schedule 3.

#### **Inconsistencies Between Documents and Plans**

- A3. If there is any inconsistency between the plans, documentation and the Statement of Commitments referred to above, the most recent document shall prevail to the extent of any inconsistency. However, the modifications of this concept plan approval prevail to the extent of any inconsistency.

#### **Consistency with Terms of Approval of Concept Plan**

- A4. In accordance with Section 75P(2)(a) of the EP&A Act, any approval given under Part 4 of the EP&A Act for the project, or stage of the project, must be generally consistent with the terms of approval of the concept plan.

#### **Approval Authority**

- A5. In the event that the council is the consent authority for any future applications to the site (other than the Stage 1 Project Approval (MP10\_0150)), any reports specified in the Statement of Commitments to be submitted to the Director-General for approval, shall instead be required to be approved by the council.

#### **Limits of Approval**

- A6. This approval does not allow any component of the concept plan to be carried out without further approval or consent being obtained, except for stage 1, as described in the Stage 1 Project Approval (MP10\_0150).

#### **Lapsing of Approval**

- A7. This approval will lapse five years from the date of this approval, unless works for stage 1, as described in the Stage 1 Project Approval (MP10\_0150), are physically commenced, on or before that lapse date.

#### **Lot Boundary Realignment and Lot Consolidation**

- A8. Lot consolidation or lot boundary realignment of the Graythwaite site does not form part of this approval, but may be considered as part of future stages of the concept plan to be assessed under Parts 4 and 5 of the EP&A Act.

#### **Student and Staff Population Growth**

- A9. This approval provides for a maximum growth in student and staff population across three stages, as follows:
- (a) Stage 1 – No increase in student or staff population
  - (b) Stage 2 – A maximum increase of 100 students and a maximum increase of 10 staff (either a maximum of 100 preparatory students or a maximum of 100 senior students, or a combination of both to a maximum of 100 additional students)
  - (c) Stage 3 – A maximum increase of 350 senior students and a maximum increase of 35 staff

#### **Vehicular Pick-up Facility**

- A10. If there is a growth in preparatory students in stage 2 of the concept plan, this approval provides for a vehicular pick-up facility linking Union Street to Hunter Crescent, being the preferred pick-up facility described in the PPR. The pick-up facility is for the exclusive use of preparatory school pickups, and is to be accompanied by a traffic assessment and detailed management plan in accordance with the further environmental assessment requirements in Schedule 3.

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### **PART B – MODIFICATIONS TO THE CONCEPT PLAN**

#### **Bus Parking**

- B1. No approval is given for any bus parking or bus pick-up / drop-off facilities on the lower terrace of the Graythwaite site.

#### **Car Parking**

- B2. No approval is given to the 41 car parking spaces in the basement of the East Building in stage 2 of the concept plan.
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## SCHEDULE 3

### FURTHER ENVIRONMENTAL ASSESSMENT REQUIREMENTS

Except in respect to stage 1 of the concept plan, as described in the Stage 1 Project Approval (MP10\_0150), pursuant to 75P(2)(c) of the EP&A Act, the following requirements apply to future stages of the concept plan to be assessed under Parts 4 or 5 of the EP&A Act, as relevant:

*Note: If there is any inconsistency between the following environmental assessment requirements and the Statement of Commitments in Schedule 4, the following environmental assessment requirements prevail to the extent of any inconsistency.*

#### General Requirements for Future Development Applications

1. The proponent shall ensure that any future applications for development include:
  - (a) A detailed description of the layout and design of the proposed development
  - (b) A demonstration that the proposed development is consistent with the requirements of this approval

#### Building Form

2. All future development applications must include plans, elevations and sections to sufficiently detail the design, including height, setback, gross floor area, modulation and articulation. Consideration must be given to bulk and scale in relation to the surrounding development context and topography. Any future applications must also include a view analysis, including artist's perspective and photomontages.

#### Landscaping

3. All future development applications must include landscape plans identifying vegetation to be removed or relocated and the location of any additional landscaping. The proponent must demonstrate that the landscape treatments are in accordance with the Conservation Management Plan for the Graythwaite site.
4. Prior the lodgement of the future development application for the West Building, all vegetation planting and landscaping works along the western side boundary of the Graythwaite site are to be completed and well established (this vegetation and landscaping work forms part of the Stage 1 Project Approval (MP10\_0150)). The well established vegetation and landscaping in this location is to form a visual buffer between the West Building and adjoining Bank Street properties that interface with the West Building. The future development application for the West Building is to ensure that this vegetation planting and landscaping work is protected.

#### Heritage

5. Future development applications for the detailed design of the East Building, North Building, West Building and building to replace the Tom O'Neill Centre shall demonstrate compliance with the policies contained in the Conservation Management Plan for the Graythwaite site, and are to be sympathetic in character, scale, form, siting, use of materials, colour and architectural detailing to the heritage significance of the Graythwaite site, Shore school campus and existing buildings.

#### Environmental Residential Amenity

6. All future development applications shall demonstrate consideration of amenity impacts, including setbacks, solar access, visual privacy (see also 9 below) and acoustic privacy (see also 17 - 23 below) and achieve an adequate level of environmental amenity (particularly in relation to the West Building and adjoining residence along Bank Street).

#### Consultation

7. Consultation shall be undertaken with North Sydney Council, the Heritage Branch of the Office of Environment and Heritage and adjoining residences during the preparation of future development applications.

#### Asbestos and Hazard Management for Demolition Works

8. Future applications involving demolition of the Ward Building and Tom O'Neill Centre shall be accompanied by demolition plan and a hazard management plan for the management of any hazardous material, including asbestos fibre cement sheeting and lead paint, in any of the buildings to be demolished.

#### Building Code of Australia

9. All future development applications for the detailed design of the East Building, North Building, West Building and building to replace the Tom O'Neill Centre shall demonstrate compliance with the BCA.

## **Privacy**

10. All future development applications, in particular, the future application for the West Building, shall have consideration of the privacy of adjoining residences, including residences along Bank Street. In particular, the detailed design of the West Building shall demonstrate that the privacy of residential dwellings along Bank Street will be protected, and consideration shall be given to all proposed privacy measures for the West Building detailed in the Revised EA and the Planning Parameters Report, including, raised sill heights, fixed louvers/screens and/obscure glazing windows or openings facing the west, landscape screening devices, enclosed central circulation space, windows facing the west to be designed to direct views out to the horizon and not down to adjoining residents in Bank Street.

## **Student and Staff Population Growth**

11. All future development applications facilitating a growth in student and staff population shall provide a breakdown of the preparatory and senior school composition of student population growth and staff population growth. A maximum of 100 students and 10 staff may be provided for stage 2 (either a maximum of 100 preparatory students or a maximum of 100 senior students, or a combination of both to a maximum of 100 additional students) and a maximum of 350 senior student and 35 staff may be provided for stage 3.

## **Traffic and Transport**

12. All future development applications which facilitate a growth in student or staff population shall be accompanied by an assessment of traffic and transport impacts, including details of the daily vehicle movements, and an assessment of traffic impacts on the surrounding local road network (including intersection capacity), and provisions to promote non-car travel modes.
13. If the future development application for stage 2 includes a growth in preparatory school students, the application must include a vehicular pick-up facility linking Union Street to Hunter Crescent, being the preferred pick-up facility described in the PPR. The pick-up facility is to be accompanied by a traffic assessment, including an assessment of the operation of the pick-up facility on the surrounding local road network, on-site vehicle queuing, and the number of vehicles to be accommodated in the pick-up bays within the facility. The traffic assessment shall also detail the split of preparatory students to be picked up at the pick-up facility compared with the preparatory students to be picked up at the existing drop-off / pick-up facility at Edward Street. The traffic assessment shall also be accompanied by a detailed management plan addressing the management of the operation of the pick-up facility, the split of preparatory students between the pick-up facility and the existing drop-off / pick-up facility at Edward Street, as well as the measures to limit use of the pick-up facility exclusively for preparatory student pick-ups.
14. All future development applications that include a growth in student or staff population shall be accompanied by a detailed bus operation management plan detailing the management student and staff bus pick-up transfers between North Sydney and the Shore sporting facilities at Northbridge.
15. Any future development application that includes a new bus stop at William Street shall provide details of the quantity and times of school bus pick-ups, the use of the bus stop outside the times required for school bus pick-ups (for example, metered and/or restricted car parking), and details of consultation undertaken with relevant transport authorities. The future development application shall also consider any loss of car parking as a result of the William Street bus stop, including consideration of any compensation requirements of council as a result of any loss in car parking revenue.
16. Any future development application including use of the existing public bus stop facilities in Blue Street shall be accompanied by details of the quantity and times of school bus use and details of consultation undertaken with public bus service providers and relevant transport authorities.

*Note: Under S75V of the EP&A Act, any future authorisations required by the RMS or the Council under Section 138 of the Roads Act 1993 cannot be refused if it is necessary for carrying the project or that stage of the project and is to be substantially consistent with an approval under Part 3A.*

## **Noise and Vibration**

17. All future applications for new buildings under the concept plan shall detail any noise mitigation methods associated with mechanical plant in new buildings, and demonstrate that any noise generated from mechanical plant will comply with the noise criteria established in the "Acoustic Impact Assessment" report by SLR dated 28 September 2012, as provided in the table over:

Criteria for project specific noise emission to nearby residences on Bank Street	
Time of day	INP Noise Criteria
Day	47
Evening	43
Night	39
Criteria for project specific noise emission to nearby residences on Union Street	
Time of day	INP Noise Criteria
Day	47
Evening	41
Night	39

Note: **Day:** the period from 7:00 am to 6:00 pm Monday to Saturday or 8:00 am to 6:00 pm on Sundays and public holiday. **Evening:** the period from 6:00 pm to 10:00 pm. **Night:** the remaining periods.

18. Further to requirements of no. 17 above, all future applications for the detailed design of new buildings shall demonstrate that noise from mechanical plant in new buildings will not be audible in any habitable rooms in any nearby residential properties between the hours of 12:00 midnight and 7:00 am.
19. All future applications for new buildings under the concept plan shall also demonstrate that noise from mechanical plant shall not give rise to "offensive noise" as defined in the Protection of the Environment Operations Act 1997, as well as demonstrate compliance with the Building Code of Australia and Australian Standard AS 1668.
20. All future development applications, in particular, the future application for the detailed design of the West Building, shall have consideration of potential noise impacts from student and staff activities, and school bells within new buildings under the concept plan on adjoining residents, including residences in Bank Street. Particular consideration shall be given the orientation of windows, window management and alternative ventilation systems in the West Building to ensure that the amenity of residences in Bank Street is protected.
21. The future application for the West Building shall have consideration of air borne noise impacts from the North Shore Rail Line, including the management of windows on the southern and western facades of the building and any alternative ventilation means for the building.
22. The future application for the pick-up facility shall have consideration of noise impacts on adjoining residences in Hunter Crescent. In particular the future application shall consider traffic noise from vehicles entering and exiting the pick-up facility and noise from students and staff waiting at the pick-up facility on adjoining residence in Hunter Crescent. Noise from the pick-up facility is to be mitigated to not exceed 47dB(A)  $L_{eq, 15 \text{ minute}}$  at the worst affected residential properties in Hunter Crescent.
23. All future applications for the detailed design of new buildings shall be accompanied by a comprehensive construction noise and vibration assessment including details of any mitigation measures to ensure the amenity of adjoining residential development is protected throughout the duration of construction.

#### **Rail Corridor and Geotechnical**

24. The future applications for the detail design of buildings shall be accompanied by geotechnical investigations of the sub soil conditions and potential impacts on the North Shore Rail Corridor. Railcorp is to be consulted during the preparation of any future applications which include penetration of the ground surface by more than 2 m.

#### **Ecologically Sustainable Development**

25. All future development applications are to detail how the development will incorporate ESD principles in the design, construction and ongoing operational phases of the development. Future applications are also to include a description of measures to be implemented to minimise consumption of resources, water and energy, including an Integrated Water Management Plan which details any proposed alternative water supplies, proposed end uses of potable and non-potable water, and water sensitive urban design.

#### **Utilities**

26. In consultation with relevant agencies, future applications are to address the existing capacity and requirements of the development for the provision of utilities, including any necessary augmentation and staging of any infrastructure works.

#### **Construction Management**

27. All future development applications shall be accompanied by a construction management plan, including the management of construction noise and vibration management, erosion and sediment control, construction traffic, and waste.



## SCHEDULE 4

### STATEMENT OF COMMITMENTS

Subject	Commitment	Timing
1. General	The project will be generally in accordance with the following reports: <ul style="list-style-type: none"> <li>- Revised EAR (dated October 2011) prepared by Robinson Urban Planning (including Appendices) except as amended by the PPR.</li> <li>- Concept Architectural and Concept Landscape Plans listed at <b>Table 1</b> of the Revised EAR.</li> <li>- PPR (dated February 2012) prepared by Robinson Urban Planning (including Attachments).</li> </ul>	During and after Construction
2. Heritage	<ul style="list-style-type: none"> <li>a) Future Applications will be in accordance with the endorsed CMP.</li> <li>b) Future Applications will be generally in accordance with the Planning Parameters (Issue F dated February 2012) document (by Tanner Architects).</li> <li>c) Future Applications will implement the recommendations of the SOHI (by Tanner Architects).</li> </ul>	DAs and ongoing
3. Archaeology	Should any Aboriginal objects or deposits be found on the site, all works in the vicinity should cease and the Office of Environment and Heritage should be contacted immediately. Should any unexpected historic archaeology be located on site all works in the vicinity should cease and a suitably qualified archaeologist should be contacted to assess the finds and determine appropriate mitigation strategies. If the finds are assessed as 'relics' as defined in the Heritage Act 1977, the Heritage Council must be notified in accordance with Section 146 of the Act.	During construction
4. Transport	Future Project Applications will implement the recommendations of the Transport and Accessibility Impact Assessment (by Halcrow) in relation to non-car modes of travel.	Prior to and after occupation
5. Parking	By the end of Stage 2, a minimum of 48 car parking spaces will be provided on the Graythwaite site (in addition to any existing parking on the Shore site).	Prior to occupation of Stage 2
6. Traffic	<ul style="list-style-type: none"> <li>a) Provide a new pick-up facility on the Shore School site connecting Union Street and Hunter Crescent/William Street (described as Option 2 in the Revised EAR and PPR).</li> <li>b) Additional school bus stops are to be located in William Street and possibly Blue Street (subject to approval from North Sydney Council).</li> </ul>	Stage 2 or 3 DAs
7. ESD	Future Applications will, to the greatest extent possible, implement the recommendations of the Indicative ESD Report, by SLR.	During and after to construction
8. Geotechnical	Future Applications for Stages 2 and 3 will include Geotechnical Investigations to ensure that appropriate excavation techniques and structural methodologies are employed.	Stage 2 and 3 DAs
9. Disabled access	Future Applications will implement the recommendations of the Concept Plan Access Capability Statement (by Access Associates Sydney).	DAs
10. Existing trees	Other than trees nominated for removal/transplanting on the Tree Removal Plan & Retention Plan by Taylor Brammer (LA.DA.002), future Project Applications will retain existing trees on the site and will implement the recommendations in the Development Impact Assessment, by Earthscape Horticultural Services.	DAs
11. Public access to Graythwaite	Community access to the Graythwaite site will be available at nominated times throughout the year (eg. Heritage Week by arrangement). Community access will only be provided on the basis that it does not interfere with school activities.	On going
12. Contamination & hazardous materials	Future Applications will implement recommendations in the Soil Report and Supplementary Hazardous Materials Assessment Report (by WSP).	Stage 1, 2 and 3 DAs
13. Water management	The recommendations of the IWMP (by ACOR) will be implemented.	Stage 1, 2 and 3 DAs
14. BCA and Fire Engineering	Future Applications will comply with the Building Code of Australia (or proposed fire engineered solutions).	Prior to construction
15. Construction	Construction Traffic Management Plans ( <b>CTMP</b> ) will be submitted to	Prior to

	management	the DG for each development stage as part of the Construction Certificate following Application approval (see also 23).	construction
16.	Construction noise and vibration	A noise and vibration management plan will be produced for Stages 2 and 3 identifying reasonable and feasible noise mitigation measures to reduce construction noise emissions.	Prior to construction (Stages 2 and 3)
17.	Site consolidation or boundary realignment	The Graythwaite and Shore sites are to be consolidated (or the common boundary realigned) prior to the occupation of the East Building.	Prior to occupation of Stage 2
18.	Excavation	The Rail Corridor Management Group will be consulted to ascertain its requirements for excavation in the vicinity of the railway tunnel.	Stage 2 DA
19.	Crime prevention	Crime prevention through environmental design measures will be considered at each stage of the development.	Stage 1, 2 and 3 DAs
20.	Waste	Shore will assess the feasibility of additional recycling measures (glass and plastic) as part of the Applications for Stage 2 and/or 3.	Stage 2 and 3 DAs
21.	Flora and fauna	Future Applications will implement the recommendations of the Flora and Fauna Report (by Cumberland Ecology). Prior to any demolition of roofs, a suitably qualified ecologist will ensure that there are no Eastern Bent-wing bats hibernating in the roofs. If hibernating bats are found, works are not to commence on the building until after the hibernation period.	Stage 1, 2 and 3 DAs
22.	Noise	Future Applications will implement the recommendations of the Acoustic Impact Assessment (by SLR Consulting).	Stage 2 and 3 DAs
23	Out of bounds area	The western boundary of the Graythwaite Site is to be defined as an out of bounds area for students.	On going
24	RTA conditions	<p>The Construction Certificate for each Stage will address the following:</p> <ul style="list-style-type: none"> <li>a) On-site Construction Management Plan required showing that proposed works will not impact on existing school activities.</li> <li>b) Off-site Construction Management Plan required showing vehicle routes.</li> <li>c) Delivery of materials shall avoid peak school drop-off / pick-up hours.</li> <li>d) Construction vehicles to be contained on site.</li> <li>e) Vehicles must enter and exit the site in a forward direction.</li> <li>f) All parking areas and accesses should comply with AS2890.1-2004.</li> <li>g) Parking for service vehicles should comply with AS2890.2-2002.</li> <li>h) Disabled parking must be signposted and comply with AS2890.6-2009.</li> <li>i) Sightlines (pedestrians &amp; vehicles) not be compromised by landscaping, signage, fencing etc.</li> <li>j) All works/signage at no cost to the RTA.</li> </ul>	Prior to construction

