

Notice of decision

Section 2.22 and clause 20 of Schedule 1 of the *Environmental Planning and Assessment Act 1979*

Application type	State significant development
Application number and project name	SSD-42425537 Alterations and Additions to Waverley College
Applicant	Waverley College
Consent Authority	Minister for Planning and Public Spaces

Decision

The Executive Director, Infrastructure Assessments, under delegation from the Minister for Planning and Public Spaces has, under section 4.38 of the *Environmental Planning and Assessment Act 1979* (**the Act**) granted consent to the development application subject to conditions.

A copy of the development consent and conditions is available [here](#).

A copy of the Department of Planning, Housing and Infrastructure's assessment report is available [here](#).

Date of decision

26 August 2025

Reasons for decision

The following matters were taken into consideration in making this decision:

- the relevant matters listed in section 4.15 of the Act and the additional matters listed in the statutory context section of the Department's assessment report;
- the prescribed matters under the Environmental Planning and Assessment Regulation 2021;
- the objects of the Act;
- all information submitted to the Department during the assessment of the development application;
- the findings and recommendations in the Department's assessment report; and
- the views of the community about the project (see **Attachment 1**).

The findings and recommendations set out in the Department's assessment report were accepted and adopted as the reasons for making this decision. Additional reasons for making the decision are also recorded in the Department's assessment report.

The key reasons for granting consent to the development application are as follows:

- the project would provide a range of benefits for the region and the State as a whole, including development of new school infrastructure to provide improved and expanded education and recreation facilities, capital investment in excess of \$171 million and generation of 690 full-time equivalent construction jobs and an additional 30 operational jobs;
- the project is permissible with development consent, and is consistent with NSW Government policies including the:
 - Infrastructure NSW's State infrastructure Strategy 2022 – 2042: Staying Ahead
 - Greater Sydney Region Plan
 - Eastern City District Plan
 - Transport for NSW's Future Transport Strategy 2056
- the impacts on the community and the environment can be appropriately minimised, managed or offset to an acceptable level, in accordance with applicable NSW Government policies and standards. The consent authority has imposed conditions to address impacts associated with traffic, transport and parking, landscaping, public domain/infrastructure upgrade works, stormwater and drainage, tree removal, and noise and vibration;
- the issues raised by the community during consultation and in submissions have been considered and adequately addressed through changes to the project and the conditions of consent. Engagement on the project is considered to be in line with *Undertaking Engagement Guidelines for State Significant Projects*, including the community participation objectives outlined in these guidelines; and
- weighing all relevant considerations, the project is in the public interest.

Attachment 1 – Consideration of Community Views

The Applicant engaged with the community during the preparation of the environmental impact statement (EIS) as a requirement of the Secretary's environmental assessment requirements. The EIS detailed the findings of the engagement and how it influenced the scope and design of the project.

Once the EIS was submitted to the Department it was placed on exhibition from 25 October 2024 until 21 November 2024 (28 days). 47 submissions were received, including 40 objections and one in support of the project.

The Department also undertook a site visit during its assessment.

The key issues raised by the community (including in submissions) and considered in the Department's assessment report and by the decision maker include built design and landscaping, and traffic, transport and parking. Other issues are addressed in detail in the Department's assessment report.

<i>Issue</i>	<i>Consideration</i>
Built form - concern regarding the height, bulk and scale of Building 1, including the FSR and height LEP exceedance - concern regarding the distance between Building 1 and the Langlee Apartments - request for additional consideration of The Langlee and its relationship to the development site - the scale and nature of the proposed development will irreparably change the visual and environmental fabric of the area - the proposed additional level on the eastern edge of the Waverley College Senior Campus Centenary Buildings, may impact the apartment building on 127 Birrell Street. - Council raised concerns that the proposed 6-storey building, with a height of 16.5m to the lift overrun, is incompatible with the surrounding low-density residential area's scale and character - concern that the proposal lacks sufficient information to assess amenity impacts	Assessment - the Department considers the proposed height of Building 1 to be acceptable, noting its consistency with nearby developments like the Langlee Apartments and its appropriateness within the evolving streetscape. - the Department notes that while the Centenary Building appears taller due to its elevated location. Proposed changes are minimal and do not contribute to overlooking or overshadowing, with the Our Lady Statue remaining the tallest structure on site. - the proposed Building 1 design appropriately manages height and visual impact by aligning with surrounding developments, providing a stepped transition in scale, maintaining distance from low-density areas, and minimising street frontage to reduce amenity impacts. - the Department is satisfied that the proposed height and FSR is permissible as section 3.43 of the State Environmental Planning Policy (SEPP) (Transport and Infrastructure) 2021 states that consent may still be granted for development that contravenes a development standard imposed by an Environmental Planning Instrument (EPI). - in the RtS, the Applicant confirmed the setback of building 1 to the Langlee Apartments is 23m. To further reduce impacts, Building 1 is orientated to present a narrow frontage towards the apartments, and the rooftop terrace is setback 28m from the nearest window of the development on the opposing side of Henrietta Street. - minimum front setback of 4.35m is consistent with the general setback of the street. - Building 1 has been designed to sit between the Performing Arts Centre to the north and the existing tennis courts to the south. The site is also constrained by an existing mature fig trees to the west and Henrietta Street to the east. Due to the constrained nature of the site, increasing the Henrietta Street setback would necessitate either a reduction in the number of classrooms, an increase in the height of the building, or removing trees 40-41 and moving the building footprint uphill to the west. - the Department considers the final design of the proposed development adequately responds to advice provided by the SDRP and Council with regards to the location, orientation and scale of the Building 1, adaptive reuse of the Centenary Building, the large operable openings and a flexible floorplate to Building 1, commitment to preserve as many trees as possible and reinstatement of heathlands along Henrietta and Salisbury Streets. - the development aligns with the seven objectives for good design as outlined in Better Place. The proposed design, materials and colour palette are contextually appropriate, material choices and location reflect the surrounding commercial and residential context, design has been informed by Designing with Country principles, narrow design and inclusion of louvres allows for cross-ventilation, reducing power needs and increasing building sustainability. <i>Conditions include:</i> - requirements for the development to be constructed in accordance with approved plans, including architectural (incorporating façade materials).
Landscaping & tree removal - concerns regarding impacts to Trees 76 and 41 - concern regarding the removal of	Assessment - the heritage-listed Port Jackson Fig (Tree 76 and Tree 41) will be retained as part of the proposed development. - the proposal involves encroachments into the tree protection zones (TPZ)

Tree 68 • inadequate landscaping and tree planting • concern that the removal of soil and construction of a large retaining wall to support the Tennis Courts may damage the roots of two endangered Wallangarra White Gum trees on the Salisbury Street side of the College • request that the development should include a more comprehensive tree protection and management strategy to minimise impacts on Tree 76 • concern that The landscape treatment planned for the Henrietta Street boundary will not improve the view from the residential levels 1-5 of the Langlee Apartments • Council supports retaining and protecting significant trees, provided root mapping and protection measures are implemented during and after construction. • Council's raised concerns about planting <i>Phoenix canariensis</i> (Phoenix Palm) due to its invasive nature. They recommend replacing it with endemic species like <i>Archontophoenix cunninghamiana</i> (Bangalow Palm) or <i>Livistona australis</i> (Cabbage Palm).	of Trees 76, 40 and 41. Tree 76 is located at the base of an embankment in sandy soil, and it is unlikely that significant root growth extends 8 metres upslope, as more favourable soil conditions exist to the north and south. Fig trees are highly tolerant of root loss and are commonly transplanted due to their resilience, provided that appropriate post-construction care, such as irrigation and soil improvement, is implemented. • the proposed on-site detention (OSD) tank is located outside the TPZ of Tree 76, therefore, it will not result in direct impact on the subject tree. Furthermore, although the location for the OSD tank was never in Tree 76's TPZ, further actions have been taken in the RtS to increase the distance between the proposed OSD tank and Tree 76. • the proposed development will remove 18 trees. Six of these 18 trees are recommended to be transplanted within the subject site (Trees 42 - 47), and once all stages of the proposal are completed, it will include the installation of 73 new trees. • the two endangered Wallangarra White Gum trees located on Salisbury Street are identified as Trees 79 and 80 in the Arborist Report. The proposed works will not encroach upon the TPZ of these trees. • the Port Jackson Fig (Tree 68) proposed for removal in the east precinct of the school is not a heritage-listed tree and has a medium significance. There is limited space available for the future growth of this tree, with concrete and asphalt covering approximately 90% of the soil surface area around it. These harsh growing conditions are having a detrimental effect on the tree, with the base of its trunk having multiple lesions, the type of which are associated with root decay. • along Henrietta Street, the proposal incorporates a buffer planting strategy with native evergreen trees of varying species, reaching up to 10m in height at maturity. The buffer zone to Henrietta Street is 2m wide, increasing in depth towards the north and south, particularly around the terraces north of Building 1. These plantings will help soften the building's visual impact and contribute to noise mitigation from student activity. • the Salisbury Street frontage will retain all existing trees, supported by an extensive replanting strategy incorporating endemic vegetation and additional tree planting. This approach will enhance the vegetated presentation • the applicant will conduct root mapping and implement tree protection measures as outlined in the Arboricultural Impact Assessment to safeguard the health of all retained trees and prevent adverse impacts from the proposal. • <i>Phoenix canariensis</i> has been removed from the proposed planting list and is no longer included in the proposal. • the Department considers the proposed landscaping and tree planting on the site is proportionate to the scale of development and is an improvement over the existing site. Landscaping and tree planting on the site would offer substantial greening and softening of the built form, including deep soil opportunities to allow tall canopy and medium sized trees. Tree canopy coverage on the site proposes to meet the objectives of GANSW's Greener Places Design Guide 2020, including increasing the overall tree canopy from 8,005m² to 10,591m² (32.23% of the site – an increase of 2,500m²). <i>Conditions include:</i> • undertake detailed root and crown investigations of significant trees and provide recommendations to ensure that the proposed tree protection measures are sufficient. • engaging an appropriately qualified arborist to undertake an evaluation of the potential to retain tree 62. • installation of tree protection measures in accordance with the relevant standards. • preparation of an Operational Landscape Management Plan that outlines how ongoing management and maintenance measures to manage revegetation and landscaping would be undertaken. • compliance with the approved landscape plans referenced in condition A2(d) of the consent.
<i>Traffic, Transport & Parking</i> • concern about the lack of justification to support the overall reduction of on-site car parking spaces from 87 (current) to 73 (stage 4). • questioning why the car parking increases to 136 but then ultimately	<i>Assessment</i> • the proposed reduction in on-site parking spaces from 87 (current provision) to 73 (at Stage 4) is supported by the implementation of the School's Green Travel Plan, which aims to reduce reliance on private vehicle travel through targeted behavioural, infrastructural, and operational measures. • the Pick- up and drop off area has a capacity of 120 vehicles during a 30-minute period and has capacity to support the increase in student numbers.

decreases to 73 - concerns regarding increased operational traffic congestion and parking demand - concerns regarding proposed changes to staff car parking from entry only from Henrietta Street and exit via Birrell Street to entry and exit via Henrietta Street and closure of the Birrell Street exit - concerns regarding heavy construction vehicles on Henrietta Street and it's requested that they are banned due to the existing 2 tonne weight limit on the road - concern regarding congestion caused by the junior campus - the assessment hasn't considered heavy pedestrian traffic on Henrietta Street - it is unrealistic to assume that cars will use Langlee Ave in preference to Henrietta St - requested more information about where workers will park during construction - Council requested that additional assessment be undertaken to determine whether the current drop off and pick up provisions are sufficient to meet the demands of the student population - additional information to identify heavily used footpath/bicycle path links - identify road safety upgrade or improvements that would alleviate turning movements at Birrell Street/Council Street/Carrington Road intersection - preparation of an Operational Transport Management Plan - identification of public domain upgrades - request for a contribution to be made towards the Birrell St cycleway	- the Applicant has proposed interventions to enhance road safety, improve pedestrian and cyclist conditions, and support increased active transport use, which will be imposed as a condition on the consent. - the change to the car park driveway aims to resolve operational issues such as vehicle queuing and pedestrian conflicts near the Birrell Street intersection. The new access point complies with relevant standards, improves safety and traffic flow, and aligns with the Waverley DCP, with only a minor and acceptable increase in PM peak delay. - most staff will travel via Langlee Avenue as it is the fastest travel route during the afternoon school peak. - the operation or upgrade of the junior campus does not form part of this application. The assessment found that the upgrade has a negligible impact on junior campus traffic. - the Applicant provided a preliminary Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP), which demonstrates that construction traffic and access (including pedestrian safety) can be adequately managed - construction vehicles must use Henrietta St to access the site. Existing road rules permit the use of a weight-restricted street by over-weight vehicles if there are no other routes available to access the site. - to minimise on-street parking impacts, the contractors will be made aware of limited on-site parking being available. The Applicant will also provide secure tools/equipment storage area and drop off arrangements to reduce the need for contractors to drive to/from site. During school term breaks, some existing school parking areas can be made available for construction use. - the preliminary Green Travel Plan outlines how the school will encourage use of sustainable public transport options and promote active transport options given the close proximity of the development to the Bondi Junction railway station, with several bus stops located close by. - bicycle parking would be provided, including 63 bicycle parking spaces for staff and students. - given the increase in student numbers is likely irrespective of the development and the that traffic impact assessment did not identify capacity or safety issues at the existing Birrell Street crossing, the Department considered the upgrade to the crossing not necessary. - Council's request for a contribution to be made towards the Birrell Street cycleway is not supported by the Department as the request relates to an undefined project that may or may not proceed, and there is no clear basis upon which to assess the appropriateness, cost, or scope of the contribution being sought. <i>Conditions include:</i> - a CTPMSP be prepared and submitted to the Certifier for approval prior to the commencement of construction. The CTPMSP must be prepared in consultation with Council and TfNSW, and detail measures to be implemented to ensure road safety and network efficiency during construction, including heavy vehicle routes, access, and parking arrangements. - a Construction Traffic Parking Management Plan (CTPMP) be prepared, in consultation with Council, to measure the amount of parking available on site, identify specific works require the use of on-street or other parking facilities, and outline the number of on-street parking spaces required. - implementation of a Driver Code of Conduct, to ensure that drivers use the routes agreed in the CTPMSP and impacts from heavy vehicle drivers are minimised. - delivery of interventions to enhance road safety, improve pedestrian and cyclist conditions, and support increased active transport use - requiring a School Transport Plan (STP) be prepared prior to the commencement of operation including objectives and mode share targets, specific tools and actions to help achieve those objectives and targets, measures to support implementation of the plan, and details regarding monitoring and review of the program.
<i>Noise & Vibration</i> - concerns regarding sports/playground noise from courts adjacent to homes. - concerns regarding noise from the rooftop terrace proposed for Building 1 - concerns regarding the volume of	<i>Assessment</i> - construction activities are expected to exceed Noise Management Levels (NML) and Highly Affected Noise Management Levels (HANML) at times, making noise impacts noticeable to nearby receivers. - demolitions activities associated with Stage 1 is expected to have the greatest impact and expected to take 12 weeks. These impacts are generally acceptable while working within an existing built environment. - the Applicant adjusted their work hours in the RtS to align with Council's standard hours. This has been included as a condition in the consent.

the school bells and PA system - incorrect classification of 163 Birrell Street as private recreation instead of a residential receiver in the Noise and Vibration Impact Assessment - concerns that the projected increase in student numbers will worsen the noise impacts. - council requested that construction hours be changed to align with Council's standard construction hours. - concern regarding the lack of detail on plant selection and the Performing Arts Centre (PAC) chiller.	- the proposal seeks to include a new outdoor roof space and a multi-function space. The multi function space is a green open space and the use of this space will be consistent with the existing uses to the school. - the Applicant has revised the use of the proposed tennis court to a multi-functional play space. This change represents a less intensive use, focused on supporting informal and flexible outdoor play. - the proposed outdoor sporting facilities will have minimal impact on the surrounding areas. Noise levels for most residential receivers are expected to remain low, maintaining a quiet environment. - the new roof top uses are limited to activities such as classes during school hours and advisory council meetings after school with no amplified music. The number of people allowed has been limited to 50 while the hours of operation is limited till 9pm. The potential noise impact is expected to be less than 20dBA, therefore considered minimal. - the school currently has a PA and any new systems will be directionally oriented downward and away from sensitive receivers. Final placement and specifications will be refined during the Detailed Design phase to minimise the noise impact. - the development at 163 Birrell Street had been incorrectly classified as private recreation in the NVIA. The report has been updated to assess 163 Birrell Street as a residential receiver as part of the RtS. There was no change in impact. - the proposed development is not intended to increase or expand the school's overall capacity, but rather to accommodate the school's natural, projected growth over time. The gradual increase in student numbers is an organic progression, independent of the development itself. Guidelines for assessing school noise confirm that activities occurring within normal school hours are not considered offensive and are not subject to specific noise criteria. - considering the robust enclosure design and distance to sensitive receivers, noise emissions from the relocated chiller are expected to comply with project noise trigger levels. All mechanical and plant equipment must meet the trigger levels outlined in the NVIA and evidence of compliance must be submitted to the certifier. <i>Conditions include:</i> - limiting construction hours to be consistent with council requirements. - preparation of a Construction Noise and Vibration Management sub-plan (CNVMSP). - limiting operating hours of roof top space and outdoor sporting facilities and construction delivery times. - limiting the number of people use the roof top to 50 people at any given time. - preparation of an Out of Hours Event Management Plan for out-of-hours events during operation. - preparation of a Community Communication Strategy (CCS) that outlines clear mechanisms for ongoing communication between the Applicant, the local council, and the community.
<i>Biodiversity</i> concerns regarding the proposals impact of the development on local wildlife	<i>Assessment</i> - no threatened species or important fauna habitat features (i.e. hollow-bearing trees) were identified within the Development Footprint. However, the site likely provides connectivity for highly mobile locally occurring species, including arboreal marsupials (i.e. possums) and birds, and highly mobile threatened species such as the Grey-headed Flying-fox. - the proposed development will retain large mature trees and have a negligible impact on connectivity for these highly mobile species within the locality. - a BDAR Waiver has been approved by the Departmental heads of DPHI and DCCEEW CPHR. <i>Conditions</i> No conditions are required in relation to this matter.
<i>Heritage</i> objection to the sports court design, particularly the fixed planter and tree plantings, which block views of The Grange from Carrington Road. It is recommended that the planter be relocated and that low-height	<i>Assessment</i> - in response to Council's submission, the subject planter has been re-aligned further north to provide clear views from Carrington Road to "The Grange" building. Council did not raise further objections regarding this change. - the proposed development has been designed to reflect the local

landscaping be used to preserve the view. - the campus design should define its character, ensuring consistency with heritage buildings and prioritising landscape, movement, and key outlooks over staged development - lack of Meaningful Consultation with Traditional Custodians, failure to address intangible cultural heritage and inadequate assessment methodology. - lack of Connecting with Country assessment	architecture and landscaping. - the Aboriginal Cultural Heritage Assessment (ACHA) consultation was undertaken in accordance with all the requirements for this type of assessment. Heritage NSW raised no concerns regarding ACHA consultation. - during this consultation process, no cultural or intangible issues were mentioned; nor were any songlines, cultural practices, stories associated with the land, or the significance of fig trees identified. - the Planning Secretary's Environmental Assessment Requirements (SEARs) issued for the development do not require a standalone Connecting with Country assessment. However, the Architectural Design Report addresses the Connecting with Country framework and outlines how this framework has been used in the design process. The design of the project was also subject to a SDRP. - The proposed Building 1 incorporates design features such as expressed portals, textured façades, and a heritage-sensitive colour palette that references the local Federation-style context. The expressed portals are informed by Designing for Country principles, with each aligned to a significant Aboriginal place in the surrounding landscape, acknowledging and embedding local cultural connections into the built form. The chosen colour palette also draws from the tones of the nearby coastal headland, further grounding the building in its natural and cultural context. <i>Conditions include:</i> - undertaking archival recording of heritage items on site. - conducting vibration testing before and during vibration generating activities that have the potential to impact on heritage items to identify minimum working distances to prevent cosmetic damage. - preparing an unexpected finds procedure. - preparation of a heritage interpretation plan. - avoiding and minimising harm to relics. - providing heritage inductions to workers prior to construction.
<i>Sustainability</i> - lack of sustainability measures incorporated in the design, such as solar panels and rainwater tanks. - concern that the proposal has not responded to the state governments' sustainability and net zero goals	<i>Assessment</i> - rainwater reuse and stormwater management have been key considerations in the project's Ecologically Sustainable Development (ESD) strategy. The school currently has two existing 3,000L rainwater tanks, and the proposed design will expand this capacity to approximately four 5,500L tanks. - the proposal aligns with the State Government's sustainability and Net Zero goals through a comprehensive approach to energy efficiency, water conservation, material reuse, and indoor environmental quality. - key sustainability features include: - renewable energy (solar PV system), water-saving measures, and efficient plumbing - green travel promotion with end-of-trip amenities - high-efficiency lighting, energy monitoring, and low-VOC materials - adaptive reuse and use of sustainable building materials like earth-friendly concrete - thermal comfort through high-performance glazing and energy-efficient design. - in response to the submissions the Applicant has amended the design to incorporate the following: - high-performance building fabric, low-e glazing, cool roofs, natural ventilation, and an Energy Management System (EMS) to reduce grid electricity demand. The lighting strategy features LED fixtures, occupancy sensors, and energy zoning to optimise energy use. - provision for solar panels on 300m² roof space. - measures such as high water efficiency labelling and standards (WELS) rated fixtures, rainwater harvesting, and water-sensitive urban design - adaptive reuse of structures - enhanced daylight access, thermal comfort, and acoustic control - overall, the project is designed to achieve a 30% reduction in energy use compared to a 2019 National Compliance Code (NCC).

	<i>Conditions include:</i> - demonstrating that ESD is being achieved by appointing a suitably qualified sustainability professional to ensure that: - the measures set out within the SSDA ESD Report are incorporated into the detailed design of the project - the project aligns with the GANSW Design Guide for Schools. - submitting to the certifier evidence (certificate of confirmation) from the appointed professional that the above requirement is met.
Waste Management - concern that the proposed development's waste collection plan, which maintains current kerbside collection on Birrell and Salisbury Streets, is likely to increase noise and traffic disruptions due to higher waste output, especially during early morning collections, which already negatively impact local residents. - Council does not support kerbside waste collection on Salisbury Street due to space and amenity issues. The Waste Management Plan should be revised to a 'collect and return' or 'wheel-in, wheel-out' service. - concern that the proposal lacks sufficient calculations for organic waste management. Revisions are needed to align with the NSW Government's 50% food waste reduction target.	Assessment - the projected waste estimated (vol/week) compared to the previous or current waste generations (vol/week) is significantly less, even though the total school population is set to increase. - using the waste generation metric of 2.5L/head/day for students, and 2L/head/day for staff against the projected total population numbers, then 23,350L/week (4,190L/day) of Total Waste is the expected output. Waverley Council has agreed with the above L/day metrics. - the bin collection frequency was updated in the RtS, which shows that the bin numbers and collections will decrease rather than increase. This will result in less noise pollution created early in the morning, and the Council could potentially look at the times for waste collection to further mitigate this issue. - although alternative waste collection locations were considered, the Salisbury street collection point was deemed the most appropriate to keep the odour away from the students and the public. - following Council's feedback, waste collection arrangements have been revised to remove kerbside collection from Salisbury Street. The updated strategy adopts a 'wheel-out, wheel-in' service, ensuring that bins are collected directly from the waste storage area adjacent to Salisbury Street, in line with Council's recommendation. - the Applicant updated their waste stream calculations and organic waste collection frequency has been set to three times per week, balancing compliance with the mandate while minimising operational disruptions to the community. - additional bins have been introduced to allow on-site storage for 2–3 days, reducing reliance on frequent collections while maintaining compliance with waste separation targets. - the Applicant has prepared an Operational Waste Management Report which outlines how waste will be managed during operation. <i>Conditions include</i> - the development must be operated in accordance with the EIS, RtS and supporting documents, including the Operational Waste Management Report.
Amenity impacts - concern regarding privacy, overshadowing and visual impacts of Building 1 - the Pedestrian Wind Assessment relies on wind data from Sydney Airport, which does not align with local experience at the Langlee Apartments, particularly regarding the frequency and strength of southerly winds. - concerns regarding the proposed height and bulk of Building 1's and its potential to exacerbate wind conditions, turning Henrietta Street into a "wind tunnel." - concern about the pedestrian wind assessment relying on summer and winter winds from Sydney Airport	Assessment - shadow impacts generated by Building 1 are predominantly contained within the school site, with only a minor encroachment affecting a single dwelling on Henrietta Street from 2:30pm onwards. - Building 1 is located 23m away from the Langlee Apartments (the closest residential development), which minimises the privacy impacts of the proposed building. This separation distance is considered acceptable within an urban context, where a more compact built form is anticipated. - the wind assessment is based on average wind conditions recorded over a 20-year period. This long-term approach accounts for natural variations in wind speeds and occurrences, as some years may have weaker winds while other years may record stronger conditions. - wind channelling from southerly winds has been addressed in the Pedestrian Wind Assessment. While wind channelling or "wind tunnel effect" is possible, it is expected to only slightly increase wind impacts along Henrietta Street. These conditions are anticipated to remain suitable for standing or strolling use, which aligns with the intended purpose of the street as a pedestrian footpath. Strong winds exceeding comfort or safety limits are unlikely, given the relatively low height of the east extension. - Sydney Airport is the most reliable source of wind data for assessments in the Sydney Basin, particularly near the east coast, as it provides long-term (20+ years) wind statistics on direction, frequency, and velocity. Unlike local weather stations, which are often affected by buildings, terrain, and vegetation, airport anemometers offer data with minimal interference. Sydney International Airport is generally regarded as the most reliable source of local climate data.

	<i>Conditions</i> No conditions are required in relation to this matter.
<i>Air quality & dust</i> concern regarding dust being blown off-site during construction	<i>Assessment</i> - a Construction & Demolition Waste Management Report has been prepared which includes section on air emissions. The report confirmed that dust impacts can be managed using appropriate mitigation measures. - a detailed Construction Environmental Management Plan will be prepared by the appointed contractor to mitigate and manage air emissions and any other environmental issues. <i>Conditions include:</i> - outlining how dust will be managed during construction in the Construction Environmental Management Plan. - a requirement to take all reasonable steps to minimise dust generated during works.
<i>Contamination</i> - potential for the presence of hazardous materials in the buildings to be demolished adjacent to Henrietta Street. - further information is required, including a DSI, RAP, Validation Assessment, and SAS	<i>Assessment</i> - residential land use is generally not considered high-risk for contamination, as it typically involves lower levels of pollutants compared to industrial or commercial sites. However, potential contaminants such as asbestos and lead-based paint can still be present in older residential buildings. - a Preliminary Site Investigation (PSI) and a Targeted Site Assessment (TSI) was prepared and lodged as part of the application. The EIS indicated that the site may be contaminated by fill materials used during school development, demolition of asbestos-containing structures and the possible historical use of the southeast portion of the site as a tip. - the TSI confirmed that the contamination risk to human health receptors (intrusive commercial workers) at the Site during development and future site users (students / teachers) under the proposed land use as a school is considered to be low, as there is no complete source-pathway-receptor linkage and soil contaminants of potential concern (CoPC) were mostly below the Investigation Level (IL) criteria for human health. - the Applicant has proposed the following mitigation measures: - development activities are to be conducted under a CEMP incorporating an Unexpected Finds Protocol(UFP) - development of a Fill Importation Protocol (FIP) if significant importation of material is required - preparation of an Asbestos Management Plan, a plan for controlling lead disturbance and exposure, and a Safe Work Method Statement for the safe disposal of materials with lead paint once works commence. <i>Conditions include:</i> - preparation of an unexpected finds protocol for contamination which is to be included in the CEMP.
<i>Community engagement</i> concern regarding scope and quality of the Applicant's consultation with local community	<i>Assessment</i> - prior to lodgement of the EIS, the Applicant conducted a door knock to 32 neighbouring residences, offered a survey to surrounding properties within a 500m radius of the school, hosted a community information session, and directly consulted with the developer of the Langlee Apartments. The school also provided a contact email address and a project page on their website. - the Department publicly exhibited the proposed development from 25 October 2024 until 21 November 2024 (28 days) and consulted with council and other relevant authorities. <i>Conditions include:</i> - preparation and implementation of a Community Communication Strategy to facilitate communication between the Applicant, Council and community during the design and construction of the development and for 12 months following the completion of construction.
<i>School operation</i> concern about the increased nighttime use of the school, particularly with the swimming and	<i>Assessment</i> while the proposal introduces new spaces to the College campus, their use will remain consistent with the College's current activities. All activities in these spaces will conclude by 9:00 PM, and outdoor activities will end by

sports venues being used after school hours. • Council requested that the Plan of Management (PoM) be updated to include more detail, including the maximum operating hours, frequency of events, and how amenity impacts, particularly noise after 9pm, will be managed. • concern about Student Behaviour at school arrival and dismissal times, and gardening and streetscape maintenance • request for the provision of affordable housing for staff. • lease of 32 spaces for staff parking in the Langlee Building	dusk. Therefore, the proposal does not increase the nighttime use of the campus beyond what is already occurring. • the Applicant amended the PoM to include the additional information requested by Council. • the PoM outlines the maximum operating hours for school facilities, noting that the hours for existing areas remain unchanged from current operations. It also provides details on the anticipated frequency of events and includes measures to manage potential amenity impacts on the surrounding area. • the school will continue to implement several measures in response to concerns raised about student behaviour during school arrival and dismissal times. These include: - o expanding the current practice of deploying staff in high-visibility vests at key traffic junctions to assist with crossings and improve student safety, in line with measures used by other schools. - o a ban on the use of high-powered e-bikes to support safer and more orderly travel to and from school. - o drawing on existing school resources, such as staff or retired personnel, to help supervise students and encourage appropriate behaviour. - o implementing regular cleanup efforts around the school, particularly on Friday afternoons and at the start of school holidays, to address issues of littering. • the Applicant has committed to the regular upkeep of the external streetscape. This includes ongoing mowing of nature strips, weed control, and routine collection of litter along the school frontage to maintain a tidy and well-presented public interface. • the provision of affordable housing is beyond the scope of this application. • the lease of the additional 32 parking spaces is beyond the scope of the application. <i>Conditions include:</i> • the development must be operated in accordance with the EIS, RfS and supporting documents, including the PoM. • Event plans must be prepared for all school and non-school events where more than 100 people attend.
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