



RESPONSE TO SUBMISSIONS

**ALESCO SENIOR COLLEGE
27 CHAPMAN STREET, CHARLESTOWN
LOTS 18, 19, 20 DP23975**

4 NOVEMBER 2020





The following table and associated attachments is provided to respond to the following submissions:

1. Department of Planning, Industry and Environment letter dated 26 October 2020
2. Lake Macquarie City Council letter dated 20 October 2020
3. NSW EPA letter dated 7 October 2020
4. Hunter Water Corporation correspondence dated 29 September 2020
5. Department of Planning, Industry and Environment (Biodiversity and Conservation Division) letter dated 16 October 2020.
6. Transport for NSW letter dated 16 October 2020

Agency	COMMENT	RESPONSE
Department of Planning and Industry	Earthworks	
	The Environmental Impact Statement (EIS) states that earthworks are necessary to create a level building platform, associated car park and play areas and to meet accessibility requirements. Please detail the extent of earthworks proposed to be carried out on the site and provide an Earthworks Plan that outlines the extent of cut and fill volumes.	Earthworks are minor and limited to the construction of the additional car parking spaces. Refer to the attached updated plan C01 Rev A included in Attachment 1. There is approximately 80m ² of topsoil to be stripped at a nominal 200mm depth, which equates to 16m ³ . This quantity could be reduced depending on the topsoil depth onsite. The material below the topsoil will be cut to fill under the new pavements. No further earthworks are required, as the existing buildings are being re-used.
	Provide final proposed levels in relation to current levels on the site and adjoining sites, including long sections through the site.	Refer to the attached updated civil plans included in Attachment 1. The only change to levels is the additional carparking area. All other levels remain as per existing.
	Confirm whether the disturbed soils would be re-used on the site (i.e. for landscaping) or whether soils would be required to be disposed of off-site.	There is the potential to re-use a portion of the removed topsoil within the landscaping, with the remainder to be classified and exported in accordance with EPA Guidelines.



	Construction noise	
	As the EIS confirms that earthworks are required, the conclusions and recommendations provided in the NIA should be reconsidered and the report revised, where necessary, to account for the potential noise impacts of the onsite earthwork activities.	Earthworks are limited to the construction of the new carparking areas, and accordingly are very minor. It is anticipated that bulk earthworks will only take approximately 1 – 2 days only to complete. Regardless of the minimal nature of the earthworks, the Noise Impact Assessment includes a detailed analysis of how to manage construction noise and vibration on site in Section 5 – Construction Noise & Vibration Management Plan.
	Outdoor recreation	
	Provide further information in relation to the school's outdoor recreation arrangements, including the specific locations (i.e. Council parks and playing fields) that would be utilised by the school, the frequency of use and the means of transporting students and staff to and from these off-site locations.	Alesco Senior College caters for students who have a disadvantaged background, mental health issues and struggle to fit into a mainstream school. Accordingly, they are typically introverted and attending school at all is a regular challenge. Due to this introverted nature of the student base, outdoor recreation, while encouraged, is typically minimal. The Multi-Purpose Centre provides for recreational opportunities indoors, and any outdoor recreation requirements would be infrequent and would be in proposed to be more of an outdoor learning environment, possibly in Council parks. Alesco schools do not hold athletics carnivals and the like, due to the specific requirements of their students. The proposed courtyards provide for opportunities for outdoor learning and gathering.
	Transport	
	Address the draft Charlestown Transport Management Plan, prepared by Council, including how the proposed school may benefit from the strategies and actions proposed under the draft plan.	The draft Charlestown Transport Management Plan has been reviewed, and the strategies noted by Council have been noted. Council's plans for an improved Parking Strategy, as well as improved public



		<p>transport and bus links will assist in the School being accessible for Alesco Senior College students and staff. The proximity of the site to the centre of Charlestown means that the School will benefit from the measures being proposed by Council in this Plan.</p>
	<p>Update and prepare a comprehensive Green Travel Plan in accordance with the recommendations provided in the submission from Transport for NSW.</p>	<p>It is acknowledged that Transport for NSW (TfNSW) have requested the Green Travel Plan be included in Attachment G of the Traffic Impact Assessment to be updated in consultation with TfNSW prior to the release of the Occupation Certificate for the project. The suggestions in the TfNSW submission appear to be general in nature, and not all suggestions are suitable or relevant. For example, due to the typical socio-economic demographic of Alesco students, e-charging stations for e-bikes would not be required, and end of trip facilities for staff would have the potential to discourage students from attending school due to the small nature of the School, and the limited opportunities for staff End of Trip facilities being provided in a discreet location away from students.</p> <p>It is further noted that Lake Macquarie City Council support the Green Travel Plan in its current form.</p> <p>As Council appear satisfied with the Green Travel Plan in its current form, and TfNSW have requested the Green Travel Plan to be updated as a condition prior to the Occupation Certificate, it is requested that the consultation with TfNSW and any updates to the Green Travel Plan is carried out at that stage.</p>



Lake Macquarie City Council	Signage	
	The EIS states that the proposal does not seek detailed planning approval for any signage. It is therefore requested that the “New Signage” notations and proposed signage zones shown on the architectural plans submitted for approval be removed (specifically for DA-2001 and DA-3001) and these plans re-issued as part of the Response to Submissions	A detailed assessment of the signage against the requirements of SEPP64 – Advertising and Signage has been completed. Accordingly, it is now requested that the proposal does seek planning approval for the signage.
	Landscaping	
	<p>The Landscape Plan should include more periphery plantings including:</p> <ul style="list-style-type: none"> • A minimum of one 75 litre planted on the south western corner of the site and eastern side of the pedestrian ramp; • A minimum of two 75 litre trees planted within the front setback to Chapman Street • One 75 litre street tree that is centred between the existing inlet pit and driveway on St Albans Close. The street tree shall be species Eucalyptus sideroxylon ‘Rosea’ planted as per LSD-PLA-02 of Lake Macquarie City Council Standard Landscape Drawings (Tree pit with stakes in turf verge) 	Refer to the updated Landscape Plans included in Attachment 2 to this document, which now show the trees as requested by Council.
	The existing street tree on Chapman Street and trees on the south-eastern corner shall be retained and protected from all construction works and impacts.	Noted
	Noise	
	<p>The conditions of consent are recommended to maintain the acoustic amenity of the area in relation to:</p> <ul style="list-style-type: none"> • Noise – Entertainment • Noise – Ongoing Operation of Machinery, Plant and Equipment • Acoustic Certification 	Noted



	<ul style="list-style-type: none"> Noise – Ongoing Operation of Machinery, Plant and Equipment 	
	Crime Risk Assessment	
	Include a Crime Risk Assessment prepared in accordance with Council's DCP, and the guidelines provided by Department of Urban Affairs and Planning	Refer to the Crime Risk Assessment included in Attachment 3 to this document.
	Traffic and Parking	
	Consider promoting drop-off at other locations around Charlestown, as identified in the TMP, to minimise traffic congestion in St Albans Close.	Noted. In the unlikely event that traffic congestion becomes a problem, this strategy could be included in the school's management procedures at that time.
	Pedestrians and Cyclists	
	The existing footpath is in poor condition and may require replacement.	The footpath appears to be in reasonable condition in its current form. In our opinion, replacing the footpath is not required.
Environmental Protection Agency	The EPA has no comment on the proposal and no further consultation is required.	Noted
Hunter Water	Section 50 certificate will be required following issue of consent	Noted
Biodiversity and Conservation Division	No further biodiversity assessment flooding assessment is required.	Noted
TfNSW	The applicant be conditioned to prepare a Green Travel Plan in consultation with TfNSW for the proposed development which must be approved by the Consent Authority.	Noted – refer to comments above regarding the Green Travel Plan.
	Additional bicycle parking spaces should be installed and end of trip facilities provided.	A designated bicycle parking area is indicated to the east of the student amenities area. Additional bike storage is available within the Multi-Purpose centre and its Breezeway to the west, which is secure, open-plan, will be used infrequently for recreation and presentation purposes, and is a large space, being



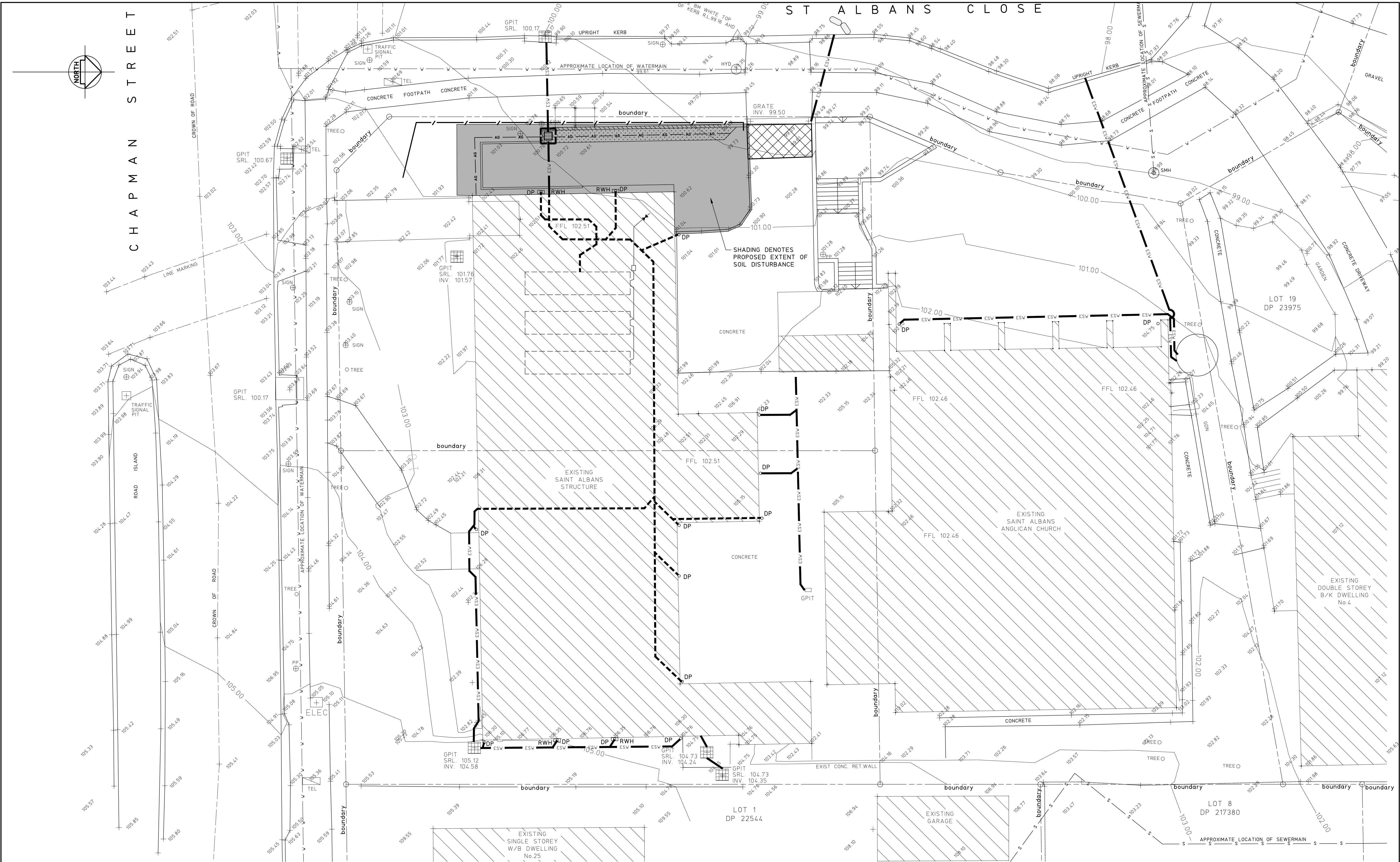
		<p>approximately 295m² in area. This area provides the ideal space for day-to-day bicycle storage for students.</p> <p>As noted above, end of trip facilities for staff would have the potential to discourage students from attending school due to the small nature of the school, and the limited opportunities for staff End of Trip facilities being provided in a discreet location away from students. Students are often present in staff areas due to the caring environment, and mentoring that the school offers. Including end of trip facilities in staff areas where anxious students could potentially witness staff entering and existing changing and shower facilities may discourage the personal staff-to-student interaction, which is a crucial component of the alternative learning environment that Alesco Senior College staff provide for vulnerable and disadvantaged students.</p>
	<p>It is recommended that the travel plan is updated to include:</p> <ul style="list-style-type: none">• A mode share commitment with emphasis towards high use of sustainable transport modes/ choices• The appointment of a Travel Coordinator responsible for the implementation, evaluation and revision of the travel plan• Assessment of existing sustainable transport opportunities such as walking/ cycle routes and public transport options• Provide details on any increase in numbers of staff and students in relation to current employment and enrolment rates• Conduct a survey of students within walking and cycling distance to school	<p>As noted above, TfNSW have requested that prior to the issue of the first Occupation Certificate, the Green Travel Plan should be updated in consultation with TfNSW.</p> <p>The Applicant is happy for this Condition to form part of the consent, and will liaise with TfNSW during the works as required.</p> <p>It is noted that the suggestions listed by TfNSW appear to be general in nature, and not all suggestions are suitable or specifically relevant in this case. For example, due to the typical socio-economic demographic of Alesco students, e-charging stations for e-bikes would not be utilised, and end of trip facilities are not</p>



	<p>e.g. within the reasonable walking and cycling catchments</p> <ul style="list-style-type: none">• Promote the SSTS scheme and encourage eligible students to sign up and use public transport• Provide details of school operational hours, including extra-curricular activities• Include details of end of trip facilities including location, number of bike parking spaces, storage facilities and e-charging stations;• Identify targeted behaviour change strategies for staff, students and parents that respond to barriers to their making sustainable transport trips;• Include details and samples of Travel Surveys, as well as proposed monitoring and evaluation; and• Provide details of the proposed Travel Access Guide for students, staff and parents.	<p>appropriate in this instance for the reasons outlined above.</p>
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ATTACHMENT 1 – UPDATED CIVIL PLANS

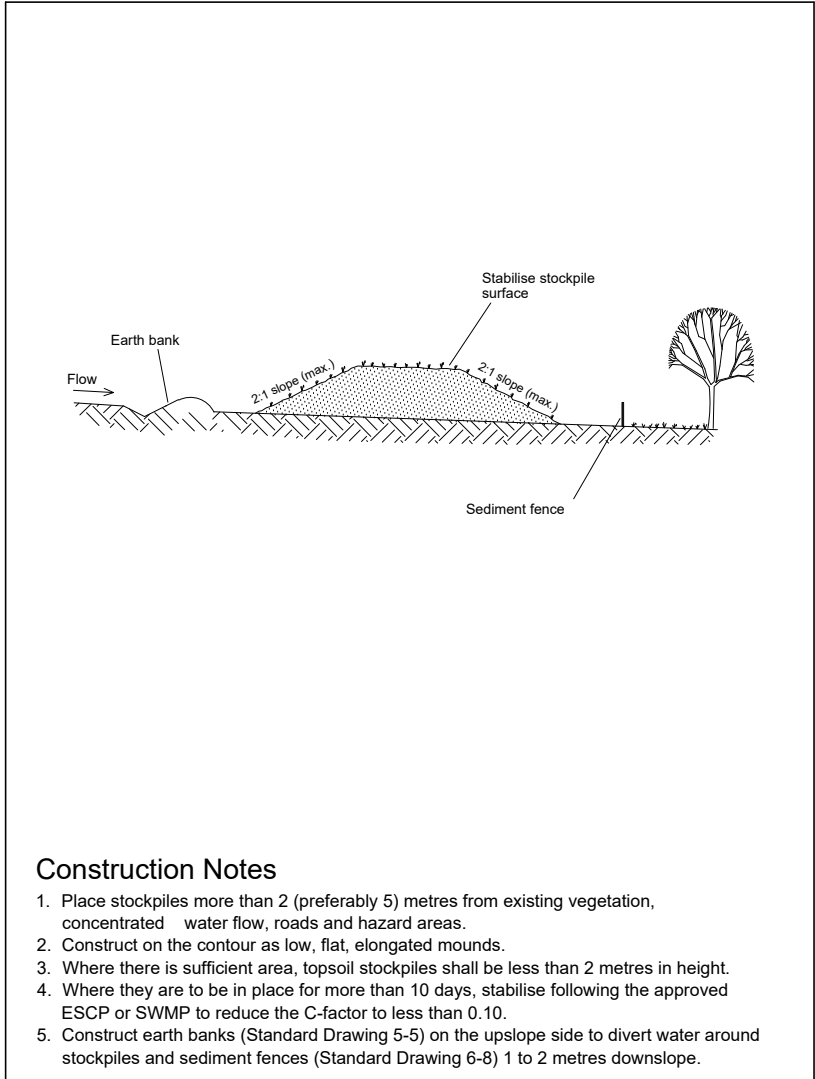


SEDIMENTATION AND EROSION CONTROL PLAN

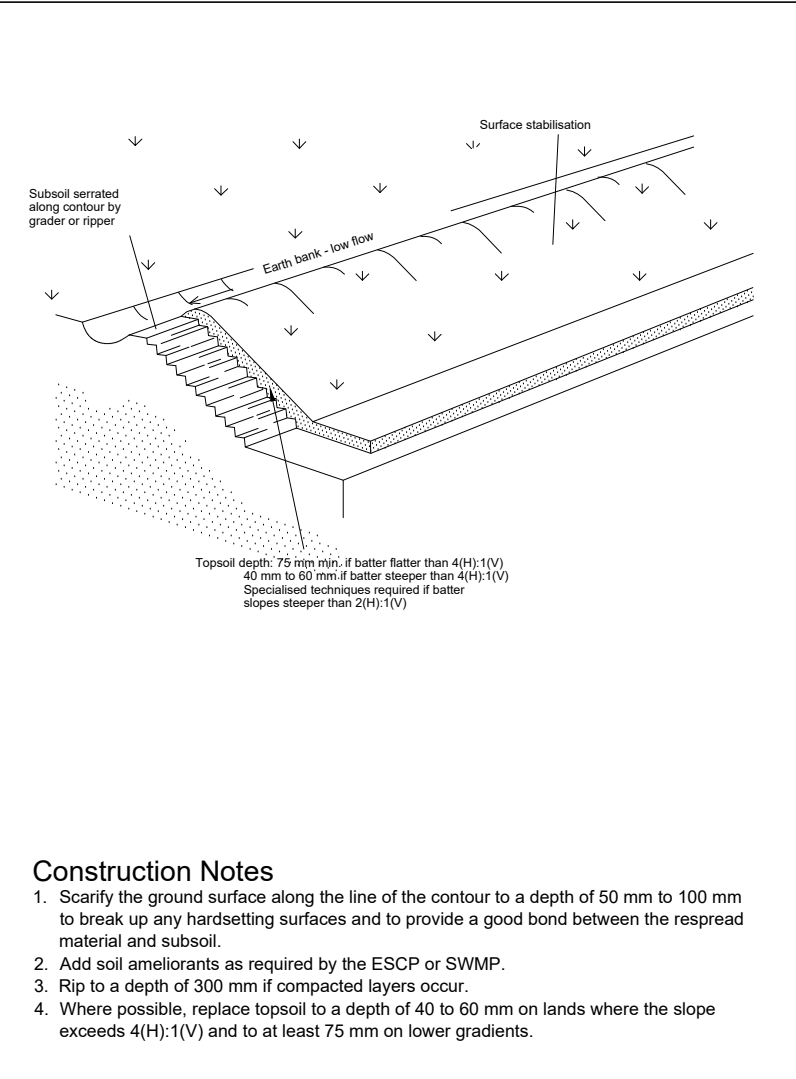
SCALE 1:100
SEDIMENTATION AND EROSION CONTROL NOTES
REFER TO DRAWING C02 FOR SEDIMENTATION AND EROSION CONTROL NOTES AND LEGEND

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A		CONSTRUCTION CERTIFICATE		26.10.20		TITLE		Scales		JOB No		No in SET	
0		FOR APPROVAL		27.08.20		SEDIMENTATION AND EROSION CONTROL PLAN		1:100		210072		10	
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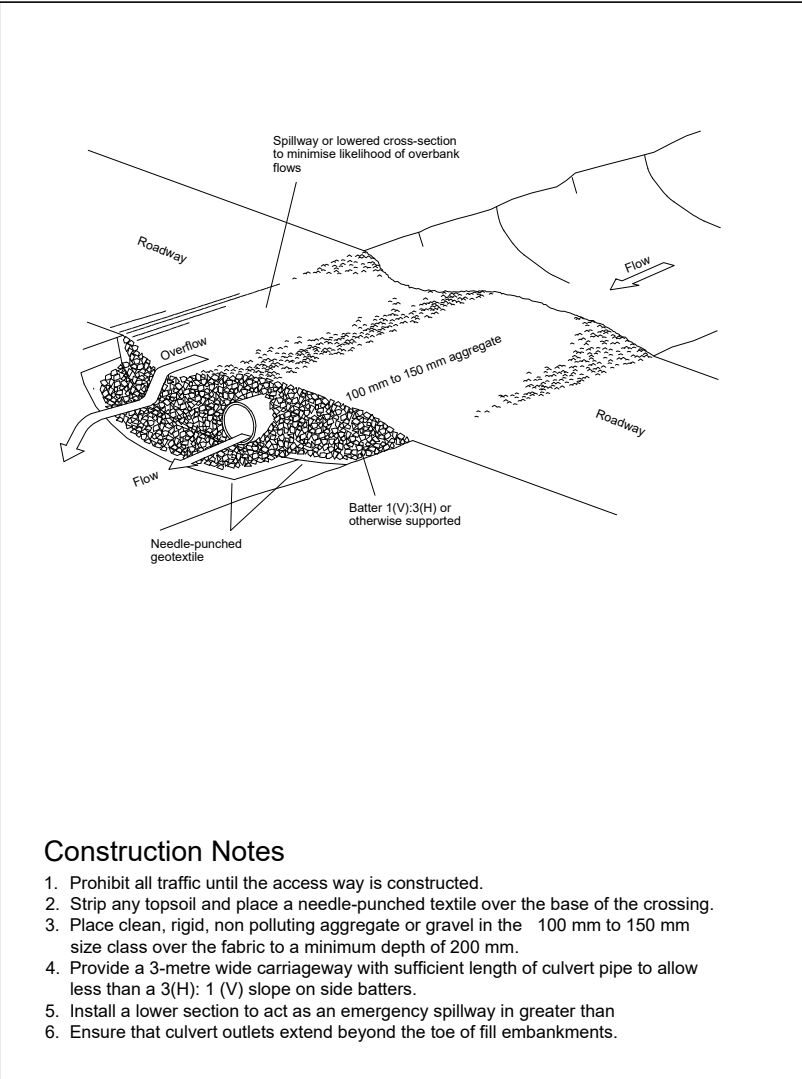
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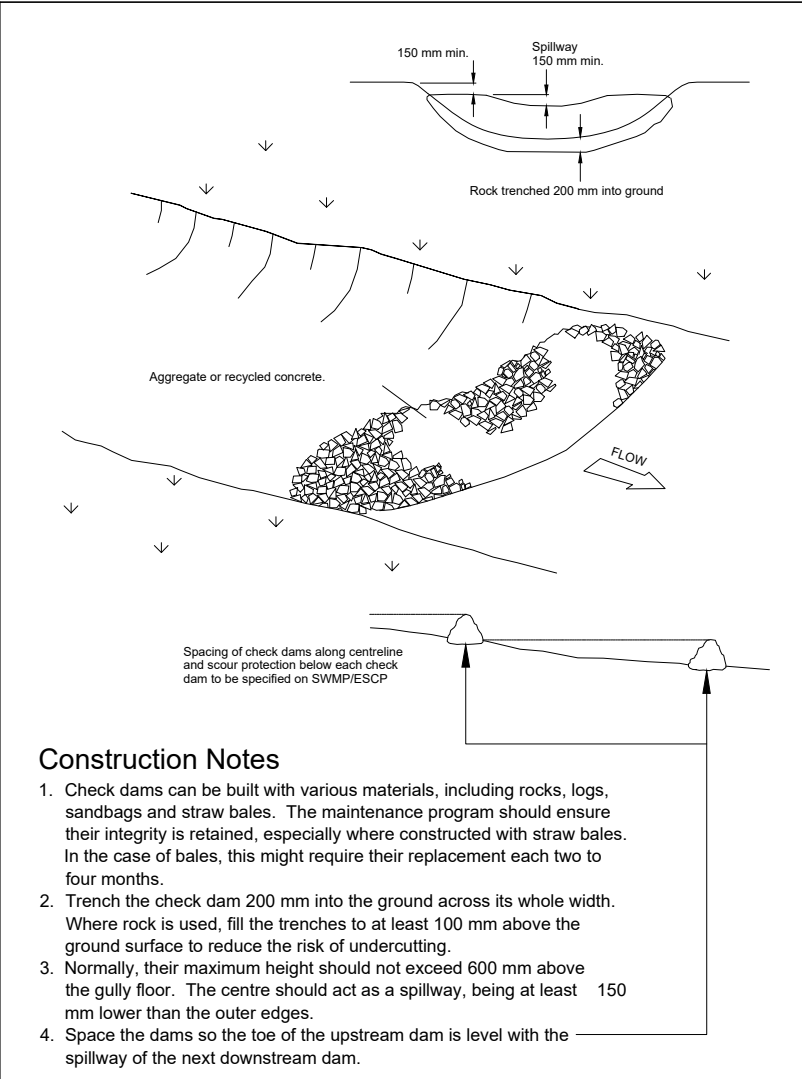
STOCKPILES SD 4-1



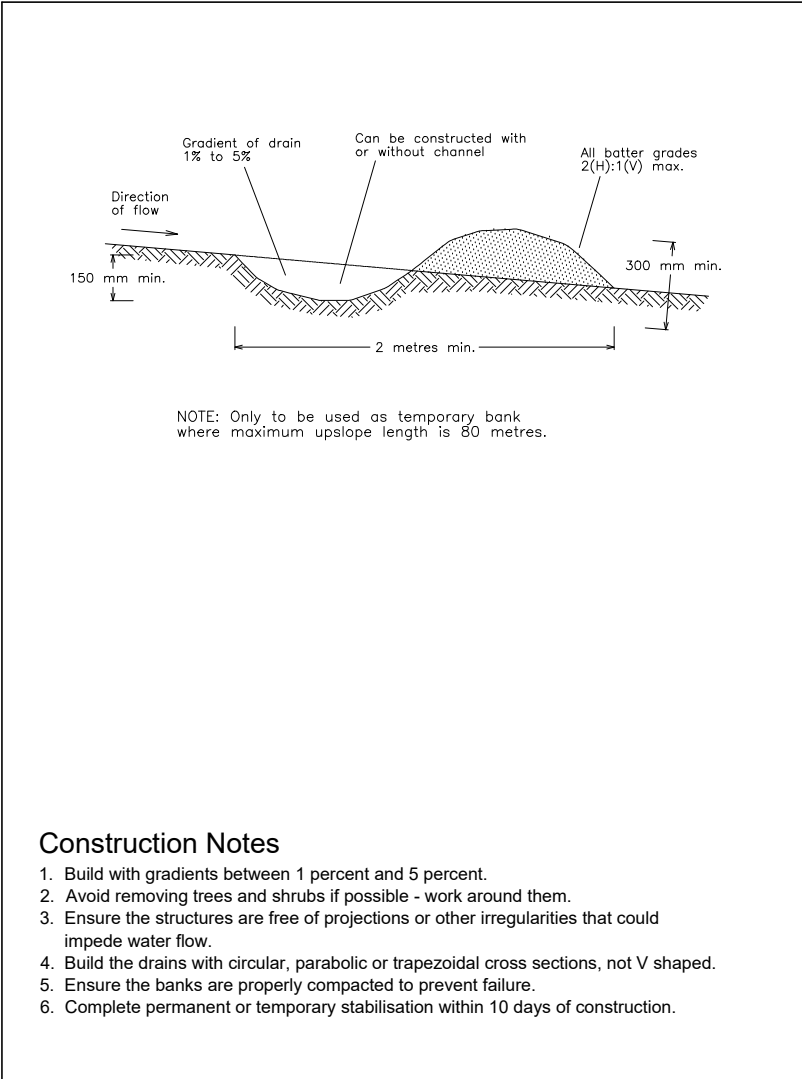
REPLACING TOPSOIL SD 4-2



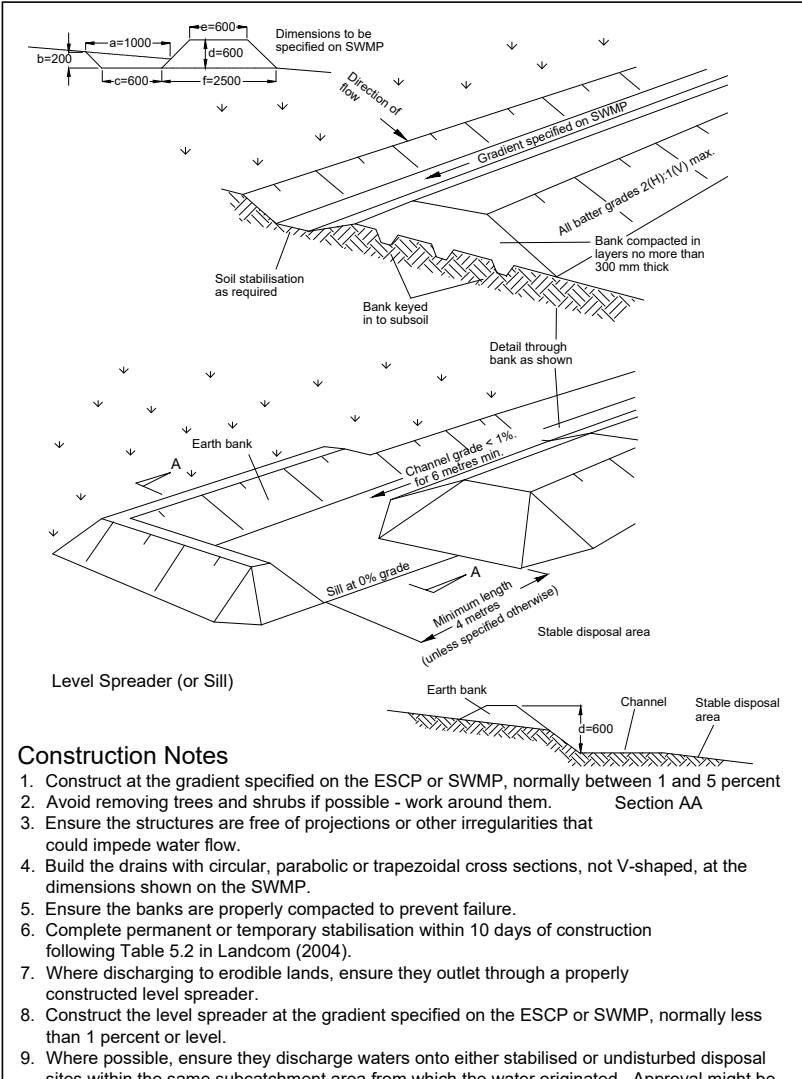
TEMPORARY WATERWAY CROSSING SD 5-1



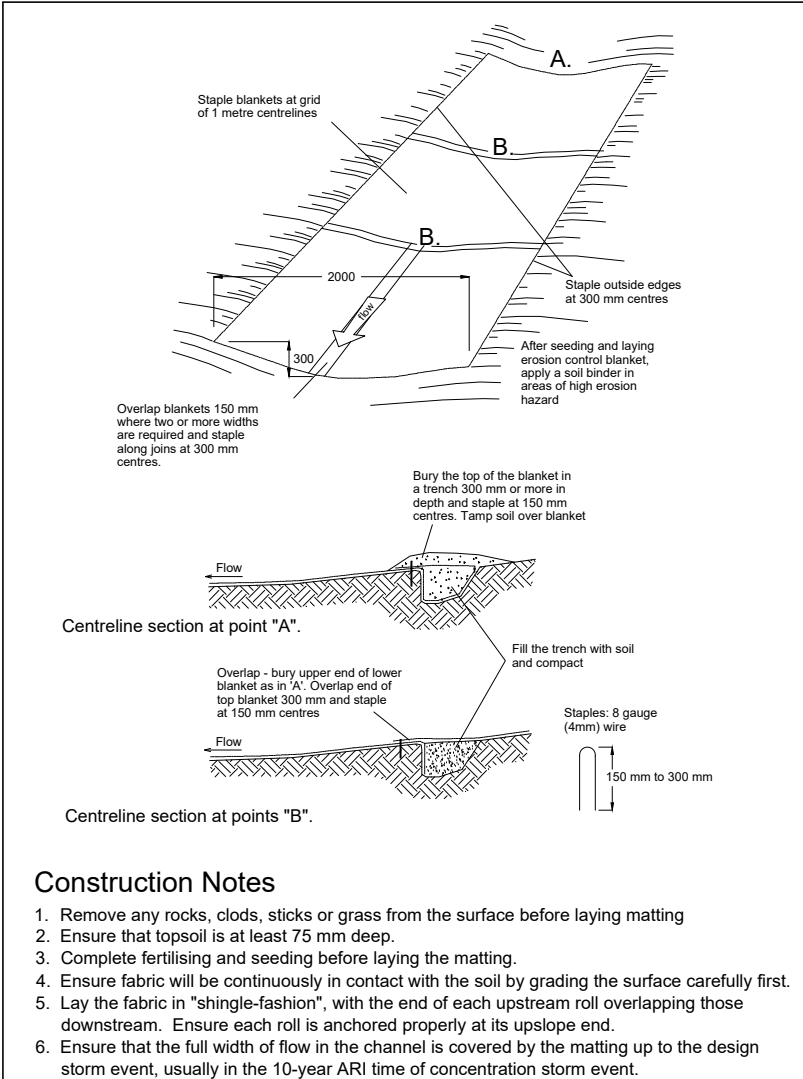
ROCK CHECK DAM SD 5-4



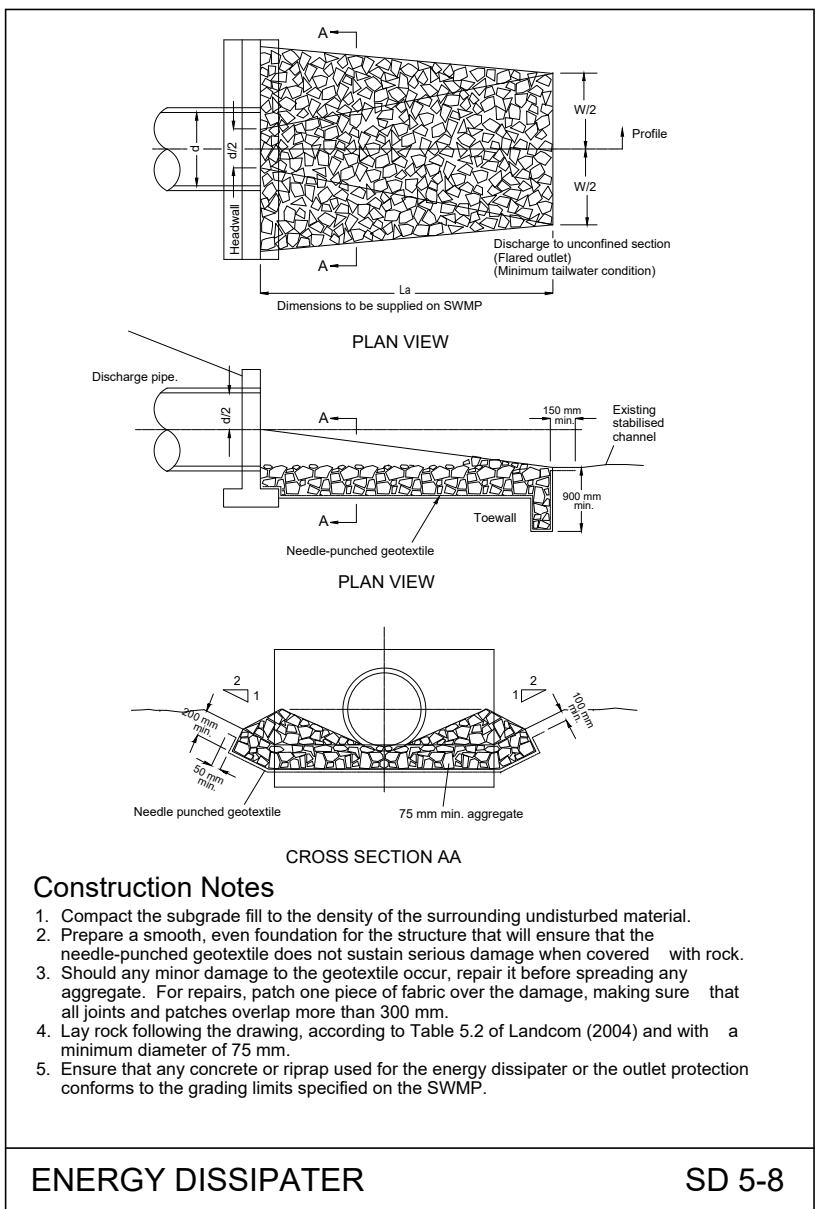
EARTH BANK (LOW FLOW) SD 5-5



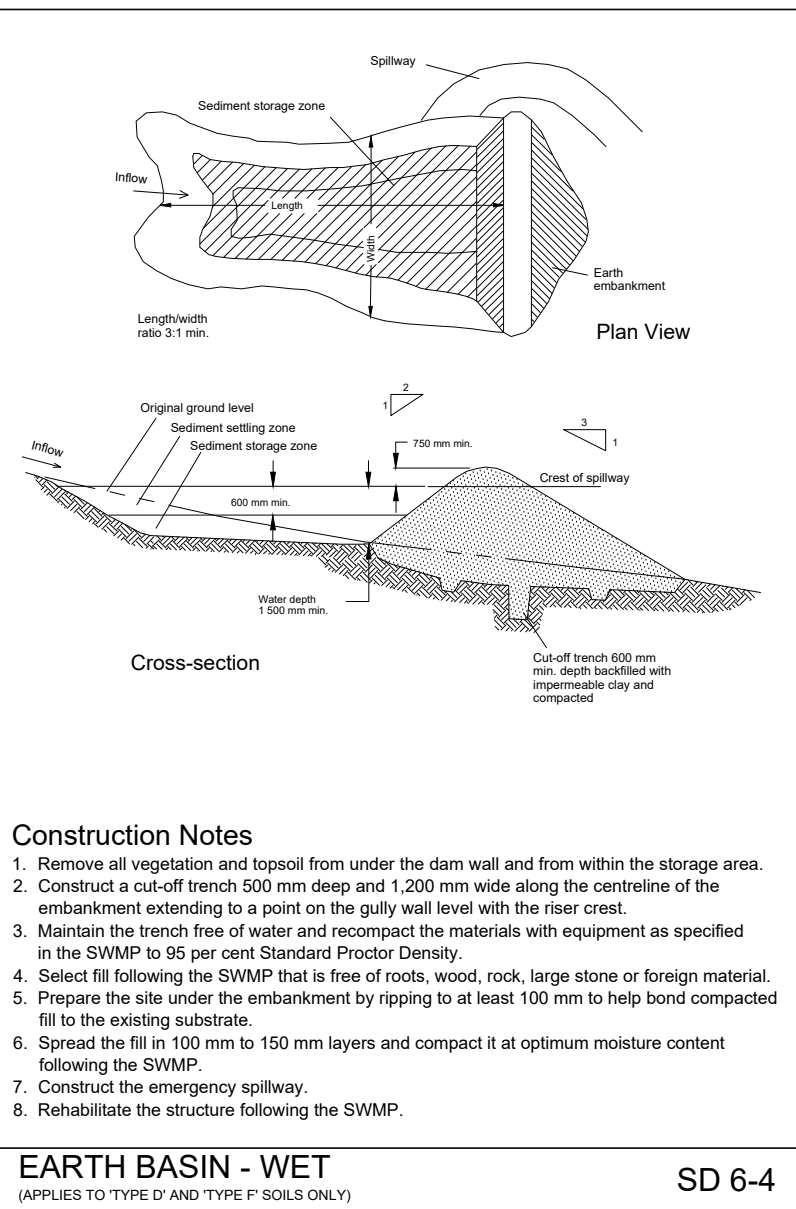
EARTH BANK (HIGH FLOWS) SD 5-6



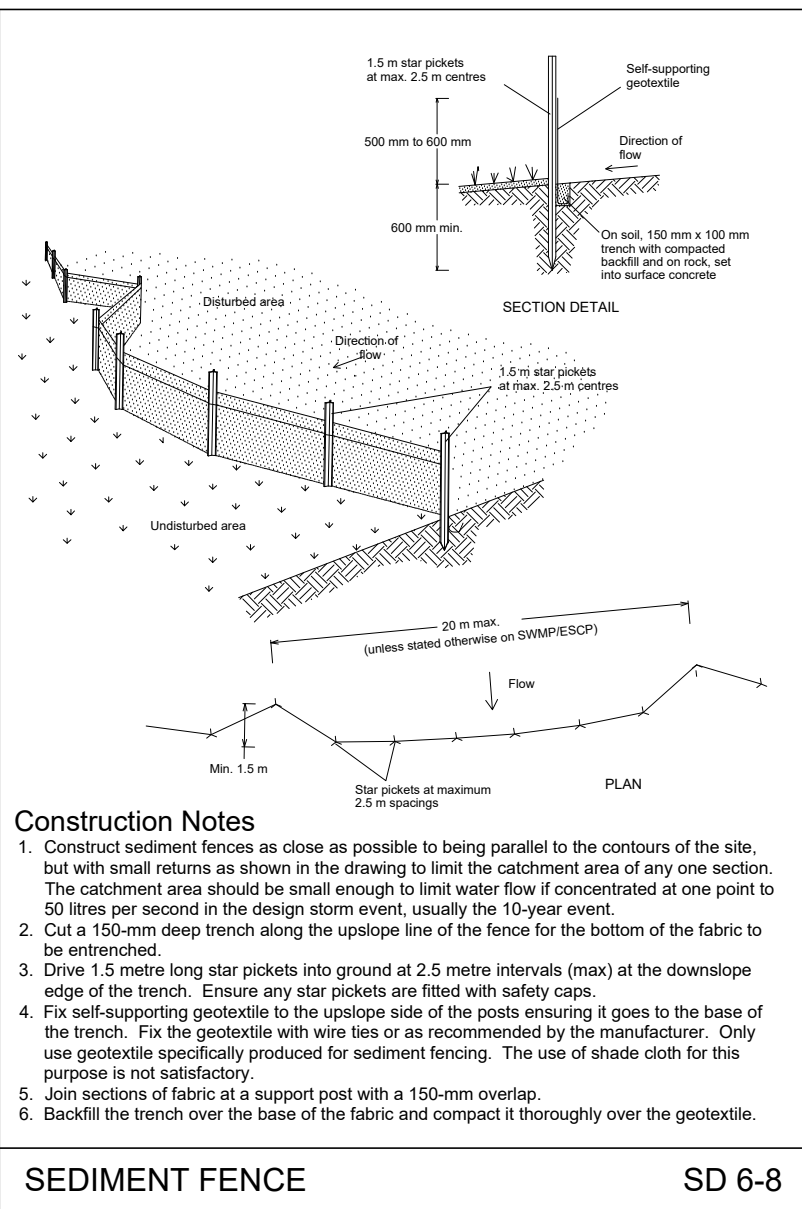
RECP : CONCENTRATED FLOW SD 5-7



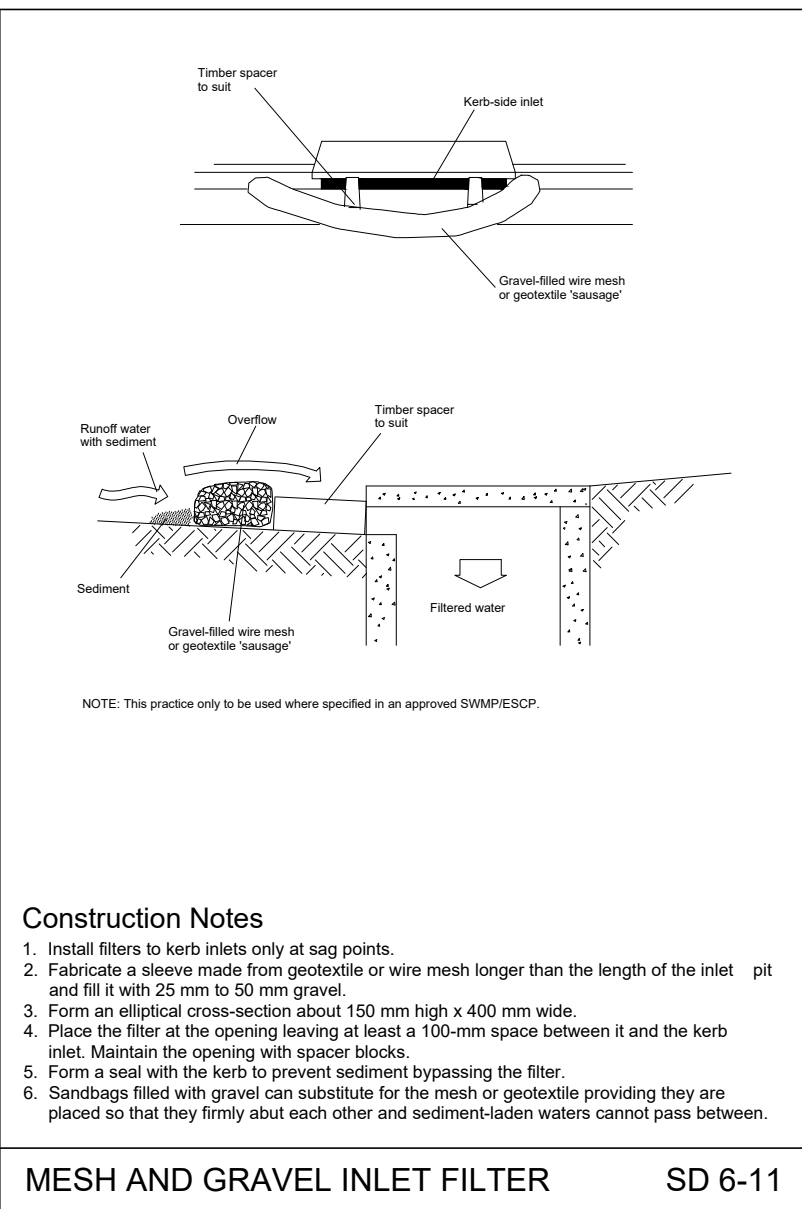
ENERGY DISSIPATER SD 5-8



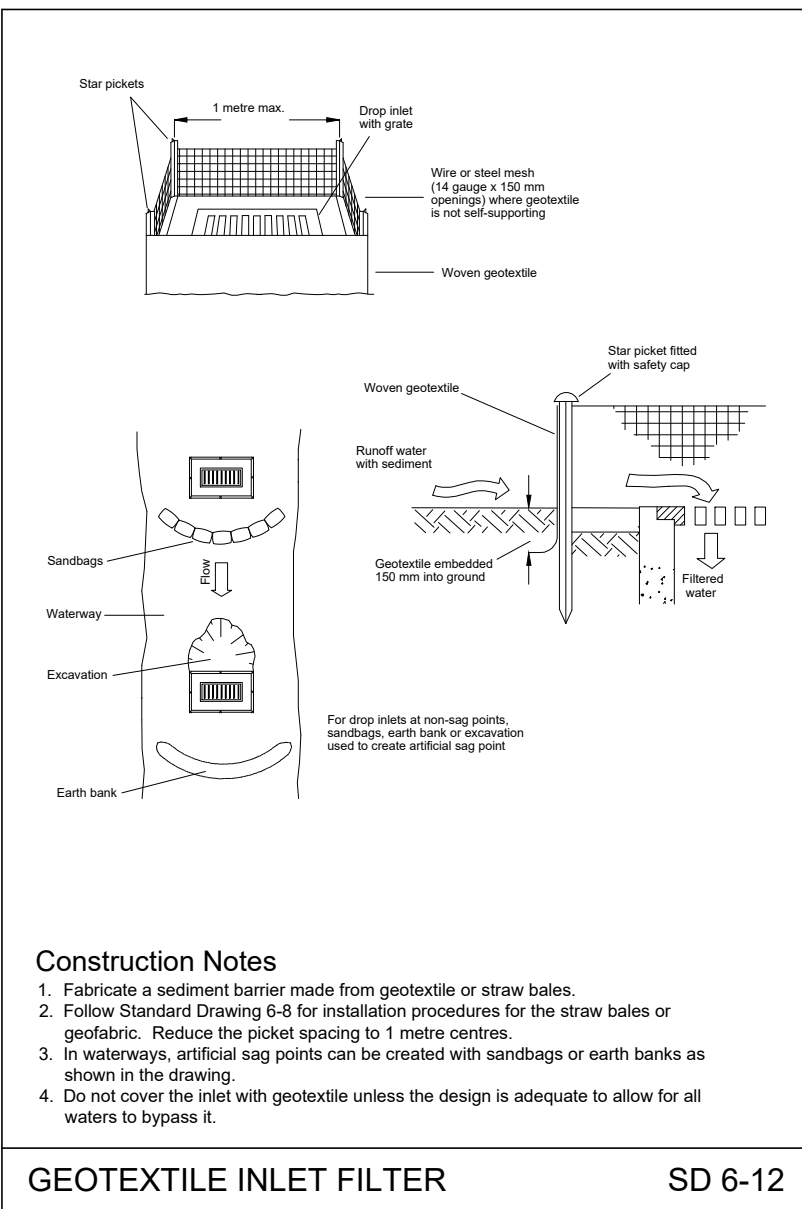
EARTH BASIN - WET SD 6-4



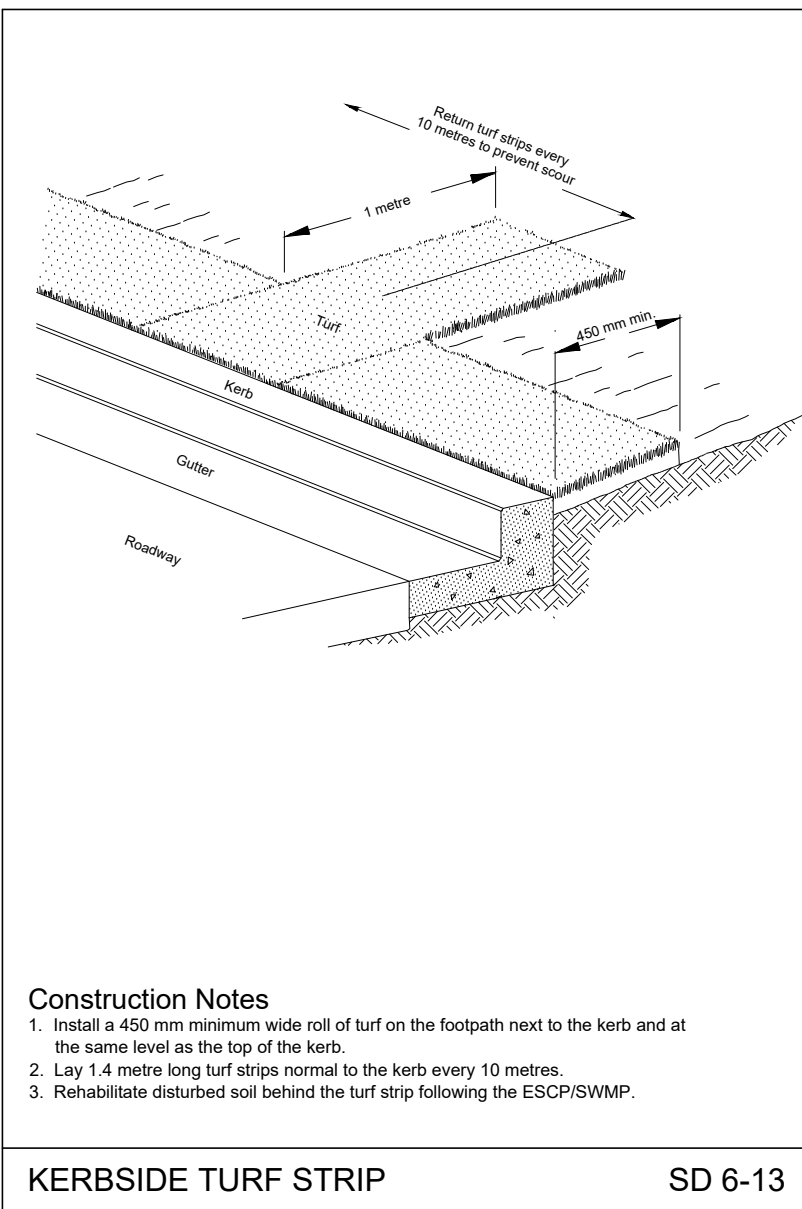
SEDIMENT FENCE SD 6-8



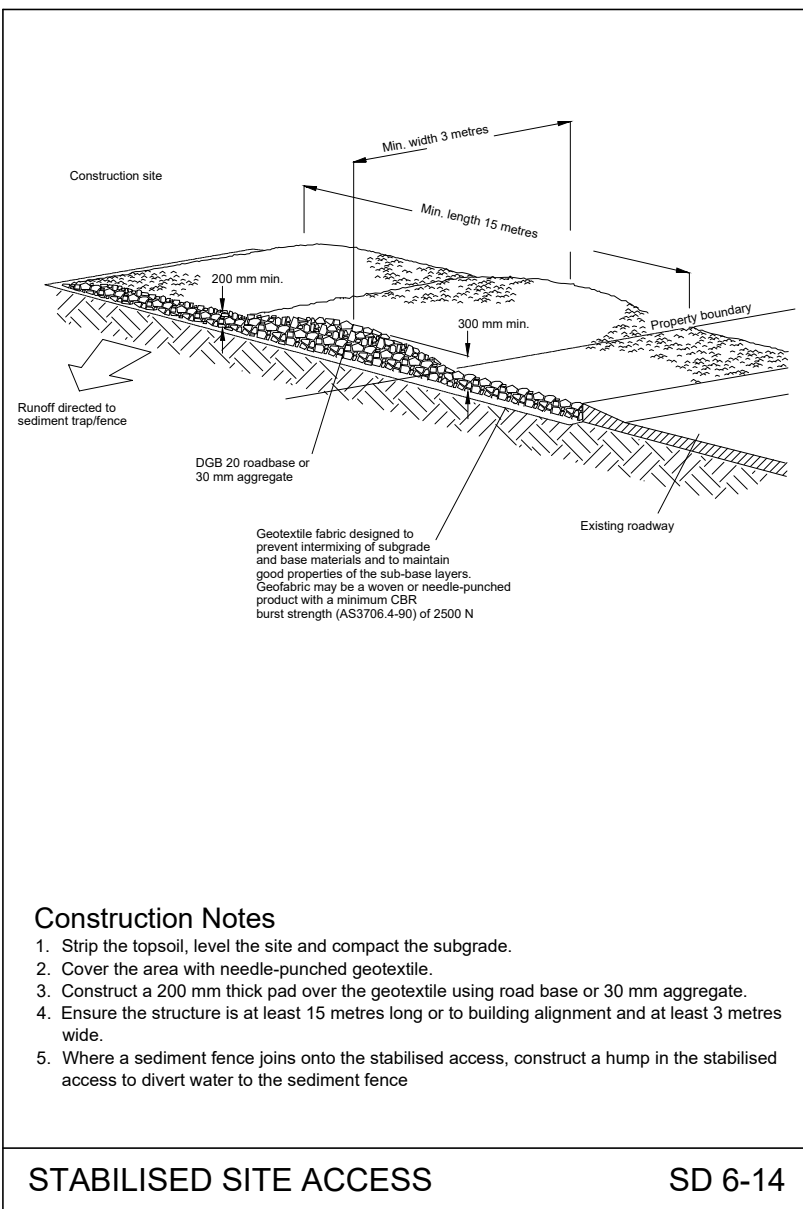
MESH AND GRAVEL INLET FILTER SD 6-11



GEOTEXTILE INLET FILTER SD 6-12



KERBSIDE TURF STRIP SD 6-13



STABILISED SITE ACCESS SD 6-14

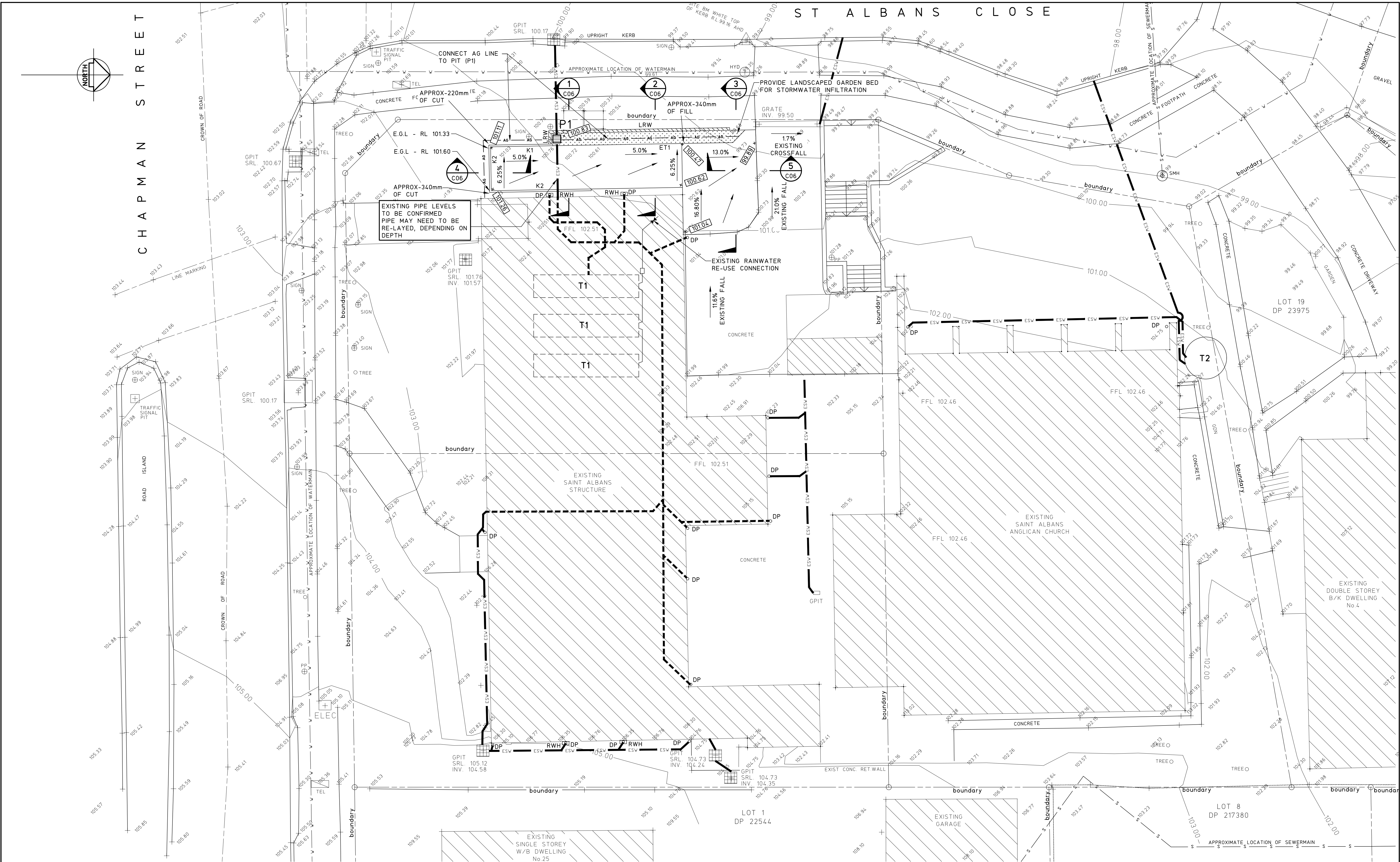
SEDIMENTATION AND EROSION CONTROL DETAILS

SEDIMENTATION AND EROSION CONTROL NOTES

1. SELECTIVE CLEARING OF VEGETATION TO BE RESTRICTED TO NOMINATED AREAS WITH CLEARED VEGETATION WIND ROWED ON THE CONTOUR.
2. ALL EROSION AND SEDIMENT CONTROL MEASURES TO BE INSTALLED PRIOR TO SITE DISTURBANCE.
3. TOPSOIL FROM ALL AREAS THAT WILL BE DISTURBED TO BE STRIPPED AND STOCKPILED AT THE NOMINATED SITE.
4. NO MORE THAN 150mm OF TRENCH TO BE OPEN AT ANY ONE TIME.
5. CUT AND FILL BATTER GRADIENTS OF 1:2 (MAXIMUM).
6. A STRIP OF TURF 450mm WIDE IS TO BE PLACED IMMEDIATELY BEHIND THE KERB ON ALL NEW ROAD TO ACT AS A FILTER TRAP. REFER TO DETAIL SD6-13.
7. ALL SEDIMENT CONTROL STRUCTURES TO BE INSPECTED BY SITE SUPERVISOR AFTER EACH RAINFALL EVENT FOR STRUCTURAL DAMAGE AND ALL TRAPPED SEDIMENT TO BE REMOVED TO A NOMINATED STOCKPILE SITE.
8. THE PROJECT MANAGER TO INFORM ALL CONTRACTORS AND SUB-CONTRACTORS OF THEIR OBLIGATIONS UNDER THE EROSION AND SEDIMENT CONTROL PLAN.
9. NO DISTURBED AREA IS TO REMAIN DENUDE LONGER THAN 14 DAYS.
10. ALL FILLS ARE TO BE LEFT WITH A LIP AT THE TOP OF THE SLOPE AT THE END OF EACH DAY'S OPERATION.
11. THE CONTRACTOR MUST ENSURE THE SUITABILITY AND INTEGRITY OF ALL WORKS AT THE END OF EACH DAY'S WORK.
12. ORANGE BARRIER TAPE TO BE AFFIXED TO TOP OF SEDIMENT CONTROL BARRIER TO IDENTIFY WORK AREA.
13. ALL SEDIMENTATION & EROSION CONTROL MEASURES ARE TO STRICTLY COMPLY WITH THE GUIDELINES DETAILED IN THE DEPARTMENT OF HOUSING PUBLICATION, "MANAGING URBAN STORMWATER - SOILS AND CONSTRUCTION", 4TH EDITION.
14. WATER TRUCKS TO BE USED AS REQUIRED TO PREVENT WIND EROSION.
15. SUBGRADE MATERIAL TO BE CONSTRUCTED IMMEDIATELY FOLLOWING FILL.

LEGEND	
	DENOTES SEDIMENT FENCE, REFER TO DETAIL SD6-8
	DENOTES MESH AND GRAVEL INLET FILTER, REFER TO DETAIL SD6-11
	DENOTES GEOTEXTILE INLET FILTER, REFER TO DETAIL SD6-12
	DENOTES STABILISED SITE ACCESS, REFER TO DETAIL SD6-14

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A CONSTRUCTION CERTIFICATE		26.10.20		TITLE		DRAWN C.W.	
O FOR APPROVAL		27.08.20		SEDIMENTATION AND EROSION CONTROL PLAN		ENGINEER B.C.	
ISSUE		DATE	DATE OF RELEASE	RESPONSIBLE PRINCIPAL SIGNATURE		No in SET 10	
REASON FOR ISSUE				ISSUE		SHEET A1	
						DO NOT SCALE DRAWING	
						JOB No 210072	
						DRAWING No C02	
						ISSUE A	



STORMWATER PLAN

SCALE 1:100
STORMWATER NOTES
REFER TO DRAWING C04 FOR STORMWATER NOTES, PIT SCHEDULE AND LEGEND

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A CONSTRUCTION CERTIFICATE		26.10.20		26.10.20		TITLE STORMWATER PLAN				No in SET 10		SHEET A1	
O FOR APPROVAL		27.08.20								JOB No 210072		DRAWING No C03	
ISSUE		REASON FOR ISSUE		DATE		DATE OF RELEASE						ISSUE A	

FULL SIZE ON ORIGINAL 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 cm

1. ALL WORKS TO BE IN ACCORDANCE WITH AS3500.3.
2. ALL PIPES TO HAVE A 1% MINIMUM FALL U.N.O.
3. ALL DOWNPIPES (DP) TO BE SPECIFIED BY ARCHITECT. FOR EXACT LOCATION OF DOWNPIPES, REFER TO ARCHITECTURAL DRAWINGS.
4. ALL PIPES TO BE UPVC U.N.O
5. ALL UPVC PIPES TO BE SEWER GRADE AND TO AS1260.
6. ALL REINFORCED CONCRETE PIPES (RCP) TO BE SPIGOT AND SOCKET TYPE WITH RUBBER RINGS CLASS 2 TO AS4058.
7. PITS TO BE C14 REINFORCED PRE-CAST CONCRETE PITS OR EQUIVALENT PROPRIETARY PITS.
8. ALL LIDS AND GRATES TO BE PROPRIETARY HEAVY DUTY IN AREAS OF VEHICULAR TRAFFIC, LIGHT DUTY ELSEWHERE, IN ACCORDANCE WITH AS3996.
9. MINIMUM COVER TO STORMWATER PIPES TO BE AS FOLLOW U.N.O:
TRAFFICABLE AREAS - 450mm, LANDSCAPED AREAS - 300mm.
PIPES TO BE CONCRETE ENCASED IF MINIMUM COVERS CANNOT BE OBTAINED IN TRAFFICABLE AREAS, REFER TO CLAUSE 3.8 AS3500.3. ALTERNATIVELY USE UPVC SEWER GRADE PIPES UNDER ROAD AND BUILDINGS.
10. PROVIDE 100% AG DRAINS IN FILTER SOCKS TO ALL LANDSCAPED AREAS, PLANTER BEDS AND STORMWATER PIPE TRENCHES.
ALL AG DRAINS TO BE BEDDED IN COARSE AGGREGATE AND TO BE CONNECTED TO STORMWATER SYSTEM.
11. ALL PITS, DETENTION TANKS AND PROPRIETARY POLLUTION CONTROL DEVICES TO BE CLEANED OF SEDIMENT AT 3 MONTH MAXIMUM INTERVALS.
12. ALL EXISTING SERVICES TO BE LOCATED PRIOR TO COMMENCEMENT OF WORK.
13. ANY FOOTPATHS, KERB AND GUTTER OR ROADWAY DISTURBED BY WORKS TO BE REINSTATED TO CURRENT COUNCIL REQUIREMENTS.
14. PROVIDE ACCESS LADDER TO TANK AS REQUIRED, REFER TO AS1657.

	NOTES	STORMWATER PIPE
	NOTES	EXISTING INGROUND PVC STORMWATER PIPE, 90Φ U.N.O.
	NOTES	EXISTING SUSPENDED FROM FLOOR FRAMING PVC STORMWATER PIPE, 90Φ U.N.O.
	NOTES	EXISTING CONTOUR
	NOTES	EXISTING LEVELS
	NOTES	DESIGN SPOT LEVELS
K1	NOTES	150 WIDEx150 HIGH KERB, REFER TO DRAWING C06 FOR DETAILS
K2	NOTES	150 WIDE x 300 HIGH KERB WITH DROP EDGE REFER TO DRAWING C06 FOR DETAILS
ET1	NOTES	300 WIDE EDGE THICKENING REFER TO DRAWING C06 FOR DETAILS
	NOTES	LANDSCAPE RETAINING WALL 340 MM HIGH, TO MANUFACTURERS SPECIFICATIONS
DP ○	NOTES	EXISTING DOWNPIPE
RWH DP	NOTES	EXISTING DOWNPIPE AND METAL RAINWATER HEAD
	NOTES	DIRECTION OF SURFACE FLOWS
	NOTES	100Φ AG DRAIN IN FILTER SOCK

T2 DENOTES EXISTING ABOVE GROUND
RAINWATER STORAGE TANK 2400 DIA,
WITH 5000 LITRE STORAGE CAPACITY


PIT No.	SIZE	TYPE	SURFACE LEVEL S.L.	INVERT LEVEL I.L.
P1	600x600	GRATED PIT	100.83	100.23 T.B.C.

NOTE
ALL STRIP DRAINS AND AG LINE
BEHIND RETAINING WALLS (LRW)
AND KERBS ('K') TO CONNECT TO
STORMWATER SYSTEM TYPICAL



FULL SIZE ON ORIGINAL 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 cm



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A CONSTRUCTION CERTIFICATE FOR APPROVAL		26.10.20	26.10.20									SCALE 1:100	JOB No 210072	DRAWING No C05	ISSUE 10
ISSUE		REASON FOR ISSUE	DATE	DATE OF RELEASE	RESPONSIBLE PRINCIPAL SIGNATURE	ISSUE									

FULL SIZE ON ORIGINAL 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 cm

SITE PREPARATION NOTES

1. REMOVE TOPSOIL AND ALL OTHER DELETERIOUS MATERIALS.
2. FOOTINGS TO BE FOUNDED ON FIRM NATURAL CUT GROUND, NOT FILL.
3. ANY SOFT AREAS ENCOUNTERED TO BE REMOVED AND REPLACED WITH COMPACTED FILL.
4. ANY FILL MUST BE PLACED IN 150mm MAXIMUM LAYERS AND COMPACTED TO A RELATIVE DRY DENSITY OF 98% TO AS 1289.5.1.1. BUILDING CONTRACTOR TO PROVIDE COMPACTION TEST RESULTS TO MPC FOR REVIEW PRIOR TO POURING CONCRETE.

EXTERNAL PAVEMENT NOTES

1. PROVIDE 10 ABELFLEX WHERE SLABS ABUT BRICKWORK AND POURED SLABS ETC.
2. JOINTS IN STRUCTURAL PAVEMENT SLAB UNDER TO BE REFLECTED IN ARCHITECTURAL FINISHES OVER.

 DENOTES 125 MIN THICK SLAB WITH SL82 FABRIC TOP, REFER TO 'CONCRETE PAVEMENT SECTION' FOR DETAILS

CONSTRUCTION NOTES

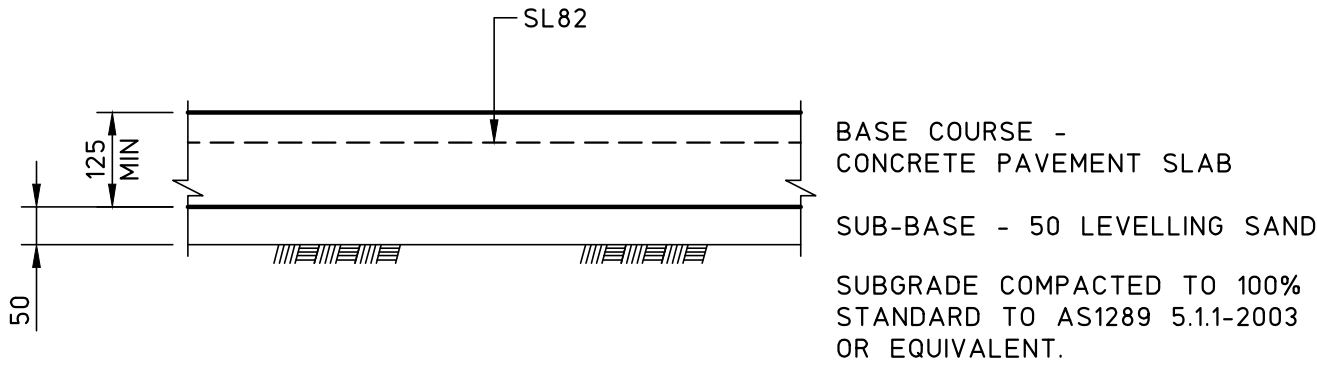
- GENERAL:**
- G1 These drawings shall be read in conjunction with all Architectural & other consultants drawings & specifications and with such other written instructions as may be issued during the course of the contract. (Any discrepancy shall be referred to the Superintendent/Engineer before proceeding with the work. In case of discrepancy, precedence is given to drawings, then notes, then specification.)
 - G2 Materials and workmanship shall be in accordance with the relevant and current SAA codes, Local Government requirements or other relevant Building Authority.
 - G3 All dimensions shown shall be verified by the builder on site. Engineers drawings shall not be scaled.
 - G4 During all stages of construction, the structure shall be maintained in a stable condition with all temporary bracing and support of the structure being the responsibility of the contractor. The determination by the contractor of a safe work method remains the responsibility of the contractor as the documents, drawings and any written instructions, provided by MPC Consulting Engineers during the contract do not describe a work method. The design and installation of any temporary works remains the responsibility of the contractor. Any elements determined by the contractor of posing an unacceptable level of safety risk to construct shall be referred to MPC Consulting Engineers. The Occupational Health and Safety Act and Workcover Codes of Practice shall be complied with.
 - G5 U.N.O. denotes "Unless Noted Otherwise". All dimensions shown are in millimetres U.N.O.
 - G6 This design and issue is based on Architectural Drawings by SKDS ARCHITECTURE.
 - G7 Construction works using these drawings must not commence until the drawings have been signed and 'Issued For Construction'. MPC Consulting Engineers accept no responsibility for any work not inspected or not approved by MPC Consulting Engineers during construction.
 - G8 It is the responsibility of the head contractor or site supervisors to ensure that all works noted on site or written instructions are carried out. Any queries or clarifications must be directed to MPC Consulting Engineers.
 - G9 Provide scaffolding, fall restraint, hand and mid rails and toe boards for work at height. Erect access stairs at earliest opportunity to reduce open shaft hazards and facilitate access maintain safety mesh and barriers to all openings and elevated edges.
 - G10 Submit details of changes to scope, work methods or materials etc for approval before proceeding. Approval does not authorise a variation to the contract.
 - G11 Check structural drawings against mechanical, electrical services and other drawings for requirements for penetrations, conduits, ducts, pipes, etc.
 - G12 Nomination of proprietary items does not indicate exclusive preference but indicates required properties of item. Similar alternatives having required properties may be offered for approval. Approval does not authorise a variation to the contract. Install proprietary items in accordance with manufacturers requirements and recommendations.
 - G13 Give two working days' (48 hours) notice so that inspection may be made of critical stages of work.
 - G14 All inspections undertaken by superintendent or others do not relieve contractor of responsibility for compliance with drawings and specifications.
 - G15 Survey and setting out to be undertaken by a Registered Surveyor.
 - G16 Verify on site setting out dimensions and existing member sizes shown on drawings before shop drawings, construction and fabrication is commenced. Existing structures shown on drawings are in approximate locations only.
 - G17 Take care of hazards associated with buried, concealed or overhead services. Undertake exploration to establish location of and protect existing services at site services shown on drawings are in approximate locations only, services other than those shown may exist on site. Mark locations of services clearly on site and on as-built drawings. Hand excavate within one metre of in-ground services.
 - G18 These drawings do not detail temporary works. Construction methods and temporary works are responsibility of the contractor.
 - G19 Implement soil and water management procedures to avoid erosion. Contamination and sedimentation of site, surrounding areas and drainage systems.
 - G20 Make good any damage to existing elements at completion of works.
 - G21 Contractor to reflect any expansion, dowel or unletted joints in structure through brittle floor, wall and ceiling finishes to Architects and manufacturer specifications.

GENERAL CIVIL NOTES:

- GC1 All work is to be carried out in accordance with Council's Civil Construction Specification and Subdivision Policy to the satisfaction of the Director - Development/Environment.
- GC2 All erosion and sedimentation control measures are to be carried out in accordance with Council's Code of Practice for Erosion and Sedimentation and must be implemented prior to the commencement of any building of civil works. The developer is responsible for ongoing maintenance of erosion and siltation control measures.
- GC3 All public utilities are to be clearly identified in the field prior to any civil works. Council accepts no responsibility for damage or relocation costs to utilities during construction.
- GC4 Council is to be notified prior to the commencement of any works.
- GC5 It is the contractor's responsibility to ensure that all works are carried in accordance with the Occupational Health and Safety Act.
- GC6 Permission to enter, construct works and discharge storm water onto adjoining properties is to be obtained and submitted to Council prior to commencement of any works.
- GC7 Pavement to be designed and certified by a practicing consultant geotechnical engineer and submitted to Council for approval prior to commencement of any works.
- GC8 All rectification work arising from insufficient information being shown on the submitted plans is to be carried out to the engineer's satisfaction.
- GC9 All disturbed areas to be shaped and turfed.
- GC10 The plans to be read conjunction with engineering plan approval correspondence.

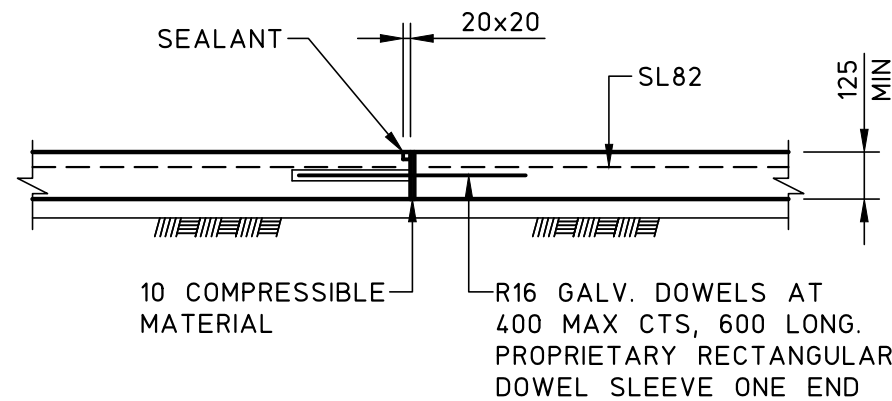
CONCRETE PAVEMENT:

- CP1 Concrete Mix Parameters
- Concrete Strength $f'_c = 32$ MPa
 - Flexural Strength at 28 days = 3.5 MPa
 - Flexural Strength at 90 days = 3.85 MPa
 - Maximum Shrinkage Limit = 600 Microstrain (AS1012 Part 13)
 - Cement to be Normal Class to AS1379
 - Slump = 60mm
- CP2 All work to be broom finish U.N.O.
- CP3 A Joints as detailed.
- B Bond breaker to be two (2) uniform coats of bitumen emulsion all over the exposed surface & on end. Joint sealant to be compatible with bond breaker.
- C Dowels and tie bars to meet strength requirements of structural grade steel in accordance with AS4671.
- D Dowels and tie bars shall be :
 - Straight
 - To length specified
 - Galvanised
 - Sawn to length not cropped.
- CP4 Joint to be sawn as soon as concrete has hardened sufficiently that it will not be damaged by sawing.
- CP5 Dimensions of sealant reservoir depend on the sealant type adopted. Engineers approval to be obtained for sealant and reservoir dimensions and detail proposed by the contractor.
- CP6 Where slabs abut walls or buildings, provide 10mm abelflex all round typical.
- CP7 Match new pavements neatly and flush with existing where required.
- CP8 No concrete to be poured on days forecast to be greater than 30° degrees celsius.
- CP9 Nominal compaction pavements:
 - Base 100% standard
 - Sub-grade 100% standard
- CP10 Allow for at least two successful compaction tests in each layer. Allow for one additional test per 200 sq.m of pavement. Testing to be undertaken by N.A.T.A. registered laboratory.
- CP11 All trafficable concrete pavements to be 32MPa with footpath pavements minimum 25MPa (U.N.O.).



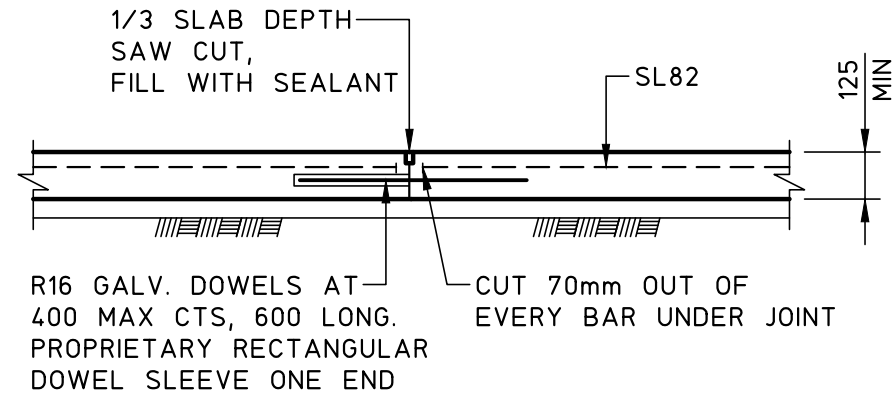
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SCALE 1:10



EXPANSION JOINT - EJ1

SCALE 1:20

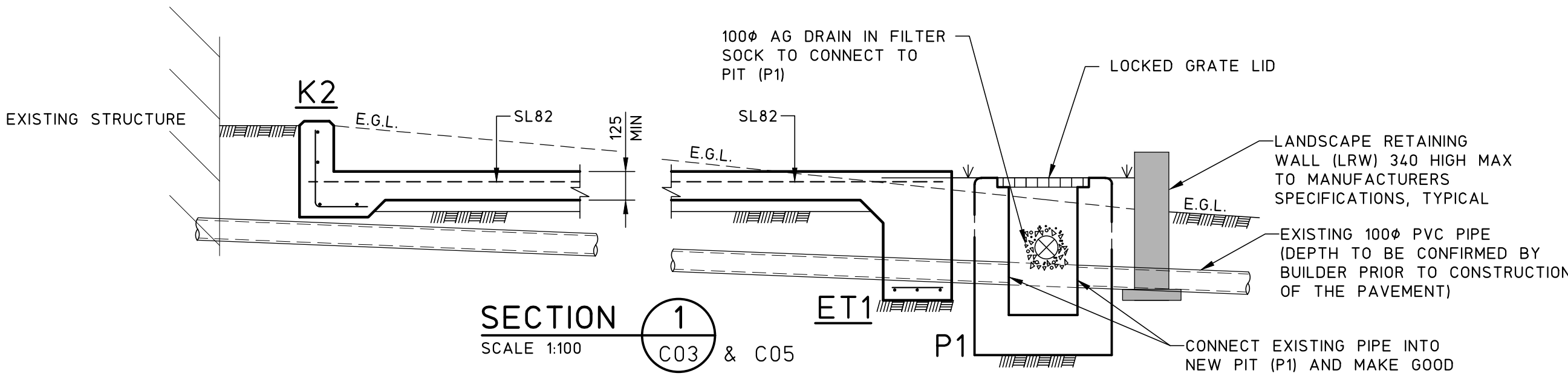


SAWN DOWEL JOINT - SDJ1

SCALE 1:20

NOTE

JOINT TO BE SAWN AS SOON AS THE CONCRETE HAS HARDENED SUFFICIENTLY THAT IT WILL NOT BE DAMAGED BY SAWING.

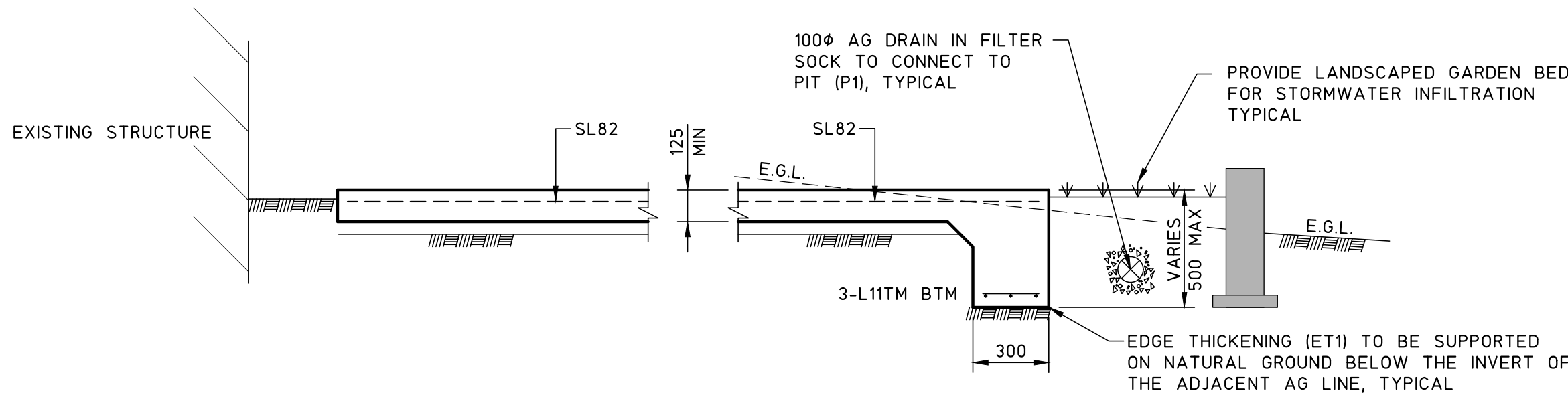


SECTION 1

SCALE 1:100

ET1

C03 & C05

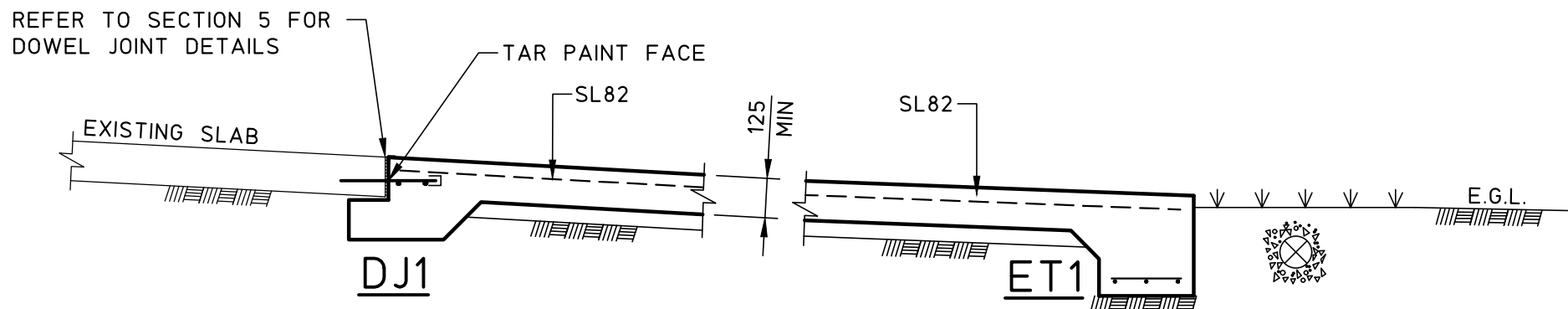


EDGE THICKENING - ET1

SECTION 2

SCALE 1:100

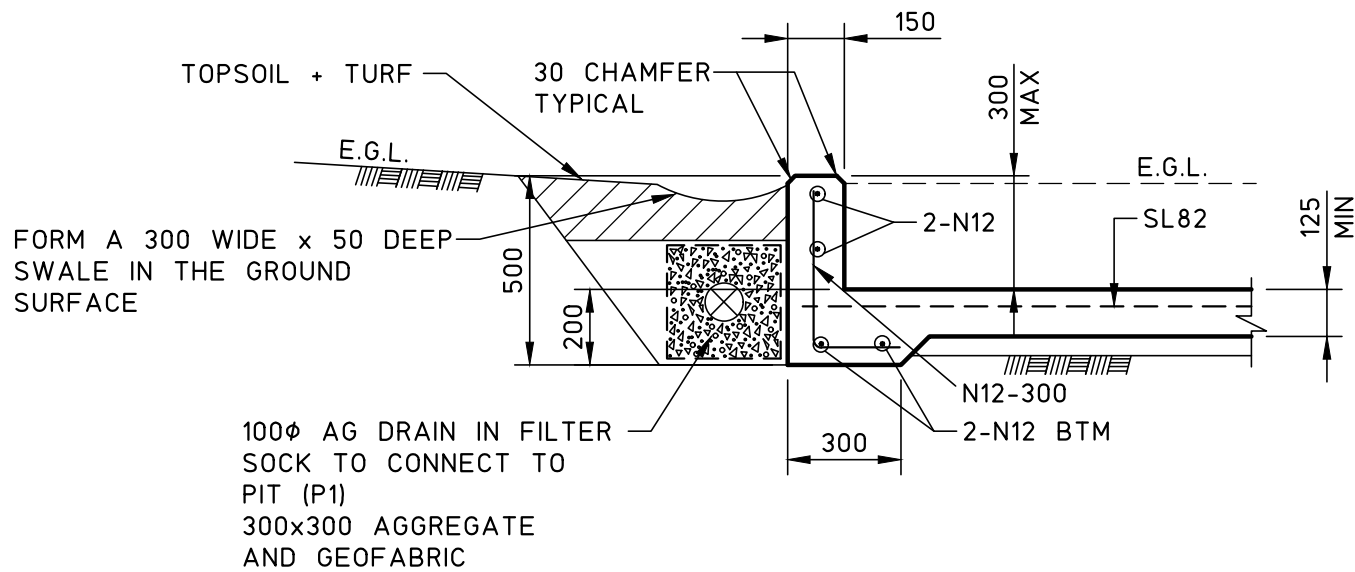
C03 & C05



SECTION 3

SCALE 1:100

C03 & C05

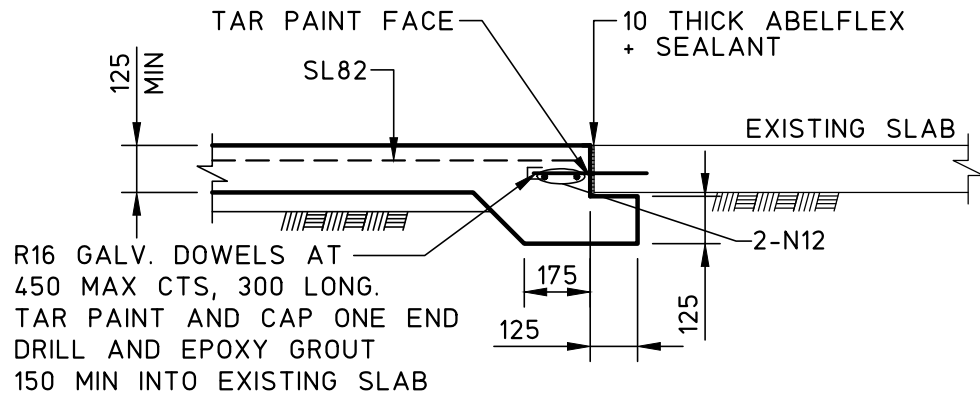


KERB - K2

SECTION 4

SCALE 1:100

C03 & C05



DOWEL JOINT - DJ1

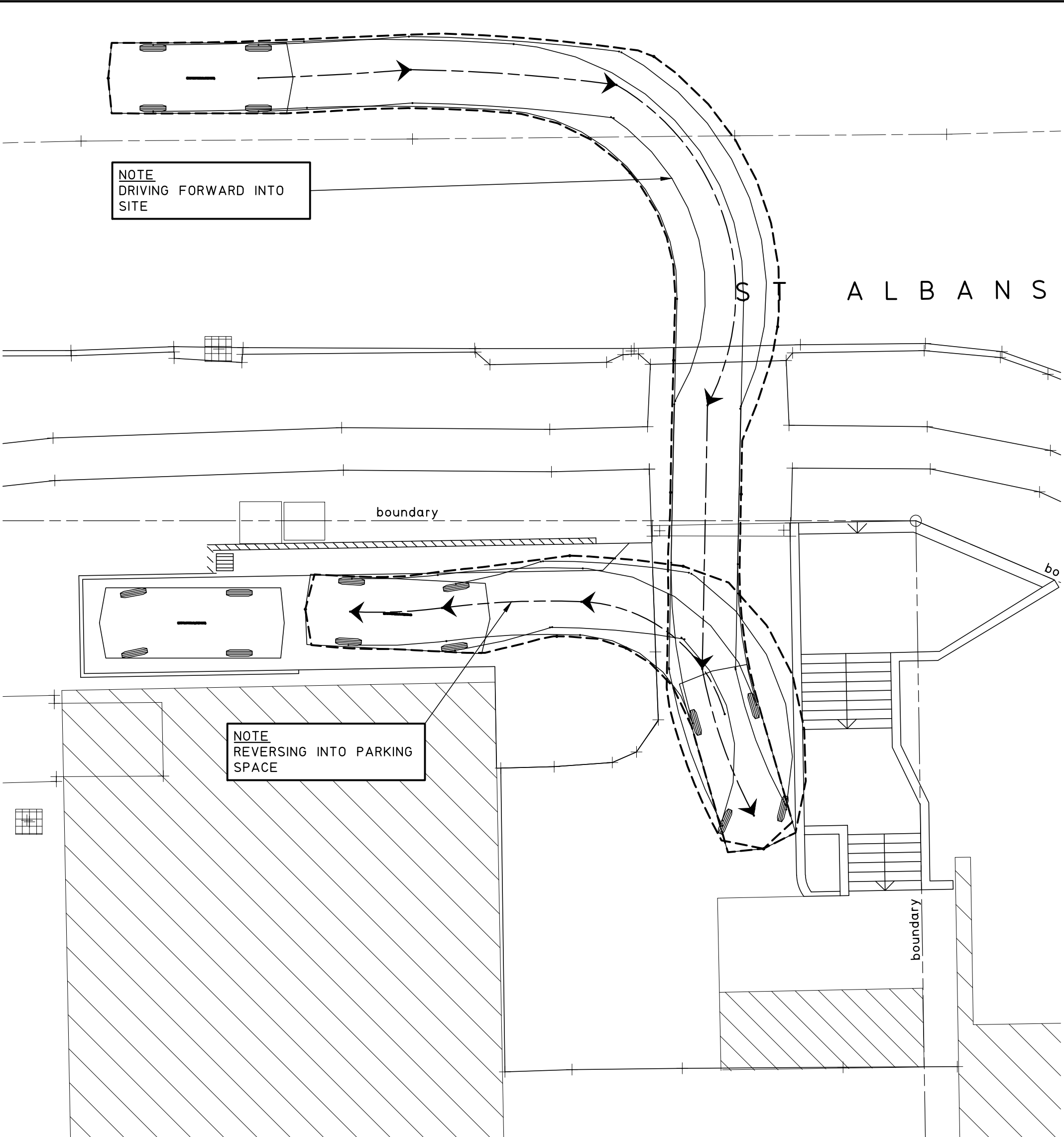
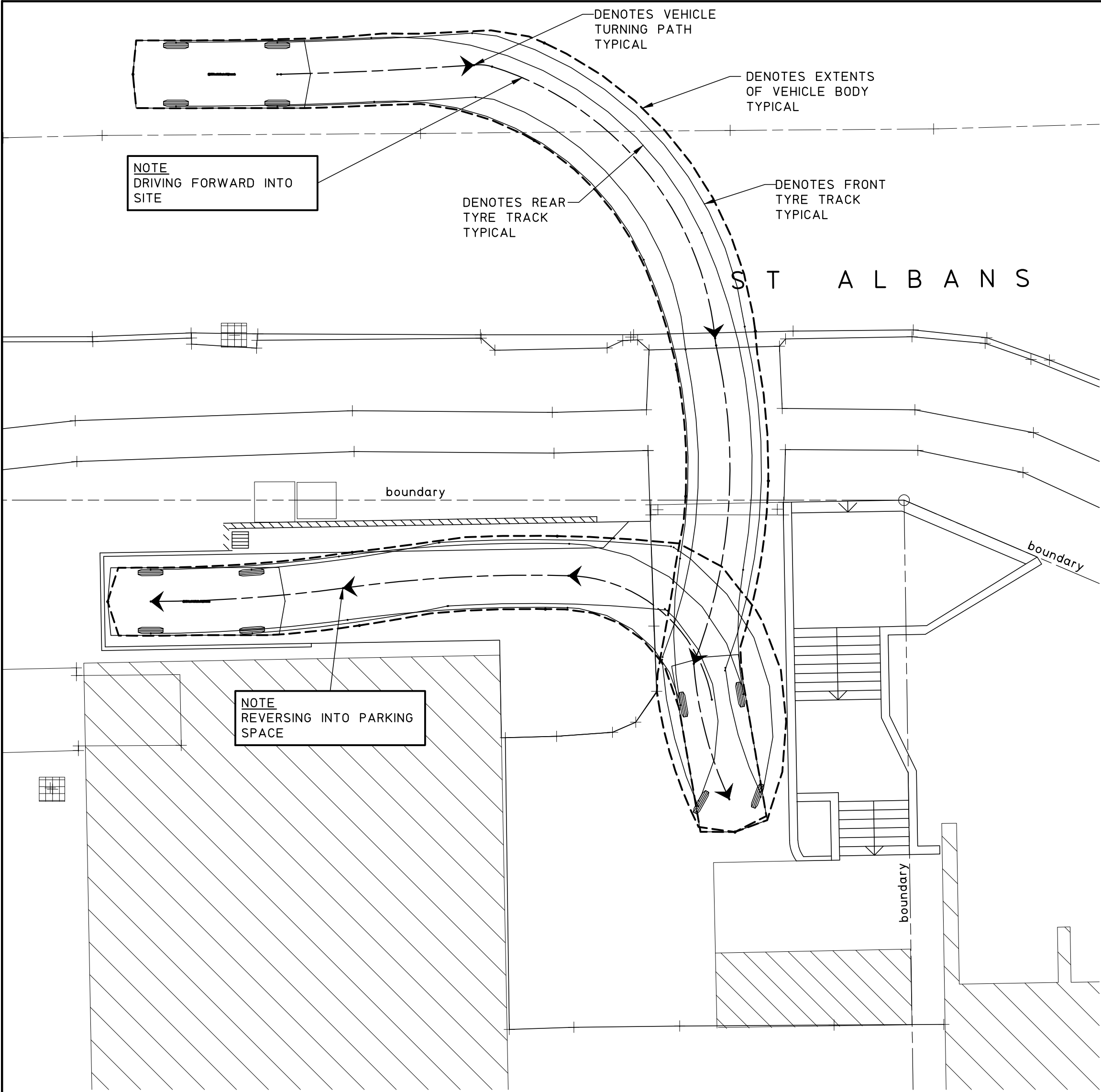
SECTION 5

SCALE 1:100

C03 & C05

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A CONSTRUCTION CERTIFICATE		26.10.20	26.10.20			EXTERNAL PAVING NOTES AND DETAILS				SCALES 1:20, 10	JOB No 210072	DRAWING No C06	ISSUE A
O FOR APPROVAL		27.08.20											
ISSUE	REASON FOR ISSUE	DATE	DATE OF RELEASE	RESPONSIBLE PRINCIPAL SIGNATURE									

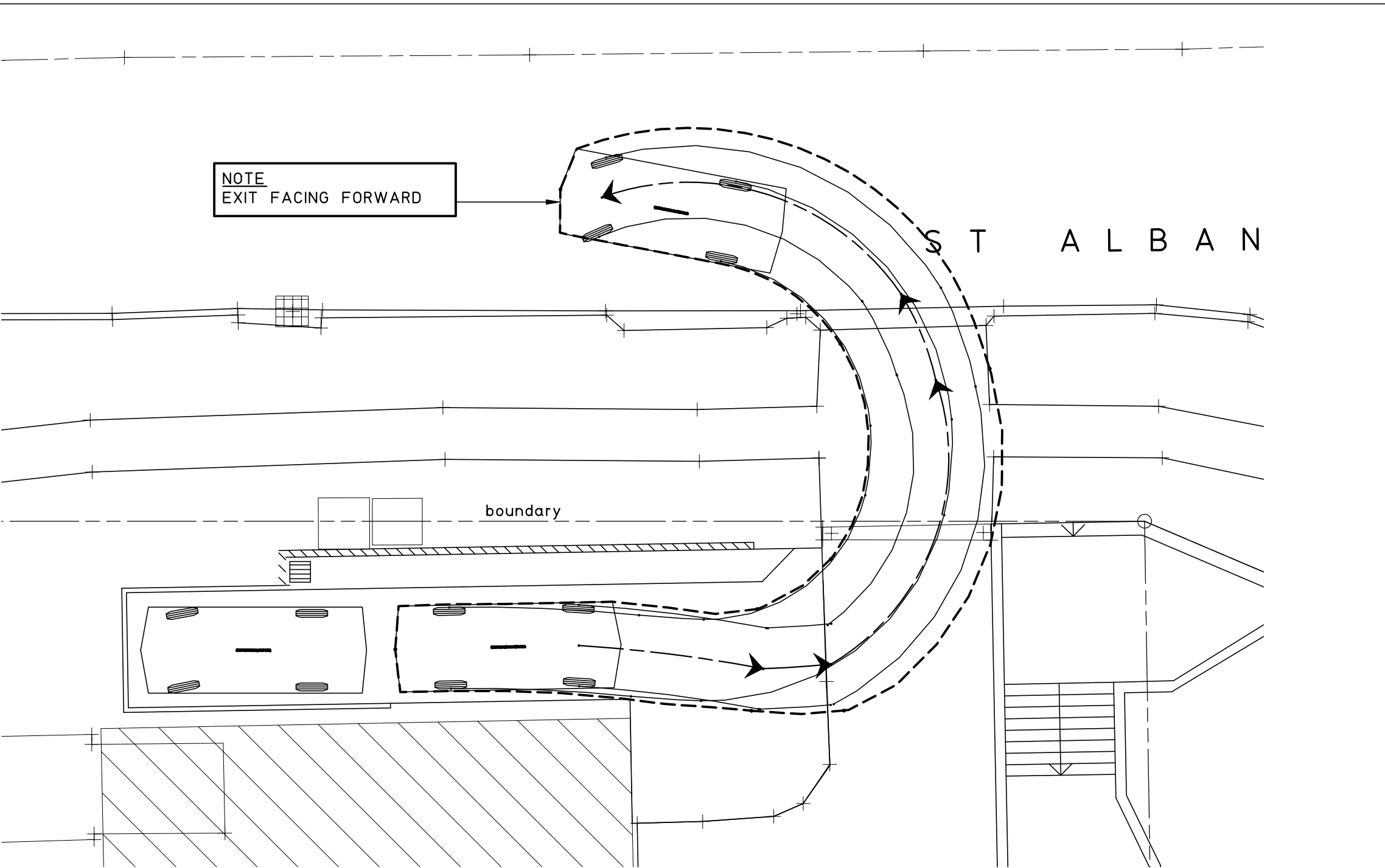
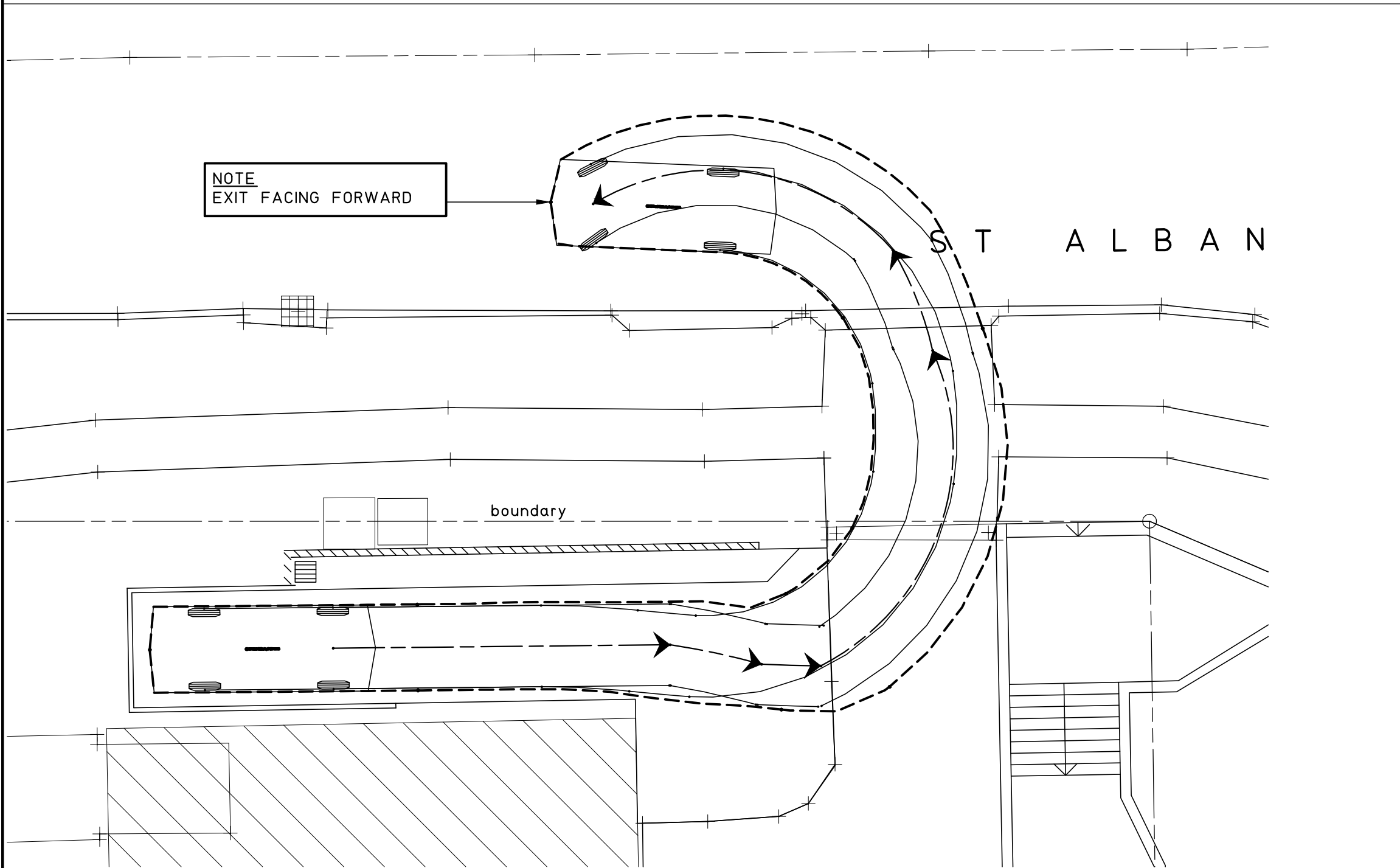
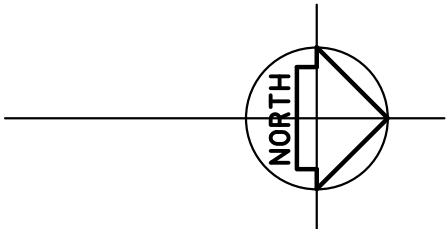
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TURNING PATH ENTRY
AND EXIT PLAN
SHEET 1

SCALE 1:100

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TRACK	:1770	
LOCK TO LOCK TIME	:6.0 s	
STEERING ANGLE	:34.0°	
SPEED	:1 km/h MIN	



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PO BOX 553
THE JUNCTION, NSW 2291
Tel: (02) 4927 5566
Fax: (02) 4927 5577
Email: admin@mpceng.com.au
Web: www.mpceng.com.au
A.C.N. 098 542 575

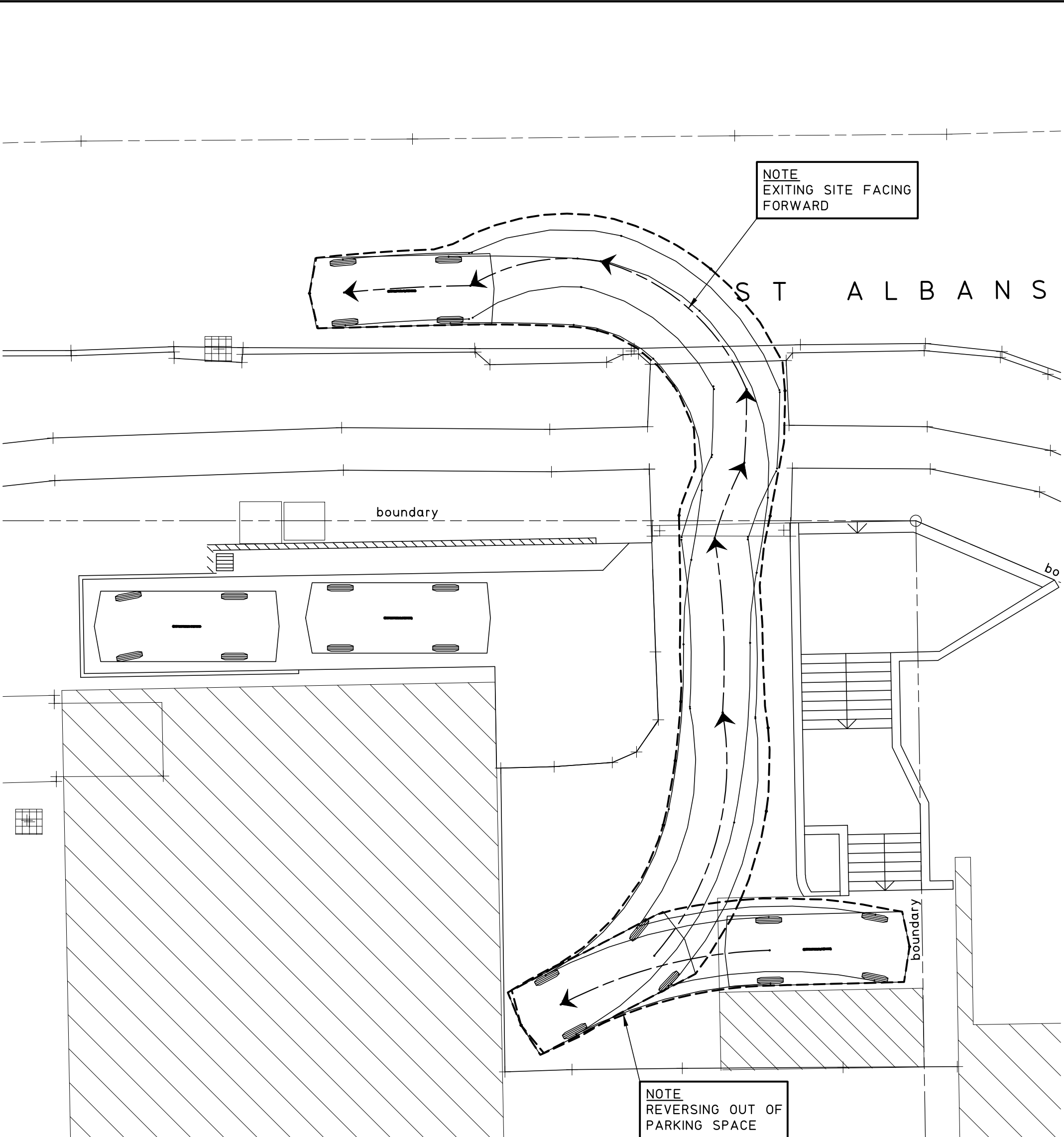
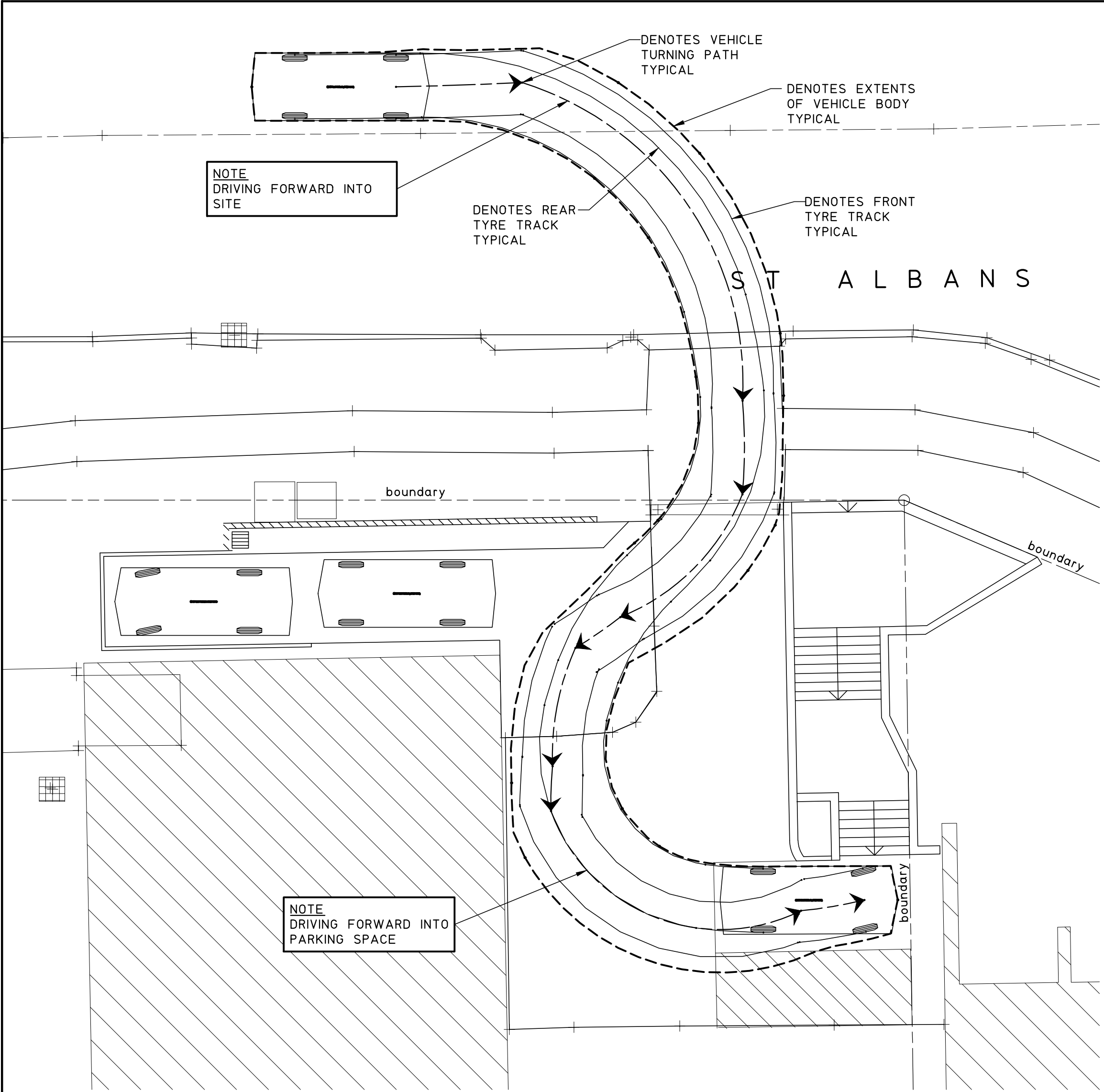
CLIENT
ALESCO SENIOR COLLEGE

TITLE
**TURNING PATH
ENTRY AND EXIT PLAN SHEET 1**

PROJECT
**PROPOSED ALTERATIONS AND ADDITION AT;
ALESCO SENIOR COLLEGE,
No.29 CHAPMAN STREET,
CHARLESTOWN**

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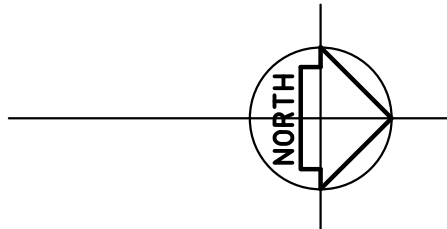
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TURNING PATH ENTRY
AND EXIT PLAN
SHEET 2

SCALE 1:100

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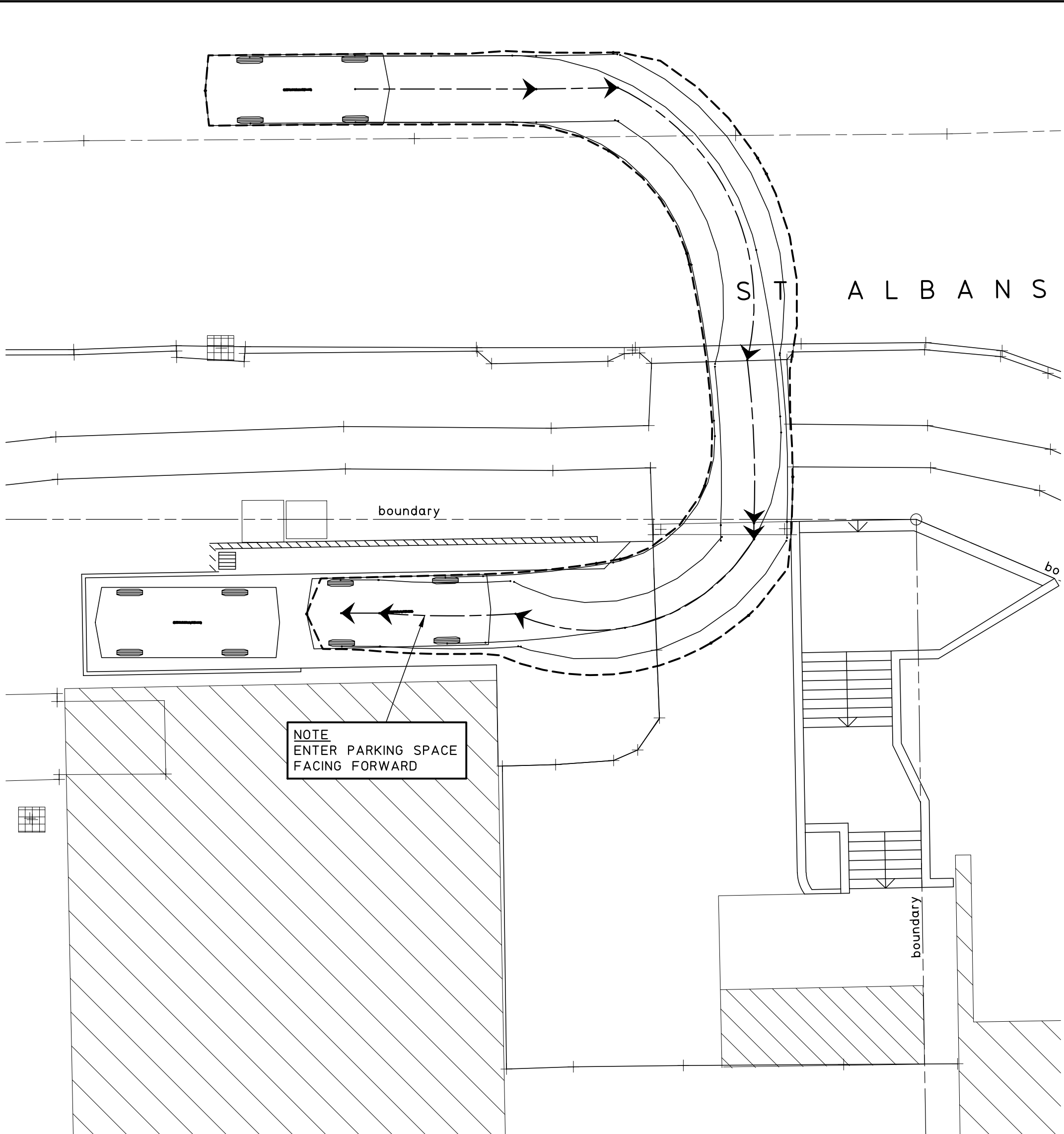
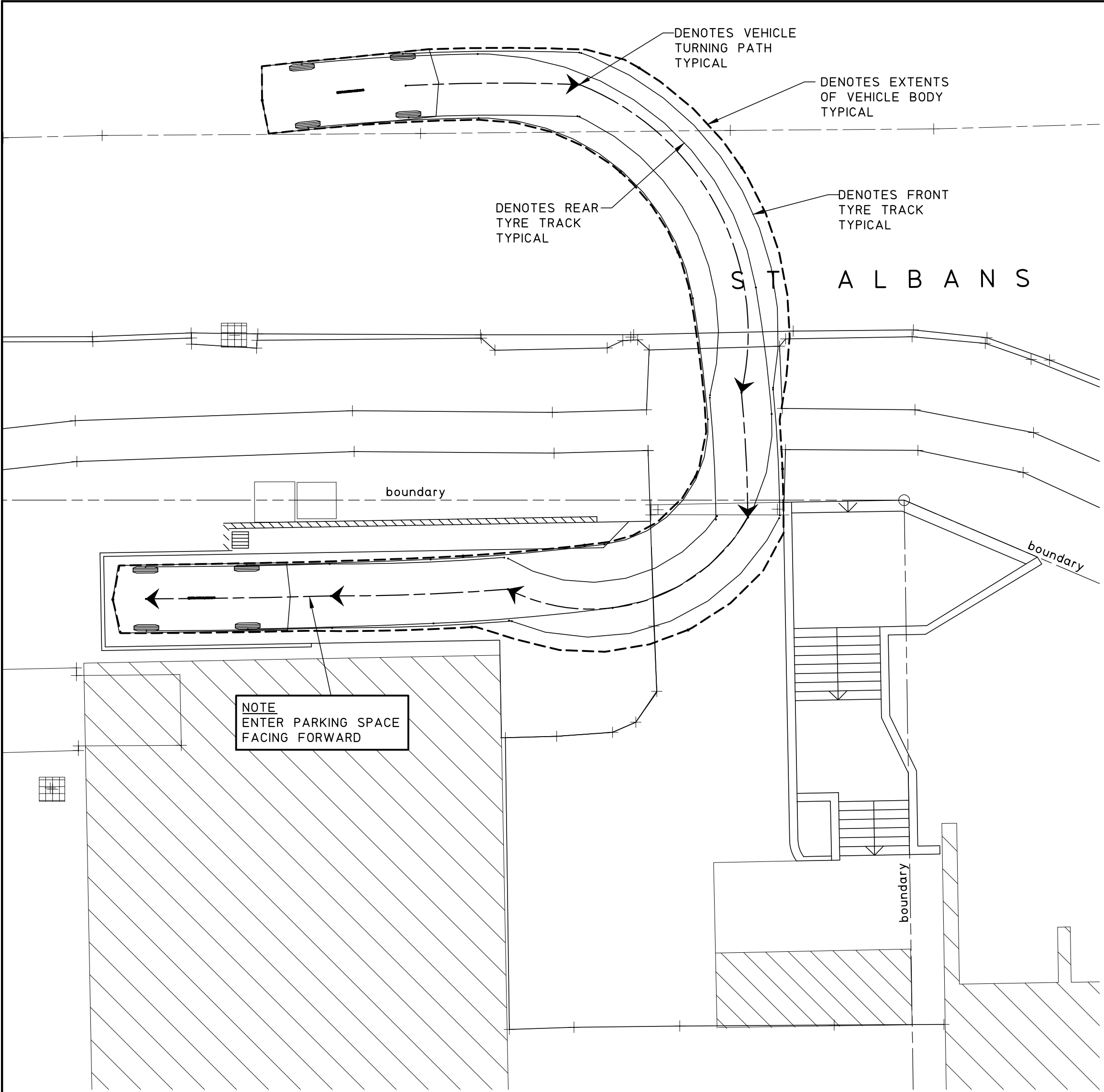


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PO BOX 553
THE JUNCTION, NSW 2291
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Fax: (02) 4927 5577
Email: admin@mpceng.com.au
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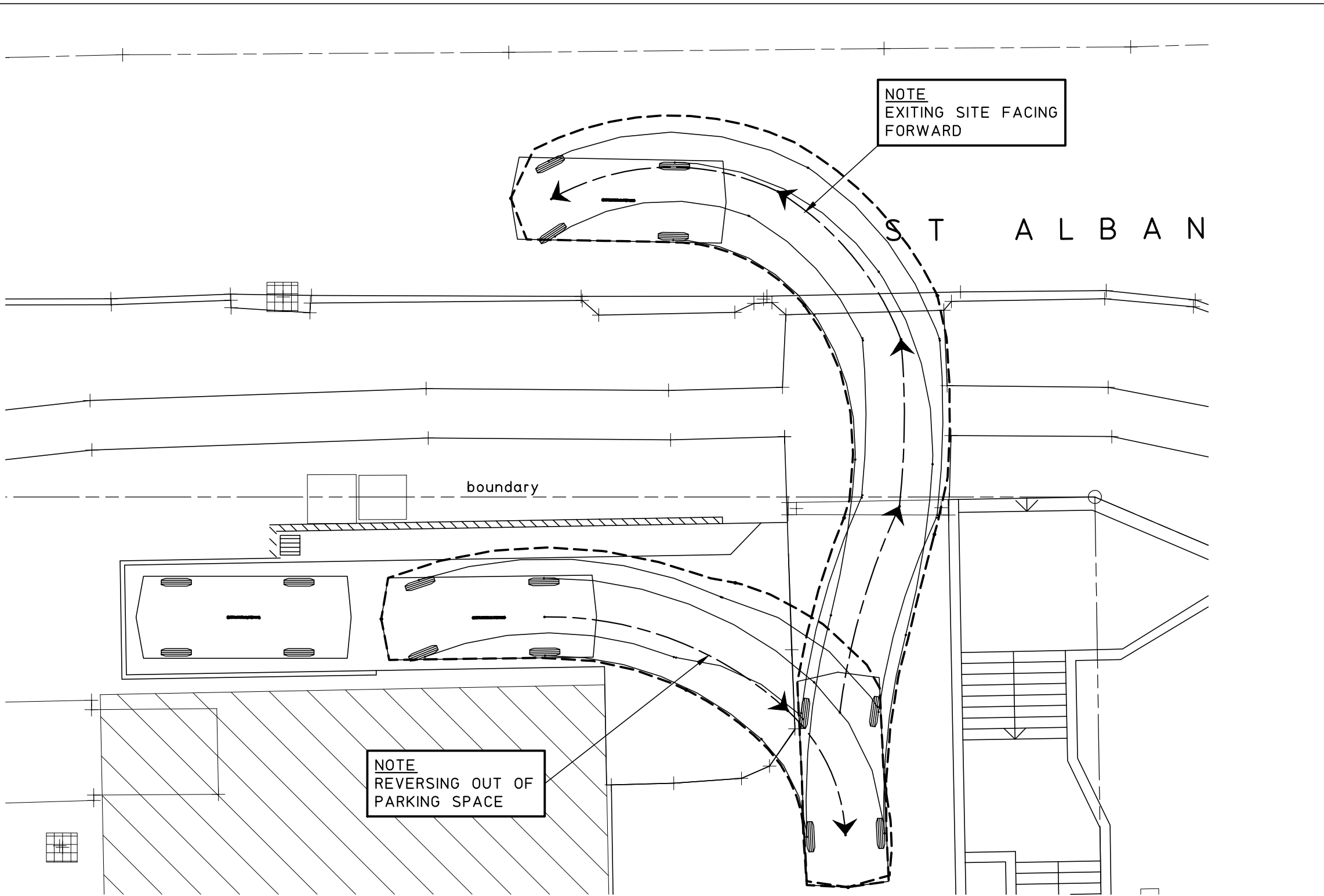
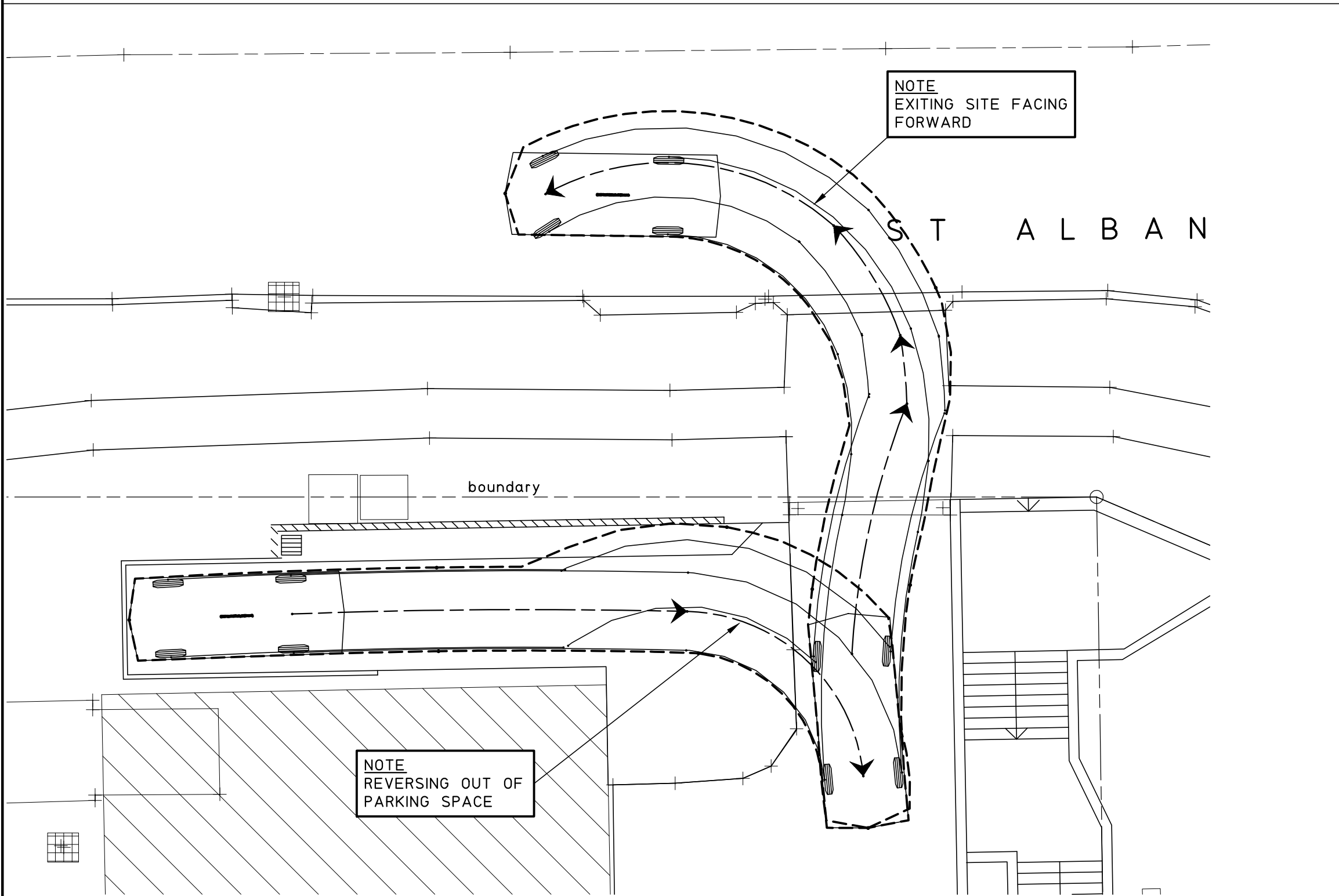
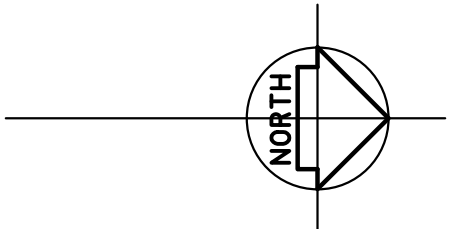
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TURNING PATH ENTRY
AND EXIT PLAN
SHEET 3

SCALE 1:100

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STEERING ANGLE	:34.0°	
SPEED	:1 km/h MIN	



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PO BOX 553
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Tel: (02) 4927 5566
Fax: (02) 4927 5577
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Web: www.mpceng.com.au
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ALESKO SENIOR COLLEGE
TITLE
TURNING PATH
ENTRY AND EXIT PLAN SHEET 3

PROJECT
PROPOSED ALTERATIONS AND ADDITION AT;
ALESKO SENIOR COLLEGE,
No.29 CHAPMAN STREET,
CHARLESTOWN

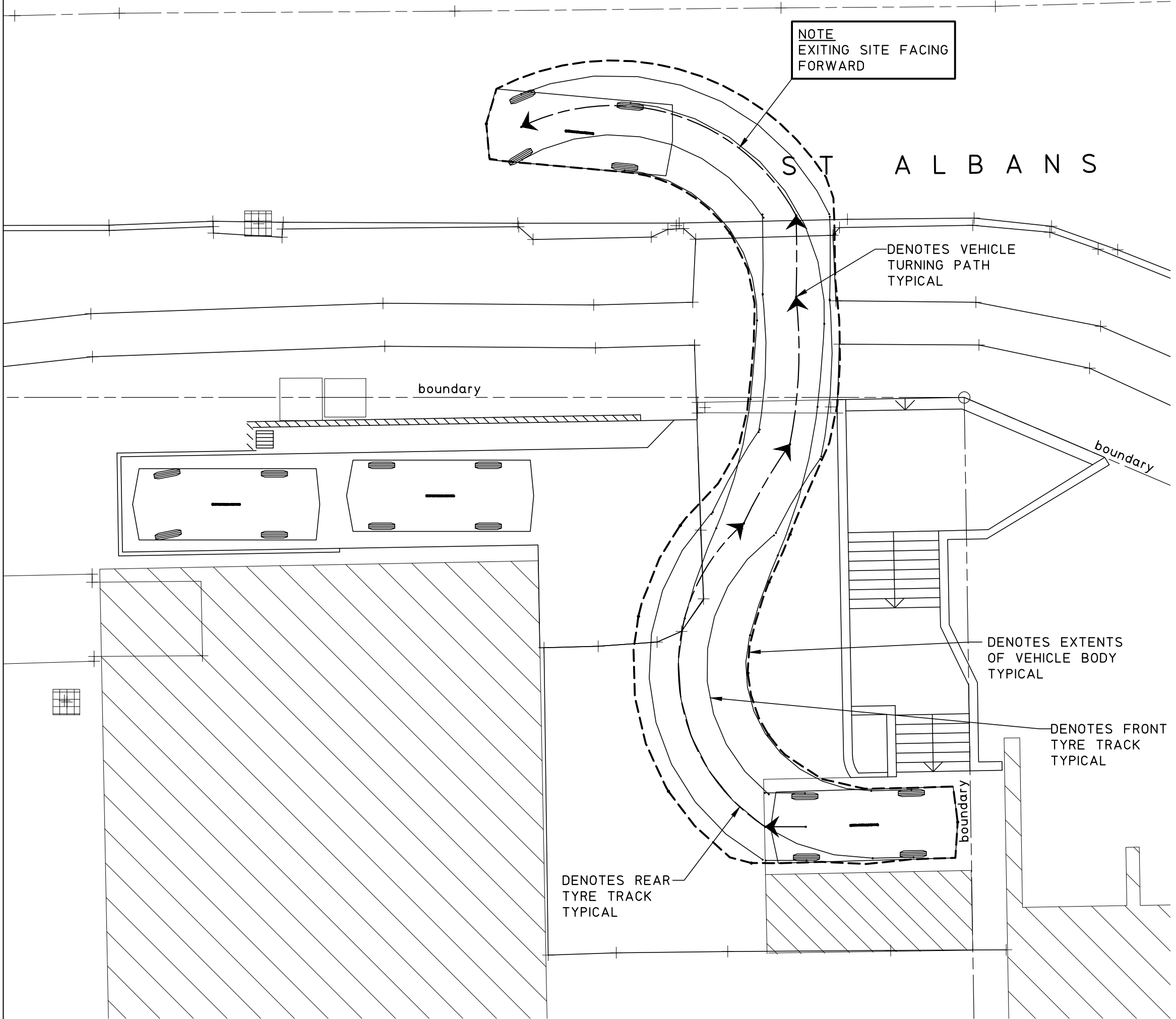
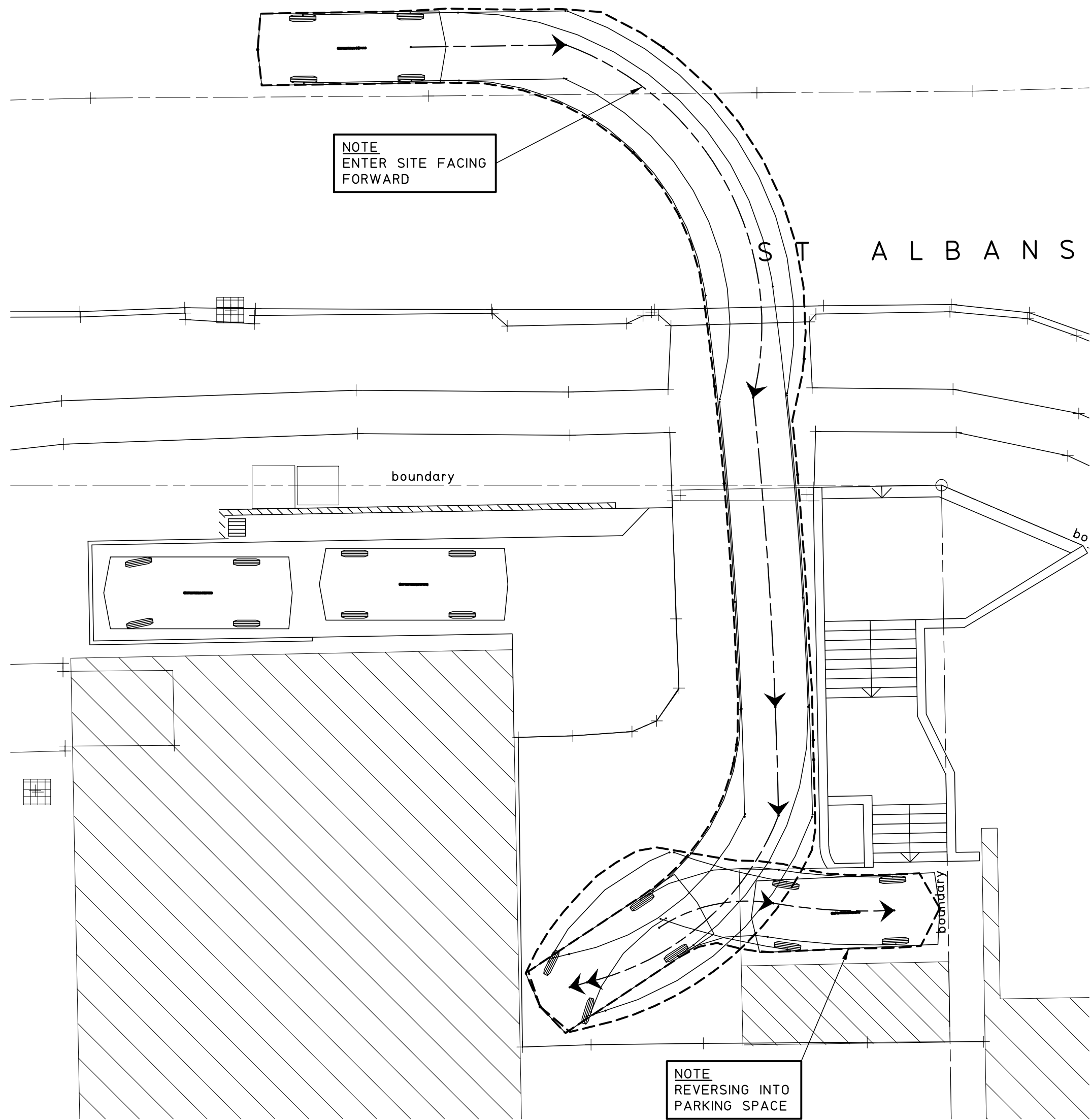
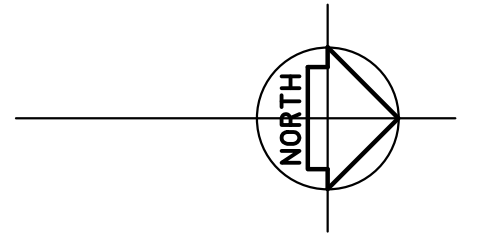
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SCALES 1:100	JOB No 210072	DRAWING No T03	ISSUE A

FULL SIZE ON ORIGINAL 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 cm

TURNING PATH ENTRY
AND EXIT PLAN
SHEET 4

SCALE 1:100

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STEERING ANGLE	:34.0°	
SPEED	:1 km/h MIN	



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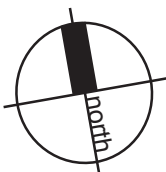
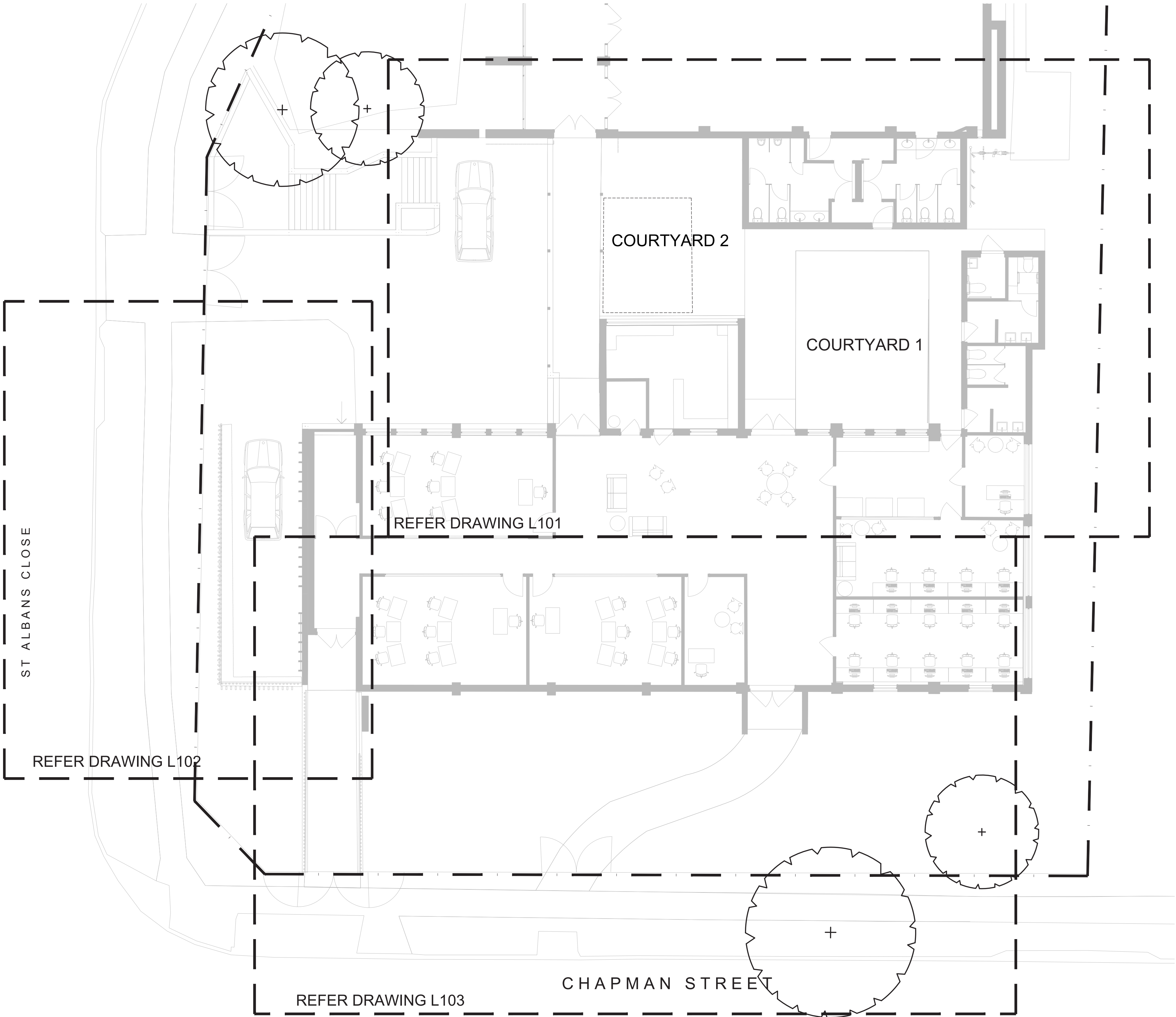
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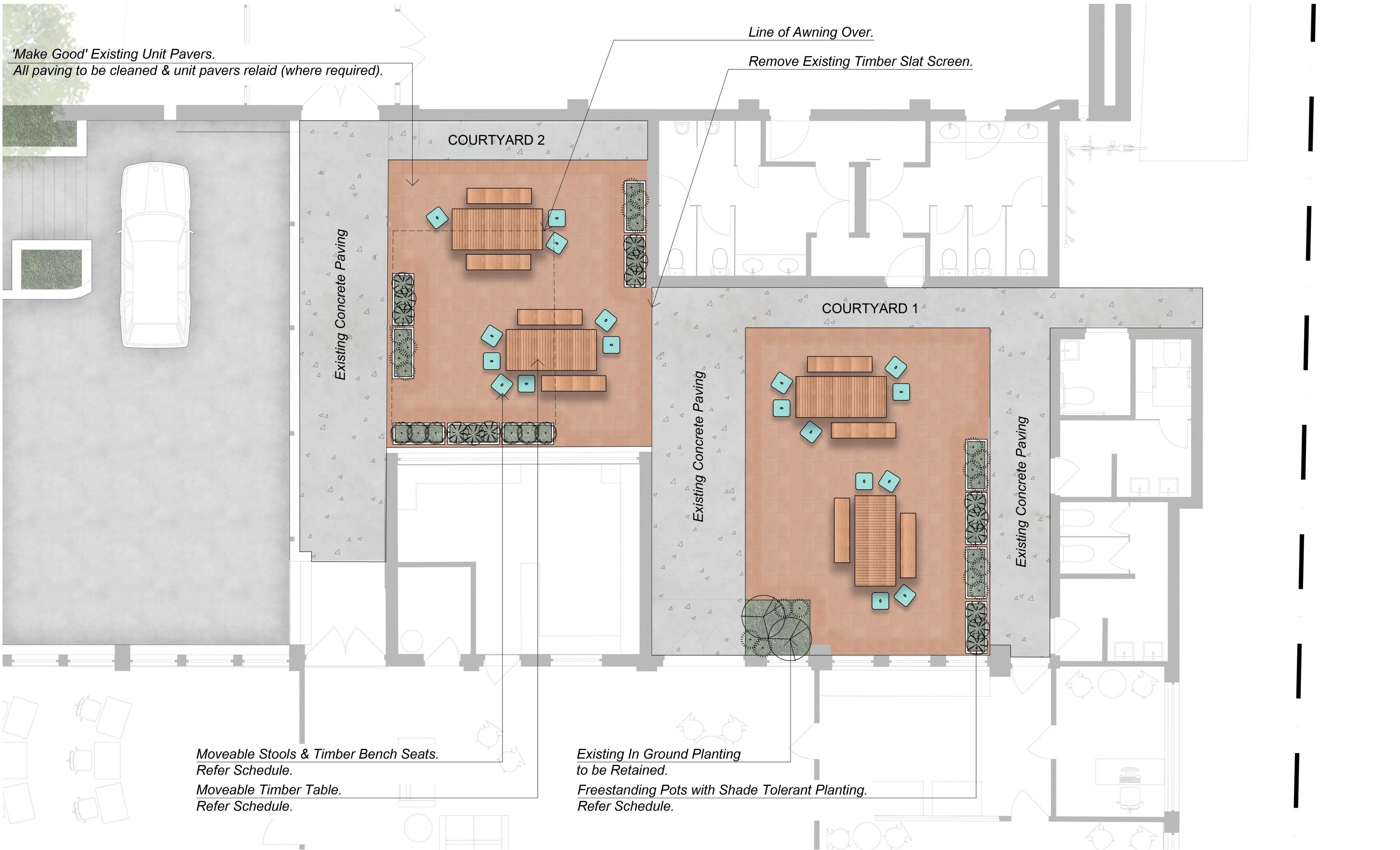


ATTACHMENT 2 – UPDATED LANDSCAPE PLANS

ALESCO SENIOR COLLEGE

NOVEMBER 2020





xeriscapes

1/28 Adelaide Street East Gosford NSW 2250
115 King Street Newcastle NSW 2300
P: 02 4302 0477 • ABN 12 129 231 269

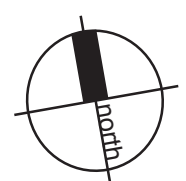
PROJECT

ALESCO SENIOR COLLEGE
27 CHAPMAN STREET, CHARLESTOWN, NSW

DRAWING NAME

LANDSCAPE PLAN COURTYARDS 1 & 2

CLIENT 20109
PROJECT NO ALESCO
DRAWING NO L101
SCALE 1:20



REVISION B
DATE 04.11.2020

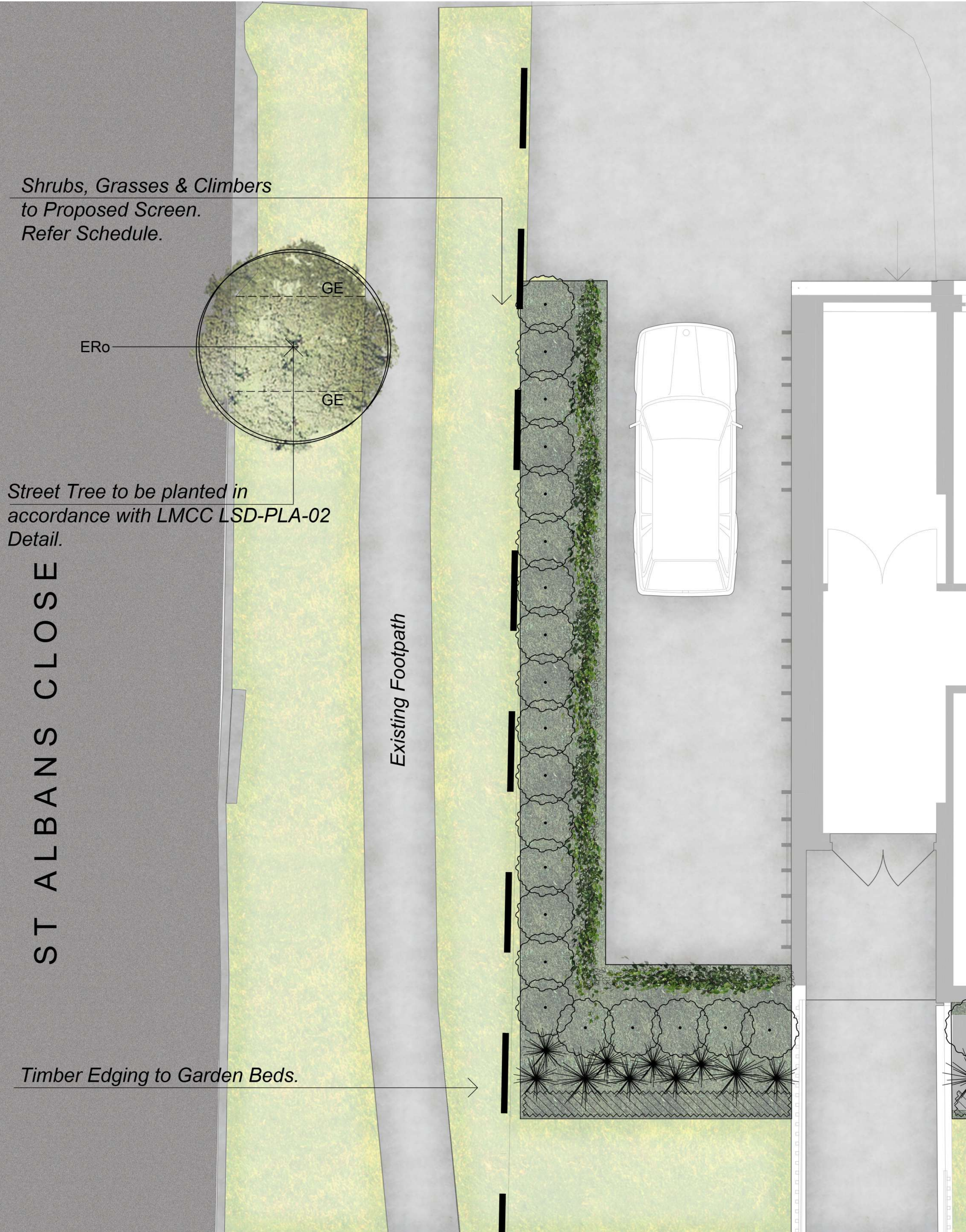
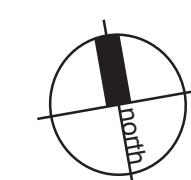
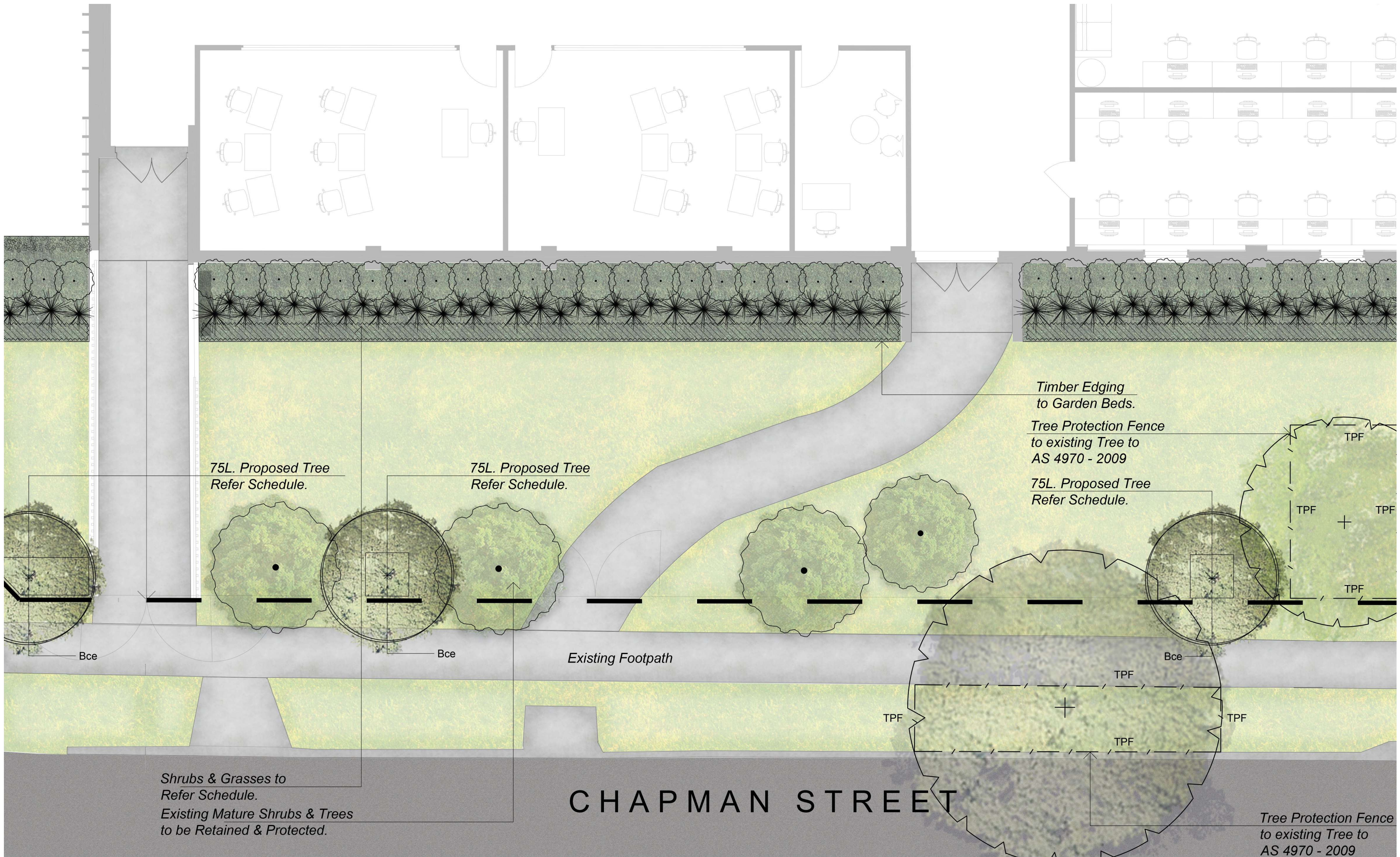


Image	Botanical Name	Common Name	Mature Height (m.)	Mature Spread (m.)	Pot Size	Comments
Street Planting						
	<i>Buckinghamia celsissima</i>	Ivory Curl Tree	6	4	75L min	
	<i>Eucalyptus sideroxylon</i> 'Rosea'	Red Flowering Ironbark	8	3	75L min	
Accent Planting						
01	<i>Aspidistra elatior</i>	Cast Iron Plant	0.5	1	140mm	
02	<i>Blechnum gibbum</i> 'Silver Lady	Silver Lady fern	1.2	1	140mm	
03	<i>Liriope muscari</i> 'Isabella'	Isabella Fine Leaf Liriope	0.4	0.5	140mm	
04	<i>Lomandra labill.</i>	Evergreen Baby	0.45	0.45	140mm	
05	<i>Philodendron</i> 'Xanadu'	Xanadu Dwarf Philodendron	0.8	0.8	140mm	
06	<i>Strobilanthes dyeriana</i> 'Persian Field'	Pewter Bush	1.2	1.2	140mm	
Western & Southern Facade Planting						
07	<i>Callistemon viminalis</i> 'Slim'	Callistemon Slim	1.5	1.3	300mm	
08	<i>Anigozanthus</i> 'Bush Endeavour'	Kangaroo Paw	0.4	0.3	200mm	
09	<i>Trachelospermum jasminoides.</i>	Star Jasmine	1	3	140mm	







ATTACHMENT 3 – CRIME RISK ASSESSMENT



CRIME RISK ASSESSMENT

**ALESCO SENIOR COLLEGE
27 CHAPMAN STREET, CHARLESTOWN
LOTS 18, 19, 20 DP23975**

NOVEMBER 2020





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2. PROPOSED DEVELOPMENT	4
3. CRIME RISK ASSESSMENT	5
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3.2 Crime Statistics and Opportunity.....	5
4. CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN	6
4.1 Surveillance.....	6
4.2 Access Control	6
4.3 Territorial Reinforcement.....	6
4.3 Space Management	7
5. CONCLUSION	7



1. INTRODUCTION

The purpose of this Crime Risk Assessment is to accompany the Environmental Impact Statement for an educational establishment at 27 Chapman Street, Charlestown.

Crime Prevention Through Environmental Design (CPTED) is a strategy that aims to reduce crime by designing the built environment according to a set of guidelines.

CPTED is largely administered by Safer By Design, a co-operative made up of NSW Police, local councils, government departments and private sector organisations. Safer By Design identifies seven key areas where CPTED principles can be applied: surveillance; lighting/technical supervision; territorial reinforcement; environmental maintenance; activity and space management and access control.

This report has been prepared in accordance with Safer By Design guidelines, Lake Macquarie Councils Development Control Plan (DCP) and Crime Prevention Through Environmental Design (CPTED) Guideline and Crime prevention and the assessment of development applications guidelines provided by Department of Urban Affairs and Planning.

2. PROPOSED DEVELOPMENT

The proposed development is for an educational establishment at 27 Chapman Street, Charlestown as shown in Figure 1.

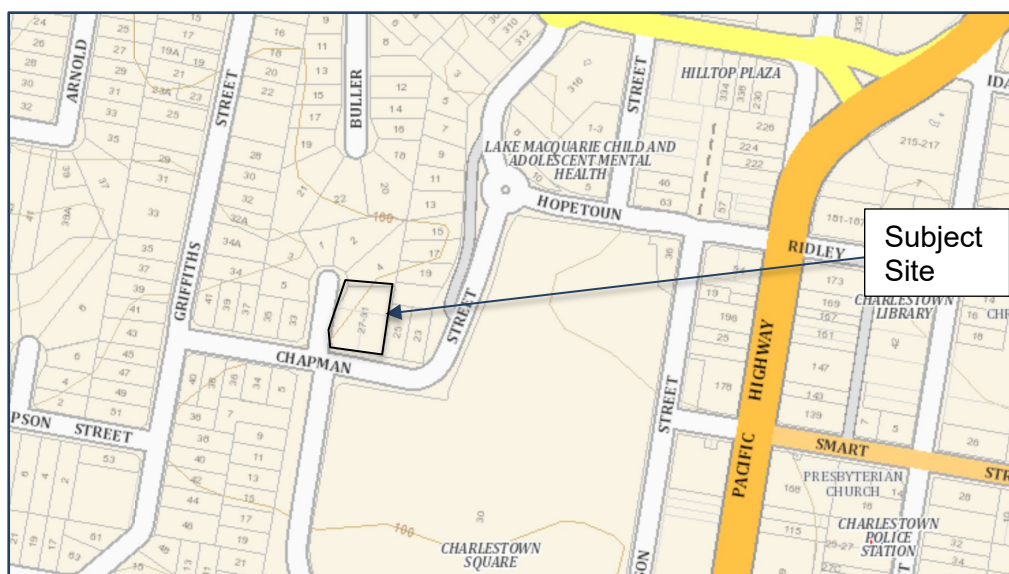


Figure 1: Subject Site

The school will facilitate up to 60 students and 5 staff and will typically operate Monday to Friday 8am to 4pm. The proposed development is for a change of use. As such external building works are limited to the addition of carparking spaces, feature battens to the existing concrete breezeway blocks on the western elevation, and painting to existing building elements.



3. CRIME RISK ASSESSMENT

3.1 Site Analysis

The site is located at 27 Chapman Street, Charlestown on the corner of St Albans Close and Chapman Street within the Lake Macquarie Local Government Area. The site is an irregular shaped lot a total of approximately 1865m² and legally described as Lots 18, 19 & 20 in DP 23975.

Existing improvements on the site currently include a single storey brick church and an associated single storey brick hall.

The subject site is located on the edge of the Charlestown Town Centre. Charlestown is identified within state, regional and local plans as a key 'strategic economic centre' where there is a focus for investment and intensification of housing, employment, transport, services and recreational opportunities

The subject site has a part zoning of B4-Mixed Use and R3 Medium Density Residential. Properties to the immediate north, east and west are predominately low to medium density residential. At the corner of St Albans Close is a set of traffic lights with Charlestown Square (a major shopping centre) immediately opposite to the south-east.

Land immediately adjoining the site comprises:

- North: No. 4 St Albans Close, comprising of a double storey brick dwelling. A Development Application (DA/526/2020) has been lodged with Council and is currently under assessment for a Childcare Centre at 2 and 4 St Albans Close;
- East: To the east the site adjoins No. 21, 23 & 25 Chapman Street. No. 23 & 25 are single storey dwellings while No. 21 comprises a two storey residential flat building.

3.2 Crime Statistics and Opportunity

A review of The Australian Bureau of Statistics – Bureau of Crime Statistics & Research (BOCSAR) Crime Tool for information on crime activity shows that the crime rate per 100,000 persons in Charlestown is identified overall as being low in the following categories:

- Assault
- Robbery
- Sexual offences
- Theft
- Malicious damage to property
- Arson

While there is potential for antisocial behaviour in the vicinity of Charlestown Square, the subject site is located away from the key activity areas of the centre and straddles a residential area. The school will be open on weekdays between the hours of 9am and 4pm Monday to Friday avoiding key criminal activity times including the weekends and evenings.



Specific measures will therefore be put in place to ensure that crime risk is reduced outside of operating hours and are addressed in Section 4 of this report.

4. CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

4.1 Surveillance

Natural surveillance is a design strategy that is directed at keeping intruders under observation.

The proposed development is for a change of use with limited buildings works. However where possible consideration has been given to maximise natural visibility and observation through the placement of physical features and/or activities.

These measures include providing a:

- central door fronting the main carpark. This gives good surveillance of those entering and exiting the site;
- The outdoor area has been sited to connect with and relate to internal areas.
- Lighting along pathways, entries and the car park with clearly identified pedestrian and vehicle access points;
- Proper selection of plants including the use of low shrubs to be used along pathways and entries; and
- All landscaping will be frequently maintained to ensure clear surveillance.

4.2 Access Control

Natural access control is a design strategy that is directed at decreasing crime opportunity by using design features to limit access, reduce escape opportunities and guide legitimate users through the environment.

The proposed development has a single-entry vehicle and pedestrian entry point off St Albans Close. This ensures that all visitors to the site are sighted and signed in prior to being granted any access to the rest of the site.

Doors and windows will be of solid construction and fitted with quality deadlocks that meet Australian standards.

The internal spaces have been designed to clearly delineate areas for staff and students.

4.3 Territorial Reinforcement

Territorial reinforcement is a design strategy intended to clearly delineate a space as public, semi-public, or private space and to create appropriate ownership of that space.

The school has been designed with clearly defined spaces, and clear delineation between public and private spaces.



A combination of fencing, landscaping, access control and built form has been considered including:

- Security fencing is provided around the subject site which will be locked after 4pm;
- The internal layout of the centre clearly defines the private from the public;
- Appropriate signage will clearly illustrate the purpose of the facility; and
- Landscaped areas around the front of the building and around the car park will provide a natural barrier between public areas and the building.

4.3 Space Management

The development has been designed to ensure that space is well used and maintained, and involves the formal supervision, control and care of urban space.

Strategies include a combination of signage, lighting and onsite management including regular site cleaning, rapid repair of any vandalism and graffiti, and regular maintenance of physical elements.

5. CONCLUSION

The proposed educational establishment has been designed in accordance with CPTED principles and has a high level of surveillance, both internal and external. The subject site is located on the edge of a mixed use and residential area and will not be opened on weekends and evenings when crime risk is highest.

The measures outlined in this report, are considered to address issues in relation to crime and safety and provide for a development that will create minimised risk to staff and students of the proposed development.