

07/10/2021

Mr David Lewis
Principal Planner
Department of Education
Level 8, 259 George Street
Sydney NSW 2000

Dear Mr Lewis

**Upgrade to North Sydney Public School (SSD-11869481)
Response to Submissions**

The exhibition of the Environmental Impact Statement (EIS) for the above proposal (SSD-11869481) ended on 5 October 2021. Submissions received from the public and government agencies during the exhibition of the project are available on the Department's website at: <https://www.planningportal.nsw.gov.au/major-projects/project/40781>.

In accordance with clause 85A of the Environmental Planning and Assessment Regulation 2000, the Planning Secretary requires the Applicant to respond to all issues raised in these submissions and government agency advice, and where necessary, technical supporting documents must be revised. The Department is awaiting submissions from North Sydney Council, Ausgrid and Sydney Water and will forward any pending submissions as separate correspondence upon receipt.

The Department has also undertaken a preliminary assessment of the EIS and, in addition to the issues raised in agency submissions, requires the matters at **Attachment 1** be addressed in full. You are requested to provide the Department with a response to the submissions within two months.

Note that under clause 113(7) of the Environmental Planning and Assessment Regulation 2000, the days occurring between the date of this letter and the date on which you provide your Response to Submissions to the Department are not included in the deemed refusal period.

If you have any questions, please contact Dimitri Gotsis on (02) 8217 2053 or via email at Dimitri.Gotsis@planning.nsw.gov.au.

Yours sincerely



Karen Harragon
Director, Social And Infrastructure Assessments
Social & Infrastructure Assessments
as delegate for the Planning Secretary

ATTACHMENT 1 – KEY ISSUES

Traffic, Transport and Access

1. The Traffic and Accessibility Impact Assessment (TIA) must provide further information on the expected traffic conditions on McHatton Street and current and future traffic performance for the McHatton and Crows Nest Road intersection.
2. Section 11.3 of the TIA states that on-site parking will not be available to construction workers on site and Section 11.8 states that there will be an average of 20 to 40 workers on-site during peak construction activities. Reliance on on-street parking is not encouraged where there are alternative options for off-street parking. No justification has been provided regarding the availability of on-site parking and no on-street parking analysis has been provided to demonstrate existing parking availability on streets for construction worker parking use. Further, the majority on-street parking surrounding the site is time restricted and the proposed temporary work zone on Bay Road would remove time restricted parking during construction periods which would likely shift on-street parking demand to surrounding streets.

The RtS must include additional information detailing:

- a) if construction worker parking can be accommodated on-site.
- b) measures to minimise construction worker parking demand.
- c) where there is likely to be overflow on-street parking required, the capacity of the surrounding proposed streets to ensure construction worker parking does not detract significantly from existing on-street parking supply.

Built Form and Urban Design

3. Concern is held that:
 - a) the proposed design of the new entry on Bay Road would not provide an open and inviting entry off Bay Road and its ground area and stairs leading into the school would be constrained potentially not accommodating the number of students likely to use the entry. Further, the proposed dimensions of the access ramp appear to be minimal and could result in access issues for pedestrians and strollers.
 - b) the proposed vertical alignment and predominant use of light-coloured panelling on levels two and three of the southern façade of Building I do not relate well to proposed brickwork on level one and the surrounding streetscape. Further, the lack of fine grain relief (e.g. sills, reveals and parapets) and in parts full length panelling, would result in an expansive and visually dominant presentation of panelling across the southern façade.
 - c) the eastern elevation of Building I proposes full height panels without windows, presenting massing and scale impacts when viewed from Bay Road.

The RtS must include additional information to address the above concerns, including:

- d) detailed streetscape character analysis of the Bay Road streetscape and identification of any defined use of colours and materials and commonality of architectural expression.
- e) improved entry Bay Road entry design to increase the areas providing standing, movement and access into the school from the entry point.
- f) developed architectural expression and use of materials and colours on southern and eastern elevations.

4. Address the Government Architect NSW comments on the EIS dated 6 October 2021.

Shadowing

5. Sections 7.3.2 and 7.1.2 of the EIS state that shadows generated by the proposal would not impact surrounding development and that shadows would fall onto Bay Road and the footpath at 3pm in mid-winter. The shadow diagrams lodged with the EIS show that at 3pm shadows are cast across Bay Road and onto properties opposite the site on Bay Road. To allow for proper assessment of shadow impacts, hourly shadow diagrams are required between 12pm and 3pm in mid-winter, and elevation shadow diagrams are required to demonstrate from what time and where shadows will fall on north facing elevations of development opposite the site on Bay Road.

Biodiversity

6. Confirm that the proposal remains as described in Schedule 1 of the BDAR waiver granted by the Environment, Energy and Science Group of the Department on 18 May 2021 and that the 0.06ha of proposed clearing is consistent with trees identified for removal in the Arboricultural Impact Assessment prepared by Arboreport dated 25 August 2021.