Gyde Consulting

24 November 2021

NSW Department of Planning, Industry and Environment
Social and Infrastructure Assessments
4 Parramatta Square, Darcey Street
Parramatta, NSW, 2150

Attention: Dimitri Gotsis (Senior Planning Officer)

By email: dimitri.gotsis@planning.nsw.gov.au

Dear Dimitri,

RE: AMENDMENT REPORT FOR SSD-11869481, UPGRADES TO NORTH SYDNEY PUBLIC SCHOOL

1. Overview

On 5 November 2021, School Infrastructure NSW (SINSW) submitted the first part of a staged response to submissions (RtS). The initial response addressed all matters raised, with the exception of the built form/design feedback from the Government Architect NSW (GANSW), the Department of Planning, Industry and Environment (DPIE) and the public. This report and the accompanying documentation comprise the second and final stage of the RtS, addressing the aforementioned built form/design feedback. We note this response follows the State Design Review Panel (SDRP) meeting held on 10 November 2021.

Minor amendments have been made to the proposal to address the feedback received, including:

- Amendments to the design of the Bay Road pedestrian entry;
- Removal of tree 47 due to the abovementioned entry amendments;
- Refinement of the building materials and finishes and alterations to the Bay Road façade treatment;
- Minor additional updates to the architectural plans to ensure they are consistent with the consultant documentation submitted with the State Significant Development Application (SSDA);
- Revised design for the proposed photovoltaic panels (PV) and provision of four additional panels;
- Revised signage location on the Bay Road façade; and
- Provision of windows on the eastern façade and additional detailing/texture on Building I.

This document comprises an amendment report for SSD-11869481. We note the proposed amendments are addressed in detail in Section 2 below. Section 6 undertakes an assessment of the proposed changes having regard to the SEARs as issued by DPIE on 24 December 2020.

This amendment report is to be read in conjunction with:

- Appendix 1 – Response Matrix to Agency and Public Submissions
- Appendix 2 – Amended Architectural Plans, Bay Road Streetscape Character Study, Revised Materials and Finishes Board, Schedule of Architectural Changes and Architectural Response Letter prepared by Fulton Trotter dated November 2021
- Appendix 3 – Amended Landscape Plans and Report prepared Taylor Brammer dated November 2021
- Appendix 4 – Amended Arborist Report prepared by Arboreport dated 2 November 2021
- Appendix 5 – Heritage Response Letter prepared by Curio Projects dated 15 November 2021
- Appendix 6 – ESD Response Letter prepared by Integral dated 19 November 2021

- Appendix 7 – Amended BDAR Waiver Request prepared by Eco Logical Australia dated 19 November 2021

2. Description of Proposed Amendments

As summarised in Section 1 above, the following amendments have been incorporated into the proposal:

- Amendments to the Bay Road pedestrian entry including widening the ramp and stair width, increasing the forecourt area and adjusting the gates;
- Removal of tree 47 due to the amended Bay Road entry;
- Refinement of the new building materials and alterations to the Bay Road façade treatment;
- Identification of the location of the "Connecting with Country" artwork, noting details of the artwork will be developed post-SSDA consent;
- Minor amendments to the Architectural Plans to coordinate with stormwater and landscape documentation submitted with the SSDA, noting no updates are required to the aforementioned documentation beyond that discussed in this report;
- Revised PV cell layout and provision of four additional panels;
- Revised signage location on the Bay Road façade; and
- Provision of windows on the eastern façade and additional detailing/texture on Building I.

Each of these amendments is discussed in further detail below.

Amended Bay Road entry

The following changes have been made to the Architectural Plans (Appendix 2) to improve the welcoming experience of the new Bay Road pedestrian entry, including:

- Configuring the entry stair and ramp to the site from Bay Road centrally under the awning roof;
- Replacing the swing gates with sliding gates;
- Widening the stairs from 3.5 metres to 4.5 metres;
- Widening the ramps from 1.75 metres to 2.1 metres; and
- Configuring the entry design to create an increased forecourt area at street level at the base of the stairs.

We note that the width of the gate was discussed with SINSW, and it was considered that the 3.5 metre width of the opening in the fence was sufficient for pedestrian movement needs, particularly in the context of the other changes noted above and the heritage constraints.

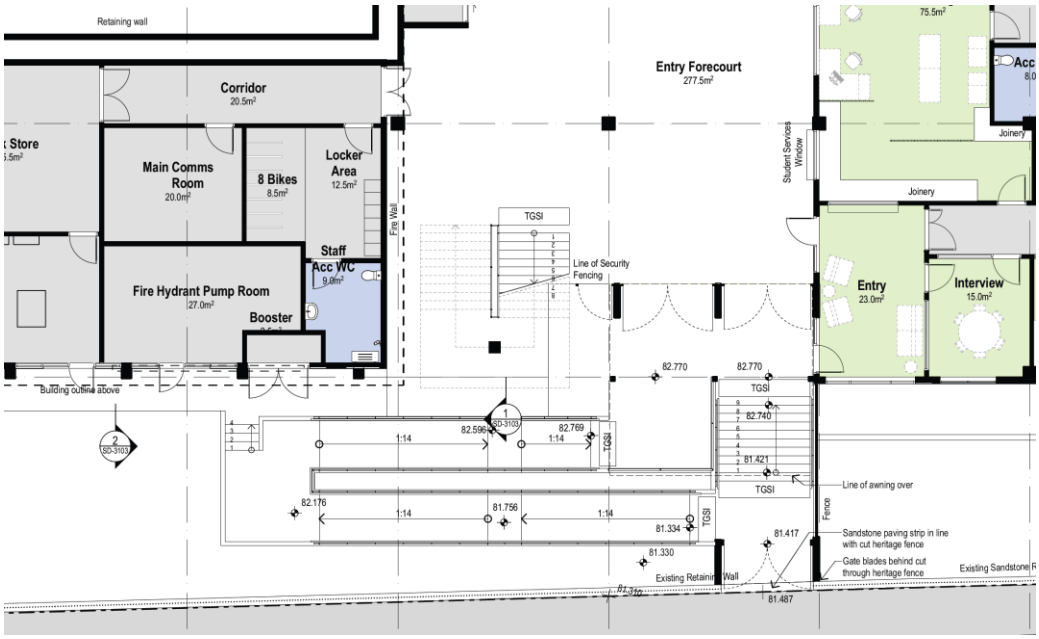

Figure 1: Extract of previously proposed Bay Road entry (Source: Fulton Trotter)

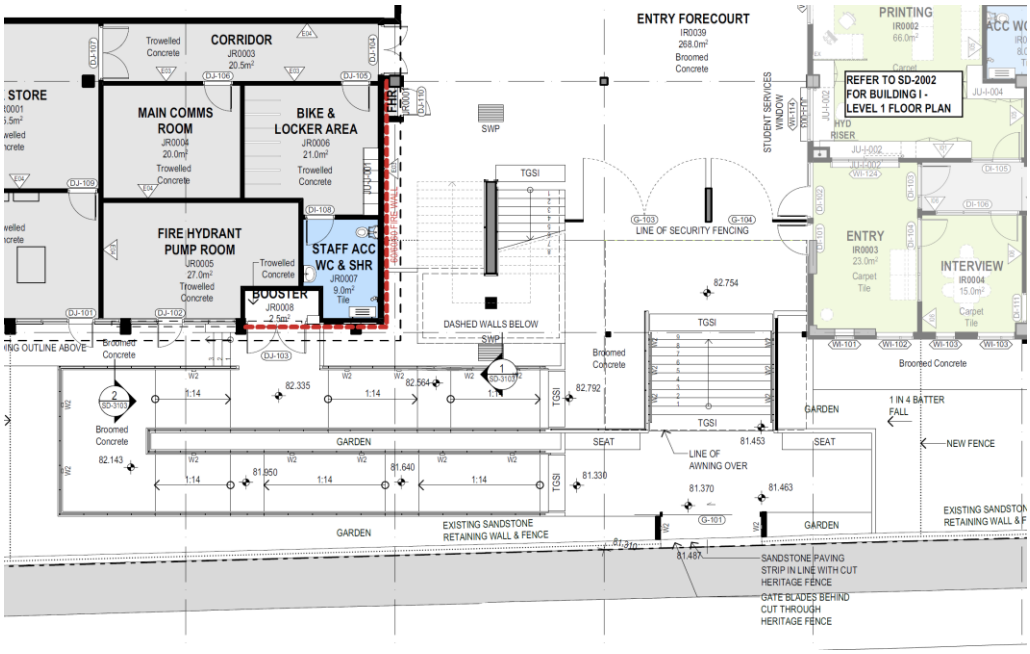

Figure 2: Amended Bay Road entry (Source: Fulton Trotter)

Tree removal

As a result of the amended Bay Road entry and ramp, tree 47 is impacted and requires removal. Taylor Brammer has prepared amended Landscape Plans (Appendix 3), Arboreport an amended Arborist Report (Appendix 4) and Eco Logical Australia an amended BDAR Waiver Request (Appendix 7) addressing the additional tree proposed for removal.

Refine Bay Road façade and develop materials and finishes palette

Fulton Trotter has further developed the Bay Road façade treatment and refined the materials and finishes for the proposal, refer to Appendix 2. Changes involve:

- Transition of the glassfibre reinforced concrete (GRC) panelling from large format panels to smaller-scale panels. Refer to Figures 3 and 4.
- The product chosen provides texture finishes with the panelised system. Refer to Figure 3 and 4;
- The depth of the placement of windows within the façade has increased, emphasising the 'punched' nature of the windows and a framing element added to tie the vertical panels of the window in a similar structure of the detailing of the existing brick buildings on the site. Refer to Figure 3 and 4; and
- Alteration to the planning of the buildings above the entry and entry awning to allow the building form to be recessed at this point. Refer to Figures 5- 8.

Figure 3: Extract of previously proposed Bay Road perspective (Source: Fulton Trotter)

Figure 4: Extract of revised Bay Road perspective depicting improvements (Source: Fulton Trotter)

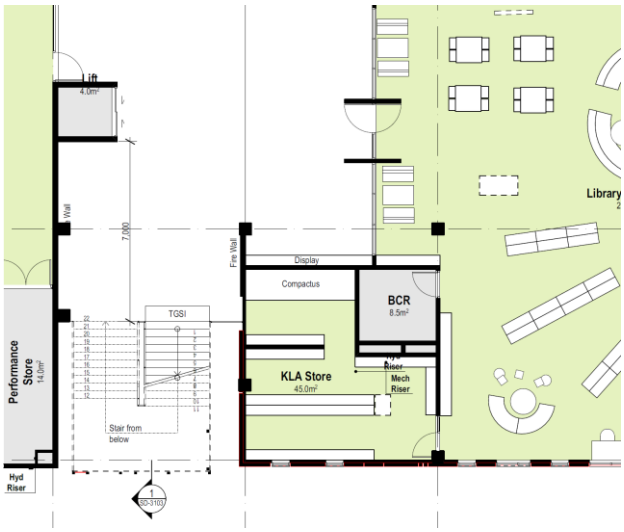

Figure 5: Extract of previously proposed Building J level 1 floor plan (Source: Fulton Trotter)

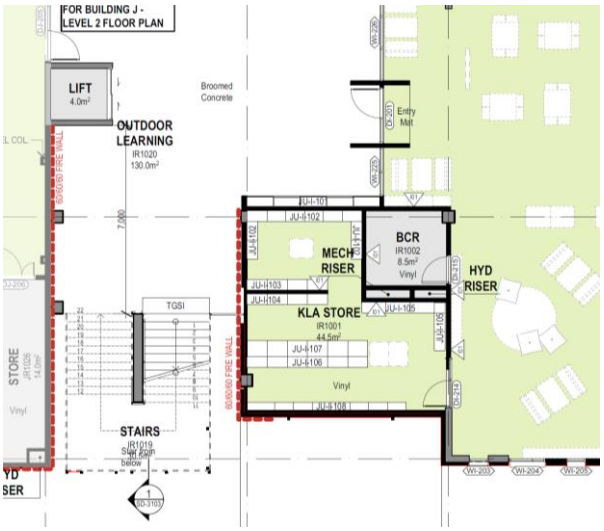

Figure 6: Extract of amended Building J level 1 floor plan, showing recess of the built form (Source: Fulton Trotter)

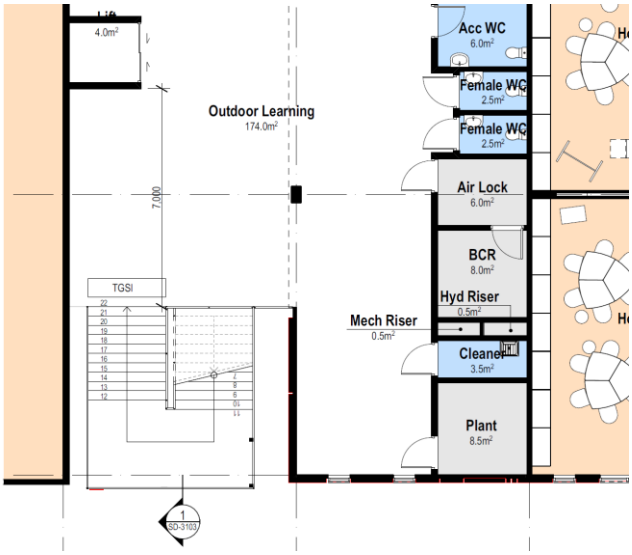

Figure 7: Extract of previously proposed Building J level 3 floor plan (Source: Fulton Trotter)

Figure 8: Extract of amended Building J level 3 floor plan, showing recess of the built form (Source: Fulton Trotter)

Refer to Appendix 2 for detail.

Coordination with consultant document

Fulton Trotter has made minor amendments to the Architectural Plans (Appendix 2) to ensure consistency between the Stormwater Plans (Appendix H of the EIS) and the Landscape Plans (Appendix 3 of this report). With the exception of the removal of tree 47 shown in Appendix 3, the other consultant documentation does not require amendments. The minor changes to the Architectural Plans have been incorporated to ensure consistency with the original SSDA documentation.

Revised PV layout and provision of four additional panels

As illustrated on the amended Architectural Plans (Appendix 2), the PV layout has been amended to run north to south vertically, rather than east to west horizontally, as previously proposed. As a result of the amended layout, four additional panels are proposed. Refer to the following figures.

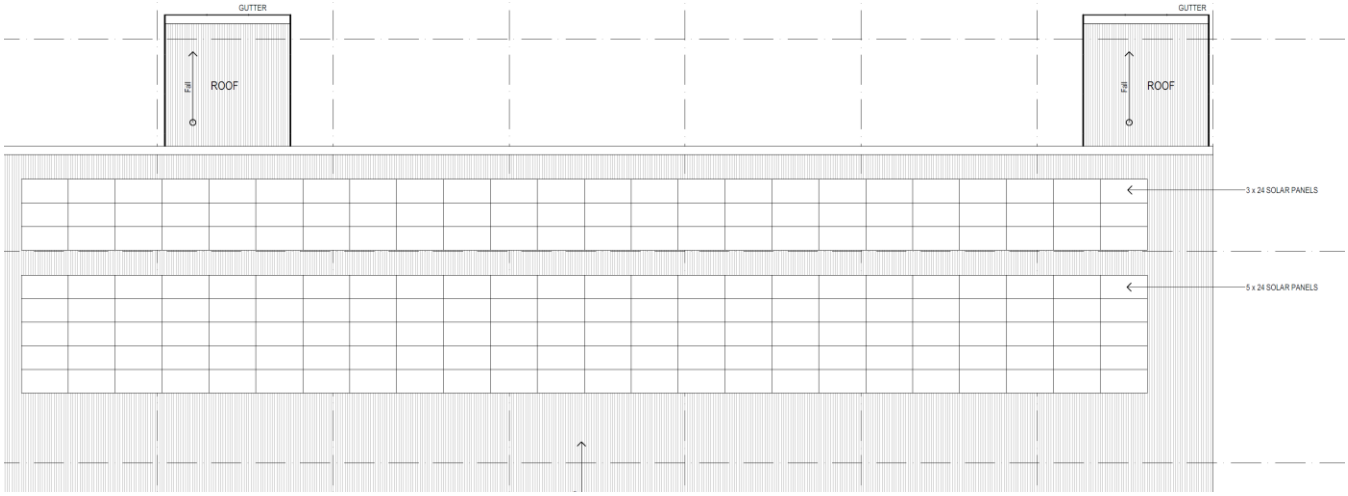

Figure 9: Previously proposed PV layout on the roof of Building J (Source: Fulton Trotter)

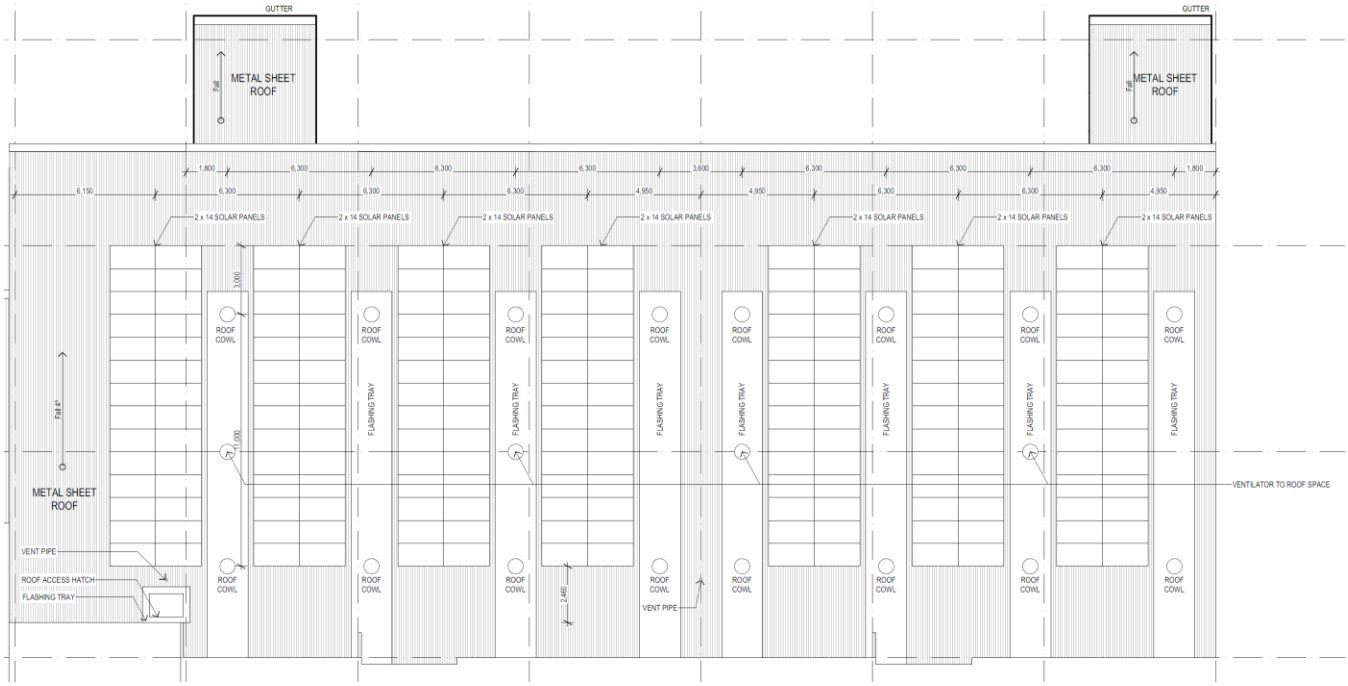

Figure 10: Amended PV layout on the roof of Building J (Source: Fulton Trotter)

Revised signage location

The school identification sign which contains the school logo and words *North Sydney Demonstration School* has been relocated from the southern façade of Building I, to proposed recessed portion of Building J above the entry forecourt. Refer to the following images.

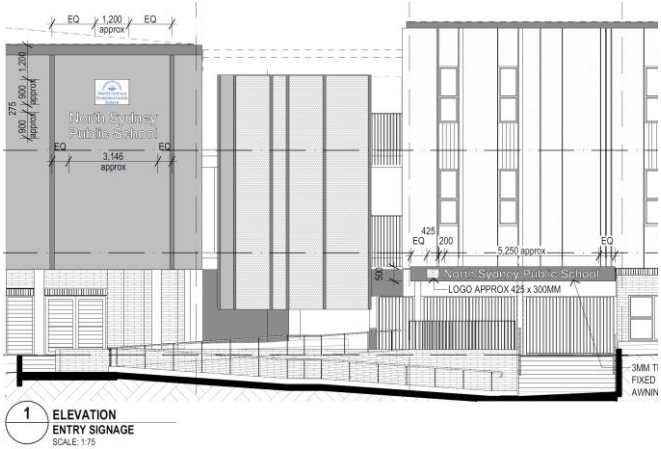

Figure 11: Extract of the previously proposed elevation entry signage on Building I (Source: Fulton Trotter)

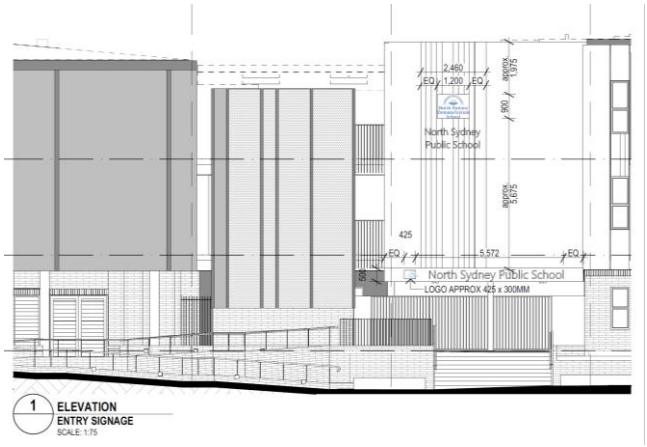

Figure 12: Extract of the amended elevation entry signage to Building J (Source: Fulton Trotter)

Provision of windows on eastern façade

In response to the SDRP feedback, Fulton Trotter has added windows and textured detail to the eastern façade of Building I, see below comparison images.

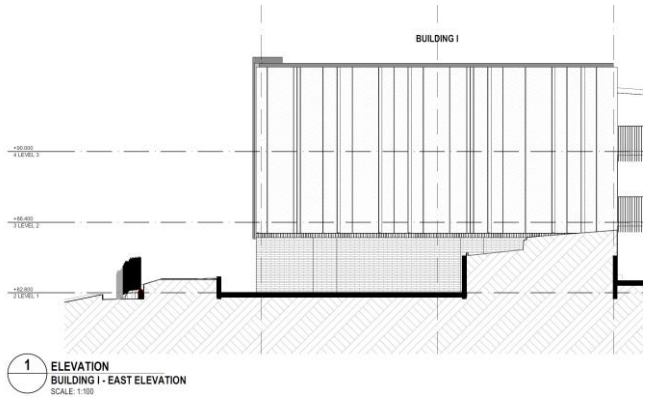

Figure 13: Extract of previously proposed east elevation Building I (Source: Fulton Trotter)

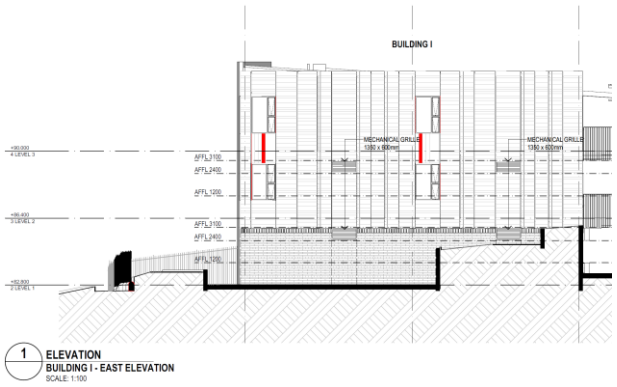

Figure 14: Extract of amended east elevation of Building I (Source: Fulton Trotter)

3. Justification for Proposed Amendments

SINSW seeks an amendment to SSD-11869481 to address the feedback provided by the GANSW, DPIE and the public during the exhibition period and the SDRP at the meeting held on 10 November 2021.

4. Strategic and Statutory Context

The modifications outlined in Section 2 of this report result in a minor change to the statutory and strategic assessment in the original EIS dated 27 August 2021. Unless otherwise discussed below, the original assessment in Section 4 (Strategic) and Section 5 (Statutory) of the EIS remain unchanged.

Statutory Context

Biodiversity Conservation Act 2016

The BC Act is the key piece of legislation that identifies and protects threatened species, populations and ecological communities that are under threat of extinction in NSW. Impacts to threatened species and endangered ecological communities listed under the BC Act are required to be assessed in accordance with Section 7.3 of the BC Act and applicants must also consider whether their proposal will exceed the Biodiversity Offset Scheme Development

Thresholds. Eco Logical Australia conclude in Appendix 7 (Amended BDAR Waiver Request) that the proposal will not trigger the threshold or cause adverse ecological impacts.

State Environmental Planning Policy (Educational Establishment and Child Care Facilities) 2017

The aim of the ESEPP is to facilitate the effective delivery of educational establishments and early education and care facilities across the State. Schedule 4 of the ESEPP outlines the design quality principles that are to be considered for applications relating to schools. The amended proposal is consistent with those design principles. Refer to the below table.

Table 1: Response to Schedule 4 of the ESEPP

Principles	**Response**
Principle 1—context, built form and landscape	The built form respects the existing and desired future character of the locality. The proposal is considered an appropriate scale and comprises a variety of amended materials to break up the built form mass, complement the roof forms and materiality of heritage affected buildings and provide built form articulation when viewed from the streetscape. The proposal continues to enhance tree canopy provision to 33% and provides compatible colours and materials.
Principle 2—sustainable, efficient and durable	The proposal seeks to implement a variety of ESD measures, referred to Appendix P of the EIS. The amended PV layout discussed in this report contributes to this positive outcome. The development provides 134 construction jobs and 7 new staff. The upgrades will alleviate pressure on other existing schools.
Principle 3—accessible and inclusive	The proposal is capable of complying with the provisions for accessibility as assessed by Philip Chun in Appendix Q of the EIS. As discussed in the EIS and the subject RtS, a significant benefit of the proposal is the provision of an additional entry from Bay Road which is DDA compliant, as this is currently absent from the school. The changes discussed in this report improve the accessibility and welcoming nature of the new Bay Road pedestrian entry.
Principle 4—health and safety	The upgrades enhance the safe, inviting, and diverse environment at the school. CPTED principles have informed the design. The various landscaped areas create unique settings to encourage social interaction and physical activity.
Principle 5—amenity	The proposal provides a diversity of learning spaces including internal and external spaces that are interconnected, and the design creates a high level of amenity. The design is fit for purpose.
Principle 6—whole of life, flexible and adaptive	The new development has carefully considered site-wide strategic and spatial planning to ensure the future development of surrounding sites is not inhibited. The proposed buildings are flexible in design. As mentioned in Section 5.7.2 of the EIS, the construction materials will be selected based on relative cost-benefit analysis on the whole life costs rather than capital expenditure only. Where possible, certified recycled and reused materials with low embodied energy will be utilised.
Principle 7—aesthetics	The amended design delivers an improved built form outcome. The refinement of the materials and finishes provides a better outcome in terms of aesthetics. The amendment Bay Road entrance creates a legible and inviting access point to the school. In doing so, the aesthetics of the proposal are high-quality achieving principle 7.

State Environmental Planning Policy No.64 (Advertising and Signage)

State Environmental Planning Policy No.64 (Advertising and Signage) (SEPP64) aims to ensure signage is compatible with the desired amenity and visual character of an area, provides effective communication in suitable locations and is of a high-quality design and finish. The proposed amended location of the sign containing the school logo and words *North Sydney Demonstration School* does not alter the original assessment with SEPP64 in Section 5.9.8 of the EIS. The signage is consistent with the objectives of the Policy and satisfies the criteria in Schedule 1.

Strategic Context

CPTED

The proposal continues to implement the principles of CPTED as identified in the *Crime Prevention and Assessment of Development Applications* (2001). With respect to access control, the amended Bay Road entry enhances the arrival experience and increases opportunity for gathering and socialising. From a surveillance perspective, the amended entry is more open, accessible, and visible from the streetscape.

5. Community Engagement

No additional community engagement has been undertaken for the proposed amendments. The proposed amendments are minor and do not alter the use, nature, or intent of the proposal. No further engagement is therefore considered to be necessary in this regard.

6. Response to SEARs – Environmental Assessment

The proposed modifications outlined in Section 2 above are assessed having regard to the SEARs below, to determine any change in the environmental assessment of the proposed development in the original EIS.

Table 2: Response to SEARs

SEAR	Response having regard to Rts
General requirements- QS report/CIV	The CIV for the SSD will be altered slightly with the amendments to the design of the proposal. At this late stage in the assessment process, an updated CIV/QS report is not considered to be necessary.
1. Statutory and Strategic Context	Refer to Section 4 of this report.
2. Built Form and Urban Design	The changes improve the proposal's response to the surrounding context. While most of the building is maintained at a 6-metre setback to Bay Road, commensurate with Building G on the site, levels 1- 3 of Building J (above the entry forecourt only) are setback an additional 1.8 metres. This creates an important recess in the building and reduces the perceived mass of the building. Visually, the amended proposal creates three distinct elements as viewed from the Bay Road frontage being the hall (Building I), staircase and entry forecourt, and homebase building (Building J). The refined materials and recess facilitate this visual presentation. The longitudinal mass of Building J is minimised with the changes and is a superior response to the built form context of the streetscape, The proposal continues to provide flexible, adaptable, and fit for purpose learning spaces. The simple internal planning is maintained as the changes are mostly external related. The amendments to the new Bay Road entry are a positive urban design outcome and clearly delineate the pedestrian entry to the school on the southern elevation. Minor changes including substituting the swing gates for sliding gates and relocating the sign contribute to this improved built form outcome.
3. Trees and Landscaping	As a result of the amended entry design, the proposal requires the removal of tree 47. Amended Landscape Plans (Appendix 3) and Arborist Report (Appendix 4) accompany this report depicting the additional tree removal. Tree 47 is of medium significance. Its retention would require significant redesign to protect and sustainably retain the tree. The benefits of the more welcoming and inviting Bay Road pedestrian entry outweighs the retention of the tree. Taylor Brammer confirm that the proposal continues to increase the tree canopy cover from 32% to 33%.
4. Environmental Amenity	The EIS dated 27 August 2021 undertook as a detailed environment amenity assessment. This is supplemented by the additional shadow analysis submitted in part one of the RtS on 5 November 2021. In considering the changes, the

SEAR	Response having regard to Rts
	proposal continues to afford a high level of privacy, solar access, and ventilation. From an acoustic, wind and light spill perspective, the original assessment remains unchanged.
5. Transport and Accessibility	No changes from the EIS dated 27 August 2021 and RtS part one dated 5 November 2021.
6. ESD	Part two of the RtS involves an amendment to the location of the PV panels as discussed in Section 2 of this report. LCI has prepared a Response Letter in Appendix 6 which concludes the system size is substantial and supports the ESD ambitions of the project. As such, there is not change from the original ESD targets based on the amended layout.
7. Heritage	Curio Projects has undertaken an assessment of the amended design in Appendix 5. In particular, the width of the entry gate has been maintained however the stairs have been widened from 3.5 metres to 4.5 metres and the ramp from 1.75 metres to 2.1 metres. Further, the swing gates have been replaced by sliding gates. These changes provide for a more generous footpath and gathering space at the bottom of the entry stairs behind the Bay Road gate. From a heritage perspective, the amended design represents no additional visual and physical impact to the original fence as the proposed changes optimise the entrance without demolishing any additional heritage fabric in relation to the original proposal. From a heritage perspective, Curio Projects consider the changes to the east elevation of Building I to have a positive visual impact on the heritage context of the existing buildings. The revised materials and finishes also assist in softening the impact and tonal perception of the Bay Road streetscape frontage. Refer to Appendix 5 for further detail.
8. Aboriginal Cultural Heritage	No changes from the EIS dated 27 August 2021 and RtS part one dated 5 November 2021.
9. Social Impacts	No change from the EIS dated 27 August 2021.
10. Noise and Vibration	No changes from the EIS dated 27 August 2021 and RtS part one dated 5 November 2021.
11. Biodiversity	An amended BDAR Waiver Request Report accompanies this report in Appendix 7. This ensures the additional tree proposed for removal (no.47) is captured in the clearing threshold for the project. The only change in the report from the previous iteration, dated 22 October 2021, is removal of then Figure 3 and inclusion of tree 47 in the removal calculation in then Figure 4 (now Figure 3). The area of vegetation to be cleared remains 0.13 hectares, consistent with the clearing area accepted by DPIE in the BDAR Waiver dated 3 November 2021. From a significance perspective, tree 47 is of medium significance and Arboreport has supported its removal, particularly given the other landscape improvements on the site.
12. Contributions	No change from the EIS dated 27 August 2021.
13. Staging	No change from the EIS dated 27 August 2021.
14. Utilities	No change from the EIS dated 27 August 2021.
15. Stormwater Drainage	No changes from the EIS dated 27 August 2021 and RtS part one dated 5 November 2021.
16. Flooding	
17. Soil and Water	No change from the EIS dated 27 August 2021.
18. Waste	No changes from the EIS dated 27 August 2021 and RtS part one dated 5 November 2021.

SEAR	Response having regard to Rts
19. Contamination	No change from the EIS dated 27 August 2021.
Plans and Documents	Not applicable.
Consultation	A response to the issues raised during public notification/consultation of the EIS is provided in Appendix 1.

Having regard to the above assessment, we consider the amendments to the proposal are minor and will not result in any adverse environmental impact. In fact, the proposed amendments will result in a positive impact in terms of built form and materiality. Further, the SEARs have been satisfied in the assessment above, where relevant, having regard to the modified proposal. Given the minor scale and nature of the amendments, we consider that notification of the amended plans is not warranted.

7. Updated Table of Commitments/Mitigation Measures

Below is an updated table of commitments/mitigation measures based on the outcomes from Sections 2 and 6 above, and the proposed changes. All proposed changes are in red or ~~struck-out~~ text.

Table 3: Mitigation Measures

ID	Mitigation Measures
Part A- Administration	
A1	The development is to be carried out in accordance with the Architectural Plans prepared by Fulton Trotter dated ~~18 August 2021~~ 11 November 2021.
A2	The development is to be carried out in accordance with the Landscape Plan prepared by Taylor Brammer dated ~~17 August 2021~~ 11 November 2021.
Part B - Prior to Commencement of Construction	
B1	Prior to commencement of construction, address the recommendations contained the Arboricultural Impact Assessment dated ~~August 2021~~ 2 November 2021 to minimise impacts to retained trees.
B2	Evidence must be submitted to the satisfaction of the Certifying Authority that all outdoor lighting within the site has been designed to comply with AS 1158.3.1:2005 Lighting for roads and public spaces – Pedestrian area (Category P) lighting – Performance and design requirements and AS 4282-2019 Control of the obtrusive effects of outdoor lighting.
B3	The incumbent contractor will be required to ensure contractors working on the project are aware of the available transport options and encouraged to carpool. All workers and subcontractors will complete a site induction.
B4	A construction fence provided on Bay Road and internally within the school to provide safe pedestrian access. The fence is to consist of chain wire fencing along the remaining site boundaries and maintained for the duration of the construction program.
B5	Liaise with Council the altered parking restrictions on Bay Road to facilitate the new drop-off and pick-up.
B6	Unless otherwise agreed by the Planning Secretary, the applicant must demonstrate that ESD is being achieved by registering for a minimum 5-star Green Star rating with the Green Building Council Australia and submit evidence of registration to the Certifying Authority.
B7	Implement the recommendations made by Integral in the ESD Report dated August 2021 and the Response Letter dated 19 November 2021.
B8	Prepare a Heritage Interpretation Strategy for the site to offset and mitigate heritage impacts that have been identified as unavoidable in the context of the feasibility of the design brief, such as minor physical and visual impact to the southern heritage fence. It should develop appropriate and meaningful interpretation initiatives to be installed as part of the works. For the new Bay Road entrance, the final interpretation product is to be developed in consultation with the regulatory bodies and appointed heritage consultant.
B9	Prepare a full archival recording of structures and elements proposed for demolition including Building B, Building C and current, unimpacted form of the former Crows Nest Estate fenceline, particularly the southern elevation where the new entrance is proposed.

ID	Mitigation Measures
B10	In consultation with a structural engineer and heritage architect finalise the detailed design of the new entrance from Bay Road to minimise impacts to the existing fabric.
B11	All contractors undertaking earthworks are to undergo induction on identifying Aboriginal heritage objects, protection of Aboriginal heritage objects under the *National Parks and Wildlife Act* 1974 and penalties for damage to these items.
B12	Proactive and ongoing engagement with the school community and local community to build awareness and preparedness for the construction program.
B13	Implement a child-focussed educational program focused on safety around construction sites.
B14	Work with the community user group to plan for disruption and identify potential issues that may impact continuation of educational service through the construction program. Consult with Council as required.
B15	Ongoing engagement with the Aboriginal stakeholders.
B16	Prepare a detailed CMP addressing noise, dust and traffic and pedestrian mitigation measures, including indicating active transport modes available for construction workers and construction equipment drop-off/pick-up procedure.
B17	Prepare and implement a CNVMP once the detailed construction methodology is available, having regard to the recommendations for inclusion by Marshall Day Acoustics dated August 2021.
B18	Undertake detailed traffic noise measurements and analysis to assess the potential impact on residential receivers along the surrounding local roads. Implement any recommendations that arise from that assessment.
B19	As required, update the Construction Management Plan and Preliminary Construction Traffic Management Plan.
B20	Educate the school and wider community on the staging plan and construction program.
B21	Obtain approvals from relevant service providers to deliver utility infrastructure.
B22	As required, update to the sediment and erosion control plan.
B23	Provision of sediment fences to the perimeter of the construction area as required.
B24	Nominate specific areas for plant and construction material storage.
B25	Diversion of upstream stormwater runoff around disturbed areas of the development as required.
B26	Immediate stabilisation of disturbed areas as required.
B27	Designation and marking of transport routes across the site to minimise dust disturbance.
B28	Provision of rock pad or shaker grid on the site's construction exit.
B29	Provision of stormwater inlet protection devices to existing stormwater inlet structures within the site, and within the roadway immediately downstream of the site.
B30	Education of site personnel to the sediment and erosion control measures implemented on-site.
B31	Prepare and implement a sediment and erosion control plan in accordance with Council's requirements and Managing Urban Stormwater Soil and Construction 2004 (Blue Book)
B32	Ensures routes for movement of waste from work site to storage area is clear of obstruction.
B33	Induct contractors on waste management processes during demolition and construction. Post signage across the construction site.
B34	Dispose of waste in accordance with Council standards.
B35	Waste to be collected during standard Council hours.
B36	Prepare an unexpected finds protocol to establish a framework for management should an isolated unexpected contamination occurrence be identified and accordingly will be disposed of appropriately.
B37	Prior to the commencement of construction, evidence of compliance with this condition from an appropriately qualified person is to be provided and that the requirements are referenced on any certified plans.

ID	Mitigation Measures
B38	Prior to the commencement of works, prepare an unexpected finds protocol with the Registered Aboriginal Parties in the event unexpected finds are found during the construction works.
Part C - During Construction	
C1	During construction, implement recommendations contained the Arboricultural Impact Assessment dated ~~August 2021~~ 2 November 2021 to minimise impacts to retained trees.
C2	Construction of the proposal will be undertaken during the following standard hours: • Monday to Friday: 7:00am to 5.00pm • Saturday: 8:00am to 1:00pm • Sunday and Public Holidays: No work It is noted that no construction deliveries between 7:30am and 9:00am and 1:30pm and 3:00pm on school days are permitted.
C3	Traffic control be provided, as required, to regulate movements in and out of the site during construction in accordance with AS1742.3 and RMS "Traffic Control at Worksites" manual at all times.
C4	The work zone will be managed via construction scheduling set by the incumbent contractor to ensure no queuing or parking on local streets occur.
C5	Disruption to road users is to be kept to a minimum by scheduling intensive delivery activities outside of peak network hours.
C6	If any objects are found during construction that is suspected to be an Aboriginal object or material, the following process is to be followed: • No further harm or do not move the object; • Immediately cease work at that particular location; • Secure the area so as to avoid further harm to the Aboriginal object; • Notify a qualified archaeologist as soon as possible to inspect, assess and, if necessary, record the object of material; • Immediately notify Heritage NSW if the object of material is Aboriginal cultural heritage material on 131555, providing any details of the Aboriginal object and its location, and; Not recommence any work at that particular location unless authorised in writing by Heritage NSW.
C7	If any object is found suspected to be human remains, the following process must be followed: • Prevent all personnel and vehicular access to or near the object; • Immediately contact NSW Police; • Immediately notify Heritage NSW on 131555, noting potential Aboriginal human remains and providing any details of the object and its location; • Contact the project archaeologist; and Not recommence any work at that particular location unless authorised in writing by Heritage NSW.
C8	Establish clear site entry and exist points for construction, separate from the general school community.
C9	Proactive and ongoing engagement with the school community and local community to identify issues during the construction process.
C10	Establish bi-weekly progress meetings involving the contractor, SINSW and school staff to identify issues and proactively address as required.
C11	Construction of the proposal will be undertaken during the following standard hours: • Monday to Friday: 7:00am to 5.00pm • Saturday: 8:00am to 1:00pm • Sunday and Public Holidays: No work It is noted that no construction deliveries between 7:30am and 9:00am and 1:30pm and 3:00pm on school days are permitted.
C12	Prior to the release of any stormwater from the site, water quality samples are to be taken and analysed.
C13	Monitoring of stormwater quality discharging from the development and the implementation of additional measures/modification of existing measures if the quality of stormwater discharging from the site will have a negative impact. The quality of stormwater released from the site is to meet the NSC's stormwater quality standards.

ID	Mitigation Measures
C14	Construction activities are to be limited to the designated construction area(s).
C15	Regular inspection and maintenance of erosion control measures. Following rainfall events greater than 200mm, inspection of erosion control measures and removal of collected material shall be undertaken. Replacement of any damaged equipment shall be performed immediately.
C16	Monitoring of water quality impacts from construction activities as appropriate. Any erosion and sediment control devices that are not performing adequately to meet NSC standards are to be replaced or supplemented with additional measures.
C17	Select materials to minimise waste generation.
C18	Dispose of waste in accordance with Council standards.
C19	Waste to be collected during standard Council hours.
C20	As practicable, the design of new structures be shallow pad or file footings on weathered shale bedrock.
C21	Undertake bored pile footings for deep foundations. Particular attention to be given to ensuring the socket is cleared and roughened using a suitable scraper such as a tooth, orientated perpendicular to the auger shaft prior to pouring of concrete.
C22	For all footing design, where a Serviceability End Bearing Pressure of greater than 1,000kPa is adopted, the rock quality across the building footprint must be assessed by a cored borehole investigation.
C23	Prior to the commencement of construction, all footings to be inspected by a geotechnical engineer to confirm that a suitable founding stratum has been reached.
Part E - Post Occupation	
E1	The School Transport Plan must be implemented and updated annually.
E2	Implement the School Transport Plan prepared by Ason Group dated August 2021.
E3	Implement DoE's community use of school facilities policy to promote utilisation of new facilities.
E4	Identify opportunities to build partnerships with Aboriginal stakeholders to develop educational programs.
E5	Inform the community of noise events and no events to be held between 10pm and 7am.
E6	Provide contact number of the relevant persons employed to communicate with the community during noisy events.
E7	Provision of signage in all waste disposal, storage and collection points to illustrate how to use the waste management system.

8. Conclusion

Given the environmental planning merits and significant public benefits proposed by this application (as amended), we recommend that the proposal be approved.

Should you wish to discuss, please do not hesitate to contact the undersigned or Olivia Page on (02) 9068 7500 or oliviap@gyde.com.au.

Yours sincerely,

Mel Krzus
Director

APPENDIX 1
RESPONSE TO SUBMISSIONS MATRIX PART 2

Agency	Summary of Matters Raised	Proponent's Response
DPIE	**Built Form and Urban Design**	
	Concern is held that: • 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. • 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. • 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: • detailed streetscape character analysis of the Bay Road streetscape and identification of any defined use of colours and materials and commonality of architectural expression. • improved entry Bay Road entry design to increase the areas providing standing, movement and access into the school from the entry point. • developed architectural expression and use of materials and colours on	A detailed response to the GANSW feedback is provided by Fulton Trotter in Appendix 2. We note: • As discussed in Section 2 of this report, the Bay Road entry has been amended improving accessibility and creating opportunities for social interaction. • Fulton Trotter has refined the materiality and Bay Road façade treatment further breaking up the mass of the form, creating a top, middle and base of the building and creating three distinct building forms, being the hall (Building I), entry/staircase and homebase building (Building J). All of these changes assist in reducing the visual dominance of the building when viewed from the street and provides a finer grain design response for enhanced visual presentation and design interest; and • The eastern elevation of Building I has been amended to include windows and greater articulation, to reduce the perceived visual mass of the built form. Refer to the amended Architectural Plans in Appendix 2. Fulton Trotter has prepared a Streetscape Character Analysis, which demonstrates the proposal is compatible with the existing character of the immediate streetscape, see below image.

Agency	Summary of Matters Raised	Proponent's Response
	southern and eastern elevations.	 Figure 15: Extract of existing materiality from Streetscape Character Analysis (Source: Fulton Trotter) See above and Appendix 2.
	Address the Government Architect NSW comments on the EIS dated 6 October 2021.	Refer to Appendix 2 and below.
GANSW through SDRP email feedback dated 6 October 2021	**Bay Street Entry** The rationalised ramp (providing parity with the stair for 'arrival' at the building interface) and addition of the awning roof are noted as positives; however concerns remain regarding the overall amenity and quality of this important entry as the centrepiece of the upgrade. Further design development is recommended to address the following: • Notwithstanding concerns about minimising the opening in the heritage fence, the reduced stair and gate width have significantly impacted the welcoming and generous nature of the site entry. The reduced stair is no longer aligned with the width of the entry awning and width of the stair to Level 2 courtyard beyond. Accordingly the entry has lost its strong and clear axis. • The reduced stair width and minor increase in ramp width (1750mm clear) are considered minimum widths and not commensurate with	A detailed response is provided by Fulton Trotter in Appendix 2. In summary: • The Bay Road entry has been improved by: – increasing the ramp width from 1.75 metres to 2.1 metres and stair from 3.5 metres to 4.5 metres; – reconfiguring the entry stair and ramp to allow the stair to sit centrally under the awning roof; and – amending the entry gate from a swing gate to sliding gates, improving the size of the gathering area at the bottom of the stairs. • The entry doors to the reception area have been relocated further back into the undercroft area and creating a fixed panel of screening/fencing for the doors to open onto, as to not impact circulation paths.

Agency	Summary of Matters Raised	Proponent's Response
	generous movement (e.g. two strollers comfortably passing at the ramp) • The rationale that other entries will accommodate parents with strollers is not supported. The Bay Street entry offers weather protection and universal access to the co-located Hall, COLA and Reception (for both School and public uses); this level of amenity will ensure Bay Street is the most functional and convenient entry. • Notwithstanding impacts to the heritage fence, the width of the fence opening does reflect the aggregated width of the stair and ramp, creating a 'bottleneck' scenario. A wider or dual fence openings (to address the issues above) should be considered in conjunction with opportunities for reuse/interpretation of the existing fence. • The outward swing of the reception door impacts the clear unobstructed path to the site entry stair. • Revisit the form and architectural expression of the awning roof to make the entry more recognisable. • An entry that is both generous and readily identifiable (important welcoming qualities) is not evident in the EIS or SDRP design. This design challenge is amplified by the entry not aligning with the gap between buildings. It is recommended the design at the current location (grids 5 – 6) revisit the considerations above to optimise these qualities. • In regards to the above, the awning roof differs between the sections and the roof plan. It is assumed the sections reflect the design intent. • The intent to manage, bicycles at other site entries, including bike storage at the northeast corner of the site is noted.	• The entry awning roof has been revised allowing for the building form to be recessed at this point, as depicted in Appendix 2. This, in conjunction with amended facade treatment, creates a legible entry area which differentiates it from other buildings. • The sign containing the school logo and name is relocated to the recessed area of Building J, signifying the visual presentation of the entry on the Bay Road frontage; • The Architectural Plans in Appendix 2 have been adjusted to illustrate the roof and refined parapet.
	Landscaping The location of additional trees to the western portion of the central courtyard and north-east corner of the site is noted and supported. Noting a comparison of tree removal between SDRP and EIS designs is not available at this time.	It is noted that the extent of trees to be removed was not presented in the first SDRP on 4 August 2021. Minor adjustments were made to landscaping from the first SDRP to the SSDA submission due to detailed coordination and design development. One additional tree, no. 47, requires removal due to the entry amendments discussed in this report.
	Façade and roof form	Fulton Trotter has provided a detailed response in Appendix 2. In summary:

Agency	Summary of Matters Raised	Proponent's Response
	The inclusion of *'punched windows'* to the southern façade of the main building, addresses a limited selection of SDRP advice and is supportable as a shift in the right direction; however strong concerns remain regarding the use/application, detailing and design quality (in delivery) for prefabricated panels (DFMA) in this heritage context. To enable a contextual fit, SDRP advice advocates for DFMA use and detailing that is fined grained and scale appropriate; this includes not supporting DFMA used in a manner that is similar to basic tilt -up construction (e.g. warehouse construction and the like). In this regard the heritage report (page 131) provides the following guiding principle: *"The materials, finishes, and façade treatments of new buildings should consist of contemporary solutions that are consistent and cohesive with the original fabric throughout the site, creating a sympathetic transition between modern and heritage fabrics."* The '*punched window'* approach is consistent with this principle; however further design development is recommended, along with process-based design quality measures (potentially applied separate to the planning approval process) – refer below: • The east elevation of the main building is not supported. This façade has full height panels without windows, the architectural expression at this end of the building (as it presents to Bay Street) is not supported as an appropriate fit with the heritage context. This includes concerns about: – the expression and use of DFMA (refer above), specifically the windows providing an 'in between' scale consistent with the aforementioned heritage principle. – the lack of fenestration generally to deliver amenity and • Elements of the south elevation of the main building are not supportable. The intent for a brick base (Level 1) is supported, however the design resolution in terms of the relationship/connection of the brick base to the revised DFMA panels above (Levels 2&3) is not supported. This impacts the fenestration and presentation of the entire southern façade. Greater design development is recommended to address, the inter-	• The GRC panelling has been revised from large format panels to a smaller-scale panelised system, creating a finer grain detail that reduces the overall scale of the panels and buildings; • The product proposed allows the provision of a variety of texture finishes within the panelised system, creating an additional layer texture to the façade and depth of colour/tone that softens the built form; • Curio Projects detail in Appendix 5 that the amended design results in a positive visual outcome on the heritage context and enhances the visual connection between modern and heritage fabrics on the site; • Fulton Trotter has reviewed the 'punched windows' and associated panelling between the windows. Notably, the depth of the placement of the windows within the façade has been increased, accentuating the 'punched' nature of the windows. A framing element has been added to tie the vertical panels of the windows together in a similar structure to the detailing on the existing brick buildings, mostly Building A. In conjunction, these provide layer of depth and interest to the building; and • It is also noted that the SDRP were supportive of the amendments made to the proposal, as submitted in the subject RtS and presented to the SDRP on 10 November 2021. • The eastern façade of Building I has been amended as discussed elsewhere in this report.

Agency	Summary of Matters Raised	Proponent's Response
	relationship between the DFMA panels and their windows to the windows and brickwork at Level 1. The current configuration is clumsy and incongruous in terms vertical alignment and distribution of Level 1 brick openings relative to the DFMA panels. • The opportunity to alter the roof profile to increase the general amenity (e.g. daylighting) of the building envelope and breakdown the mass of the roof has not been adopted. The assertion in the EIS that the new vertical elements in the southern façade are considered commensurate with this opportunity is not supported. • The potential for DFMA to provide a contextual fit is reliant on the inclusion and refinement of key details (e.g. sills, reveals, parapets, connections/plane separation to brickwork below and the like). The EIS documents infer these details at a large scale; however they are not sufficiently evident in the EIS to provide certainty of good design outcomes (refer below for expanded commentary). • DFMA is not considered inappropriate to deliver a contextual / heritage fit for the proposed buildings. The use of DFMA in this project is driven by efficiencies, this combined with the material properties of the product (i.e. its limited application) in combination with value engineering as part of design and construct procurement, presents a risk to design quality and consequently heritage compatibility. • To ensure DFMA will deliver an appropriate a contextual fit, process-based design quality measures are recommended. This includes greater design development, a further level of design review and delivery mechanisms that establish and 'lock in' design excellence qualities for DFMA. This broadly could include: – Returning to SDRP to address these issues – Conditions of Approval to promote design quality (e.g design integrity mechanisms) Collaboration between GANSW and SINSW to ensure future design and construct procurement embeds the design intent (e.g make DFMA quality part of a multi-point tender criteria).	• The windows to the brick base of the main building have been modified to be consistent with the window formats in the GRC panelling at Levels 2 and 3, providing a consistent built form composition. • The configuration of the feature GRC panels on the Bay Road frontage are extended, continuing from the ground, and breaking up the brickwork and the GRC cladding. • Fulton Trotter explored creating a higher roof form to align with the feature façade elements on the Bay Road frontage. However, it was considered that the impact of this gesture on the project budget, ongoing maintenance and additional height would unnecessarily add to the built form. As such, the roof form has been maintained. • The changes discussed elsewhere in this report have addressed improvements in the detailing of the GRC panelling on the façade and creation of an additional layer to the façade more generally and ensure the proposal fits more appropriately in the heritage contexrt.

Agency	Summary of Matters Raised	Proponent's Response
		• DFMA is maintained for the proposal. This will assist in ensuring the proposal is delivered by Day 1 Term 1 2023. The second SDRP was attended on 10 November 2021. The amended design addresses the feedback provided and this is confirmed in the SDRP meeting minutes dated 17 November 2021. Refer to the following rows. Mitigation measures A1 and A2 ensure the proposal is delivered in accordance the Architectural and Landscape Plans prepared by Fulton Trotter and Taylor Brammer, respectively.
GANSW through SDRP Letter dated 17 November 2021	The SDRP were supportive of: • Expanded consultation with Aboriginal community since the first SDRP • The approach to the building façade that is appropriate in scale and architectural expression to the existing heritage buildings • Increased legibility of the Bay Road entry • Improved circulation of the main entry • Development of the planting palette • Increase from 4 to 5 Green Star Buildings	Noted.
	Connecting with Country • Continue consultation with the Aboriginal community during design development and beyond. • Seek approval from Traditional Custodians to ensure the finalised design is culturally appropriate (e.g. appropriate use of language, cultural references to water, and Yarning Circle). • Continue to seek the input and participation of the School community for the design of artwork.	SINSW will continue Aboriginal and community consultation post SSDA.
	Main entry and circulation • Reconsider the material treatment above the entry, including the composition of the school signage. The logic of black panelised cladding as an architectural expression of the Hall (and its function) is supported. Transferring this logic to the volume above the entry (i.e. a similar material treatment) is not supported as this diminishes the distinctive qualities of both the Hall and the entry.	Appendix 2 depicts the amendments to the design including relocating the school identification sign and changing the CFC panelling over the entry awning to a lighter grey tone, matching the feature panels on the front of Building I. In doing so, the hall stands apart as a darker element. The column has been set in the centre of the stairs to create a logical position for the gates to open onto during peak school hours. If the gates were to be reconfigured to swing in different

Agency	Summary of Matters Raised	Proponent's Response
	• Relocate the column from the centre of the entry stair to improve circulation. • Reconsider the material selection of the awning soffit; a shift away from standard fibre cement cladding will contribute to a more welcoming and compelling arrival.	directions, they would clash with the entry doors to the reception area. Hence, they have been maintained in their same position. Fulton Trotter has retained the soffit lining of this roof CFC sheeting but altered the soffit to a darker colour matching the façade panelling.
	Site planning and landscape • Prepare a site-wide landscape strategy. A site-wide landscape strategy was requested at SDRP 01 and not provided at this session. This strategy should communicate the guiding principles of the landscape design for all parties; noting the rationale for many landscape design decisions has not been well communicated or understood in the review process. • Food garden - the reinstatement of the existing vegetable garden is commended, however reconsider the location to improve solar access. • Seek opportunities for the landscape design to be less institutional and more appropriate for young children in look and feel; consider design elements that are 'fun' and 'playful' in their composition and expression.	The site-wide landscape strategy is detailed in the Landscape Report submitted with the SSDA (Appendix C of the EIS and 3 of this report). Refer to Appendix 2 and 3 for detail on the response to the food garden. Opportunities will continue to be explored in the detailed design post SSDA. The intent is to have elements of fun and playfulness encouraging student involvement.
	Built form and materials • Façade and roofline - increase the general design quality, including clarity of architectural expression and compatibility with the existing heritage building, by adopting the following recommendations: – Develop a more clearly defined 'upper portion' of the building through increased architectural expression of the parapet and roof. – Increase the articulation and 'playfulness' of the ground floor brickwork through detailing. – Refine and simplify material applications in select areas (notably the 2 storey CFC feature panels), including a potential reduction in the number of materials. – Review the connection detail of the GRC panel to the brickwork to articulate each material more clearly (e.g. via height separation and/or different vertical planes). – Improve the presentation of GRC panels, through concealed fixing details	Fulton Trotter has reviewed the detailing on the top of the building and parapets, refer to Appendix 2. Articulation of the parapet edge over the CFC feature panels has been altered to create a greater level of contrast between these areas and the remainder of the GRC panelling. Fulton Trotter has modified the brick bond pattern at the base of the building to a 'common bond' pattern which adds a subtle banding to the texture of the brick. As discussed in this report, Fulton Trotter has reviewed the façade detail, refer to Appendix 2. The details of fixing requirements of the GRC and CFC panelling, including the exact product for the bricks and finishes, has been specified as part of the tender documents for the D&C Contractors. It is proposed that a concealed fixing system will be specified.
	• Increase classroom amenity through daylighting and ventilation in the roof. This key recommendation (reiterated from SDRP 01), will benefit	Following discussions with SINSW, and as noted earlier in this table, the roof is retained as a single plane skillion roof. Fulton

Agency	Summary of Matters Raised	Proponent's Response
	students in the long term and is of greater concern than impacts on private dwellings from minor height increases (i.e. overshadowing or visual impacts to the streetscape).	Trotter explored creating a higher roof form to align with the feature façade elements on the Bay Road frontage. However, it was considered that the impact of this gesture on the project budget, ongoing maintenance and additional height would unnecessarily add to the built form. As such, the roof form has been maintained and is an appropriate outcome as confirmed by Curio Projects. The proposal complies with daylight, and ventilation requirements of the Educational Facilities Standards and Guidelines.
	• Introduce roof lights/clerestory windows to address (the above) amenity opportunities and to break down the visual mass of the roof to a scale more compatible with the heritage buildings.	
	• Reconsider the approach to colour including the following: ` – The application of heritage red to architectural elements - use colour in a more subtle and integral manner, that more clearly emphasises the tectonic qualities of the facade. MacRobertson Girls High School, Victoria is cited as a precedent. – Consider applying heritage red to other elements in lieu of CFC panels.	Fulton Trotter has reviewed the way the heritage red features are incorporated into the facade. The heritage red stripes have been retained on the CFC panels, and in addition, a layer of heritage red feature panels have been added in the framing around and in between the windows.
	• Ensure high quality material selection through: – Adequate budget allocation, robust specifications, and design management of Design and Construct requirements - including but not limited to the following materials: – dry pressed bricks in lieu of extruded bricks to assist detailing – GRC panels capable of fine grain detailing (as presented) in lieu of alternatives (e.g. CFC cladding). – high quality prefinished CFC cladding to the Hall. – Careful consideration and mitigation against inappropriate value management, and ad-hoc material substitutions.	All materials have been specified in the documents provided to the D&C contractor for pricing to ensure the quality is maintained. SINSW note this feedback.
	• Design process – notwithstanding that advice on procurement and selection of the design team for design finalisation and construction services is outside the remit of design advice, the panel supports: – Continuity of the architectural and landscape team through to delivery, to ensure high quality design outcomes in a general sense	SINSW note this feedback.

Agency	Summary of Matters Raised	Proponent's Response
	and specific to the context of DFMA construction in a sensitive heritage site. – Adopting recommendations and advice from this design advice letter for inclusion in design finalisation under the Design and Construct process.	
Public Submissions	The proposal does not respond adequately to the important heritage site or fit well into the local environment.	As assessed in detail in the EIS dated 27 August 2021, the Heritage Impact Statement dated 20 August 2021 (Appendix T of the EIS) and Heritage Response Letter dated 15 November 2021 prepared by Curio Projects (Appendix 5 of this report), the proposal responds positively to the heritage values of the site and the surrounding contextual environment. The materials and finishes, specifically the heritage red panelling draw on the heritage red elements (such as doors) on Buildings A, D and F. The changes incorporated in the design in part 2 of the RtS further enhance the proposal's consistency with the existing and desired future character of the locality.
	The setback adopted is insufficient and is similar to that of an existing single storey building to the west and is inadequate for a three-storey building.	The amendments include a recess of part of level 1, 2 and 3 of Building J above the entry forecourt from 6 metres to 7.8 metres. This assists in creating three distinct elements of the built form, making the entry more legible and minimising the mass the building when viewed from Bay Road. The setback of the other portions of the building remains unchanged and are commensurate with the existing buildings on the site, particularly Building G.
	Building lengths are out of scale with the neighbouring development and space should be provided between the new buildings.	The architectural design changes discussed in this report further break up the mass of Buildings I and J, create a clear and unified entry from Bay Road and enhance the articulation of the buildings.
	Roof form is not in keeping with the character of the heritage building.	Curio Projects provide a detailed response in Appendix 5. Curio Projects note that while the roof design of the proposal varies in form and colour from the hipped terracotta tiling of the existing 1930s Interwar heritage school buildings, the proposed roof design and form is simple, and does not detract from or clash

Agency	Summary of Matters Raised	Proponent's Response
		with the distinct hipped and terracotta tiled roof forms of the heritage affected buildings.
	Proposal causes unacceptable visual impact on the Bay Road public domain.	The visual impact of the proposal is assessed in detail in the EIS dated 27 August 2021. The changes for the materials and façade treatment discussed in this report further reduce the bulk and scale impacts of the buildings. The development makes a positive contribution to the Bay Road frontage and the associated built form impacts including overshadowing, privacy, and view loss are acceptable and unchanged from the SSDA submission.
	Oversight with the demolition of the Lady Hay Hall given its historical context.	Curio Projects provide a detailed response in Appendix 5. Section 5.4 of the Heritage Impact Statement (Appendix T of the EIS) provides a significance assessment of the Lady Hay Hall against the NSW Heritage Council criteria for *Assessing Heritage Significance*. It was considered that while the existing hall is likely to have a social value for former pupils, parents, and school community at a micro-level, the building itself as a single built item does not meet the criteria for local social significance in the context of the locality. It is also noted that the existing hall is in very poor condition and no longer meeting the school needs.