



Response to Submissions - SSDA 10371

Trinity Grammar School - 'The Renewal Project'

119 Prospect Road, Summer Hill
Lot 11 1171965

**Prepared by Willowtree Planning Pty Ltd on behalf
of Trinity Grammar School**




November 2020

State Significant Development SSDA 10371 - Response to Submissions

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Appendix	Document	Prepared by
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B	Response to Public Submissions	Willowtree Planning
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D	Architectural Response	PMDL
E	Addendum Visual Impact Statement	Richard Lamb
F	Amended Landscape Design Report	Arcadia
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J	Amended Schedule of Uses	Trinity Grammar School
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PART A PRELIMINARY

1.1 INTRODUCTION

This Response to Submissions (RTS) has been prepared in response to the community and agency submissions received during the public exhibition of the Environmental Impact Statement (EIS) for the built form approval of The Renewal Project, Trinity Grammar School. The EIS accompanied a State Significant Development Application SSD-10371 capturing the works for the Site located at 119 Prospect Road, Summer Hill.

The proposal was exhibited from 5 May 2020 to 3 June 2020.

In total 83 submissions were received in response to the public exhibition of the EIS. The submissions were from both government agencies and the general public, as summarised below:

- Department of Planning, Industry and Environment;
- Heritage Council of NSW;
- Department of Transport;
- Roads and Maritime Services Division;
- Ausgrid;
- Inner West Council;
- Environment Protection Authority;
- Sydney Water;
- General public, owner's corporation and community groups.

Of the 83 submissions:

- Government Agencies: eight (8) submissions:
 - Eight (8) submissions provided support and/or comment.
- General Public: 75 submissions:
 - Two (2) submissions provided support;
 - 73 submissions objected.

The Department of Planning, Industry and Environment (DPIE) has also prepared a formal letter outlining additional information or clarifications required prior to the completion of the final assessment and determination of the application. It is acknowledged that the comments received from the Government Architect of New South Wales (GANSW) were incorporated into the formal response prepared by the DPIE.

Clause 82 of the *Environmental Planning and Assessment Regulation 2000 (as amended)* (EP&A Regulation) permits the Planning Secretary of the DPIE to require the applicant to provide a written response to issues raised in submissions. This Response to Submissions (RTS) aims to fulfil the request from the Director-General.

The RTS Report is structured as follows:

- **Part A** Introduction
- **Part B** Key Issues and Applicant's Response
- **Part C** Proposed Amendments to Development
- **Part D** Additional Information and Assessment
- **Part E** Draft Conditions of Consent
- **Part F** Mitigation Measures
- **Part G** Conclusion

The applicant, Trinity Grammar School, and its specialist consultant team have reviewed and considered all matters raised in the submissions. This report provides a detailed response to the key matters raised and outlines the proposed amendments to the exhibited EIS matters. The items raised in the submissions have been addressed through the provisions of the further information contained in this response report, which relates to traffic, building design, amenity impact, heritage, acoustic and student number. Where individual issues are not discussed in this report, a detailed assessment can be found in **Appendix A** or **Appendix B**. In response to a number of issues raised, the Architectural Drawings prepared by PMDL have been amended and accompany this submission as **Appendix C**. The amendments made are discussed in detail in **Part C** of this report.

PART B KEY MATTER AND APPLICANT'S RESPONSE

This Part of the report provides a detailed response to the key matters raised by DPIE, Government Agencies, and Organisations and the General Public during the public exhibition process of the proposal. These include:

- Built form and building height;
- Noise Impacts;
- Traffic and Parking Arrangements;
- Student population; and
- Heritage.

A response to each of the individual issues raised by the DPIE, Government Agencies and Authorities and other respondents is provided in **Appendix A** accompanying this application. A summary and response to the submissions made by the General Public is provided in **Appendix B**.

An overview of the parties who made submissions, and their key issues/matters raised for consideration, is provided below.

2.1 GOVERNMENT AUTHORITIES AND AGENCIES

A total of eight (8) submissions were received from Government Agencies and Authorities in response to the exhibition of the EIS, including a formal submission from Inner West Council (IWC). Specifically, responses were received from:

- Department of Planning, Industry and Environment;
- GANSW;
- Heritage Council of NSW;
- Department of Transport;
- Roads and Maritime Services Division;
- Ausgrid;
- Inner West Council;
- Environment Protection Authority;
- Sydney Water.

A number of submissions from the Government Agencies and Authorities confirm that they have no comment on the application or alternatively provide recommended conditions of consent to be included in the Instrument of Approval, including TfNSW, RMS, EES and Ausgrid.

Inner West Council however objected to the application on a number of grounds as summarised in **Appendix A**.

DPIE, as the assessing authority, provided an overarching letter, summarising the key matters to be addressed and additional information to be provided. It is recognised that the GANSW did not provide a separate submission response. The comments provided by GANSW were incorporated into the formal response prepared by DPIE.

A response to each of the individual issues raised by the DPIE, Government Agencies and Authorities and other respondents is provided in **Appendix A** accompanying this application.

2.2 GENERAL PUBLIC

A total of 75 submissions were received from the general public in response to the exhibition of the EIS.

In summary two (2) submissions indicated no objection to the development while 73 submissions objected to the proposal.

Table 1 below provides a break down of the key matters raised throughout the public submissions.

Table 1. Summary of Public Submissions	
Matter Raised	Frequency
Traffic and Parking	73
Student Numbers	58
Noise	16
Visual Impact	6
Building Bulk and Scale and Streetscape Character	31
Tree Removal	20
Construction	33
Heritage	12
Public Benefit	4
Community Consultation	2
Miscellaneous	10

A detailed discussion of matters raised by the community is provided in **Appendix B**.

PART C PROPOSED AMENDED DEVELOPMENT

Since the conclusion of the public exhibition of the proposal, generally minor amendments have been made to the proposed development in response to the issues and comments raised by the DPIE, Inner West Council and other government agencies, as well as the local community.

The proposed changes are illustrated in the revised Architectural Drawings (**Appendix C**) as prepared by PMDL.

The following amendment have been made to the built form of **SSDA 10371** to respond appropriately to the submissions.

3.1 REDUCATION IN BUILDING HEIGHT

Whilst DPIE recognised that any view loss caused by the proposed development was low to moderate, further consideration was requested around the design options to explore whether the overall height and bulk of the five-storey built form may be produced.

The design and scale of the proposed development reflects the operational requirements of the school. Therefore, in response to the issues raised during the exhibition period, the building envelope of the new building has been reduced, by **500mm, RL69.30 to RL68.80**, to the top of the teaching and learning facility, and **400mm, RL68.60 to RL68.20**, from the top of the mechanical enclosure, resulting in a **2.6%** reduction in building height.

The revised building height will continue to provide an urban design outcome that maintains the amenity of surrounding development and will not detrimentally impact views across the Site, when viewed from Victoria Road. Revised architectural drawings for which approval is now sought accompany this submission as **Appendix C**.

Figure 1 and **Figure 2** below illustrates the revised photomontages indicate the extent of the height reduction. The red dashed line indicates the original building height in comparison to the revised building height.



Figure 1. View from East adjacent to 153 Victoria Street



Figure 2. View from north-east from the corner of Holwood Avenue and Victoria Street.

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It is acknowledged that no further amendments are proposed as it is considered the building height and bulk have been appropriately addressing the original EIS submission and subsequent response.

PART D ADDITIONAL INFORMATION AND ASSESSMENT

4.1 OVERVIEW

The exhibited EIS assessed the potential impacts of the overall development against a range of matters relevant to the proposed development. Except where addressed in this report, the conclusions of the original assessment remain unchanged. The following matters were assessed in the exhibited EIS:

- Planning matters including assessment against the relevant State and Local Planning Policies;
- Built Form, Architecture and Urban Design;
- Environmental amenity, including solar access, acoustic privacy, visual privacy, views and wind impacts;
- Landscaping;
- Traffic and parking, including during construction and operation;
- Sustainability;
- Social impacts;
- Biodiversity and riparian management;
- Aboriginal cultural heritage;
- Noise and vibration;
- Services and utilities;
- Sediment and erosion control;
- Stormwater management and drainage;
- Geotechnical matters;
- Heritage;
- Visual Impact and View Loss;
- Ecological Sustainable Design;
- BCA;
- Access;
- Fire Engineering; and
- Waste management.

In response to the matters raised, the following consultant reports and supporting documentation has been updated in support of the EIS:

- Supplementary Architectural Plans;
- Landscape Plans;
- Traffic Statement;
- Addendum Visual Impact Statement
- Addendum Noise Assessment;
- Amended Heritage Report;
- Historic Archaeological Assessment;
- Amended Arboriculture Impact Assessment;
- Lighting Control Strategy.

The matters requiring further assessment are addressed below. These sections should be read in conjunction with the matrixes included in **Appendix A** and **Appendix B**.

4.2 BUILT FORM AND ARCHITECTURE

The design and scale of the proposed development reflects the operational requirements of the school; minimises the building footprint so as to maximise landscaping and open space; maintains a green and vegetated character; minimises the appearance of bulk and scale through façade articulation, massing, roof modulation, setbacks and landscaping; and equitably treats level changes to create appropriate transitions across the grounds.

Importantly, the design of the school and concentration of the built form in the centre of the Site responds to the existing constraints across the Site and retains amenity to the surrounding residential development.

The new five (5) storey built form will be nestled between the existing School of Music, Sports Centre, Quad Building and Assembly Hall; currently the tallest building across the Site. In order to successfully integrate the built form within the existing fabric, the tallest building elements are confined to the centre of the School's Site, with the building height tapering down, closer to the boundary.

Notwithstanding the above, as addressed in **Section 3.1** of this report, in response to the matters raised by the Department of Planning, Industry and Environment, there has been a **2.6%** reduction in overall building height. The original proposed RL to top of teaching and learning building was **RL69.30**. The new updated design reduces the level by **500mm** to **RL68.80**. The original proposed Mechanical Plant enclosure was **RL68.60**. It is now proposed at **RL68.20**, a **400mm** reduction.

To complement the updated Architectural Documentation (**Appendix C**), an addendum Visual Impact Statement has been prepared by Richard Lamb and accompanies this submission as **Appendix E**. The assessment concludes that while the built form would clearly make a qualitative change to the appearance of the Site and setting, among others by unifying the architectural treatments and materiality of the views from the visual catchment, the proposal does not result in significant visual impacts such as impacts on access to views of scenic or culturally significant items or on view sharing.

The proposed modified design is subtle but detectably different from the existing application, with reduced bulk at the upper level, reduced height and greater articulation. As aforementioned, it is not considered that the height or bulk of the existing application is excessive, not that there would be any significant impacts on views from neighbouring properties. Whilst the reduction in height does not necessarily result in an improved view of any items beyond the Site, the proposed modification does provide a perceivable reduction in the bulk of the upper levels of the development and is considered a minor improvement to the apparent articulation of the proposal on either side of the lift core.

4.3 TRAFFIC AND TRANSPORT

As demonstrated in the Traffic and Parking Assessment (Appendix 10 of the original SSDA), the proposed development will be suitably accommodated on the existing road infrastructure and will not unreasonably compromise neighbouring amenity. Notwithstanding, a number of matters have been raised following the exhibition period that required further clarification.

In response to the parking and transport matters, a supplementary Traffic Impact Statement has been prepared by Street Level Strategies, accompanying this submission as **Appendix H**. We note that on 15 July 2020, TTM Consulting closed its Sydney consulting division, and Street Level Strategies was appointed by Trinity Grammar School to develop the Response to Submissions. Street Level Strategies was selected to enable project continuity as the former Director of TTM Consulting Sydney is now the Director of Street Level Strategies. We also note that for project continuity purposes, SLS engaged TTM Consulting in Queensland to complete all further design work and SIDRA modelling.

Appendix H provides a comparative summary of the differences between the Existing and Future Scenario queue lengths and delays at the surrounding intersections in the vicinity of the Site, including:

- Old Canterbury Road/ Prospect Road;
- Old Canterbury Road/ Hurlstone Avenue;
- Old Canterbury Road/ Henson Street;
- Old Canterbury Road/ James Street;
- Prospect Road/ Seaview Street - East;
- Prospect Road/ Seaview Street - West;
- Victoria Street/ Seaview Street; and
- Victoria Street/ Harland Street.

The assessment of the delay time between existing and future scenarios demonstrate there is negligible to minimal impact. Even the worst performing intersections of Old Canterbury Road with Prospect Road and Hurlstone Avenue are experiencing an additional delay in Future scenarios that is between 7 and 25 seconds longer than existing delays at full development. These additional seconds are likely to be imperceptible to a person driving a vehicle.

A complete assessment is provided in **Appendix H**. Overall, given the redevelopment of the school does not materially worsen the existing conditions, additional traffic management measures are not proposed.

4.3.1 Traffic Generation

The SIDRA modelling previously undertaken to support the proposal indicates that the surrounding road network will continue to operate satisfactorily at the completion of the proposal, including the increase in student and staff numbers. It is noted that the previous modelling was carried out using the assumption that the full student and staff capacity had been achieved. However, additional modelling has not been undertaken to demonstrate the effect of the larger student increases between 2024-2026; as discussed in Section 4.7 of this report the student increases and construction programs are staged together.

The additional modelling demonstrated that the phased student increases have incremental impact, and that at full development there is no detrimental impact on the street network compared to existing conditions.

4.3.2 Bicycle Parking

Under the original submission, the bicycle parking facility was identified on **Drawing No. DA111**, located within the basement car park. Access to shower and facilities for the end of trip facility are located in the existing aquatic facility.

However, on further assessment, this location for the bike parking is not ideal given that bike riders will need to mix with the car park traffic to access the bike parking. The alternate is to enter the school at ground level, dismount, and walk the bike to the bike parking. These actions are likely to be a disincentive to bike riding.

It is proposed to relocate the bike parking so that it is accessible from Prospect Road and closer to the end of trip facilities in the aquatic centre. Three potential locations are proposed, with final placement (or potential to consolidate these options into one or two locations) to be decided during detailed design.

The proposed locations are shown in **Figure 3** below:

- Option 1: Chapel Drive
- Option 2: Founders Building; and/or
- Option 3: New Pavilion Building.

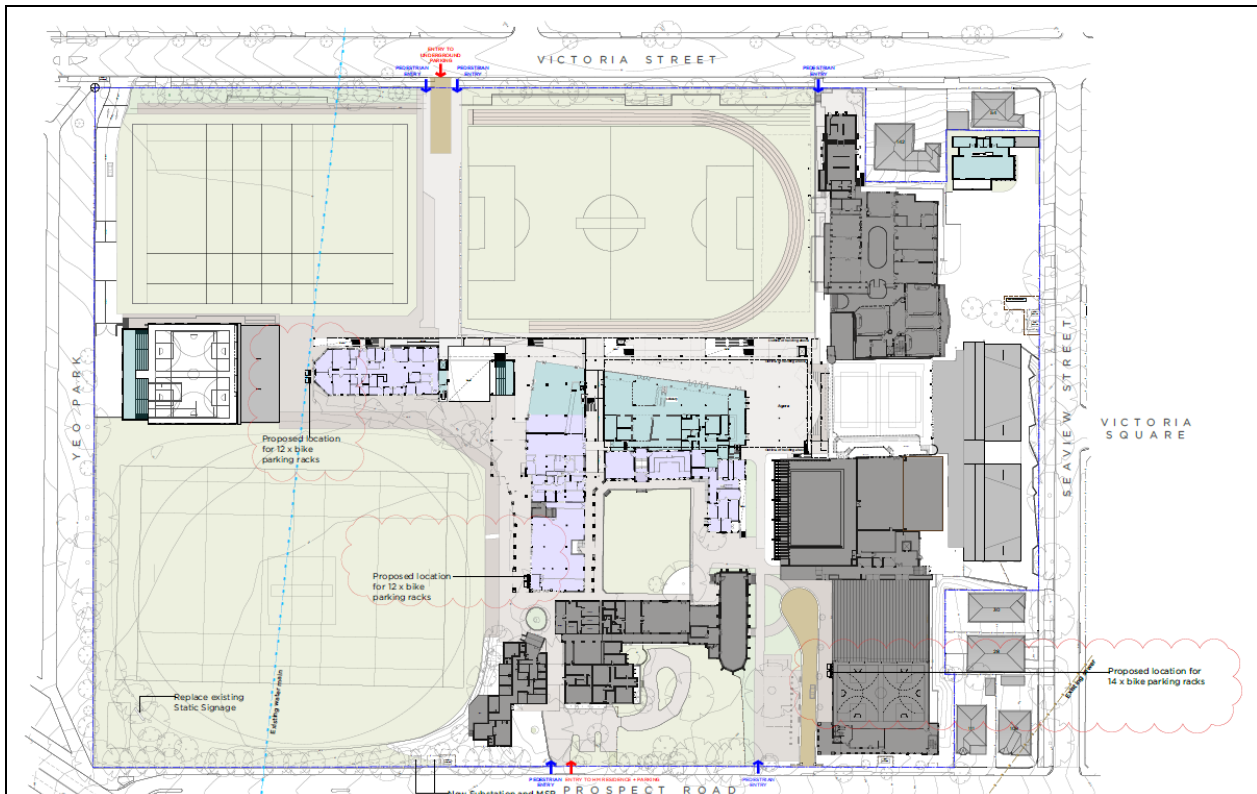


Figure 3. Proposed new bike parking location (Source: PMDL, 2020)

4.3.3 Servicing and Loading

Two delivery areas are proposed as part of the future development, a maintenance area via Seaview Street and Victoria Road. In relation to Victoria Road, vehicles will access this area via entrance near Yeo Park. Service vehicles will enter and exit the facility from Victoria Street in a forward direction.

In order for delivery vehicles to access the new loading facility adjacent to Yeo Park, it is was previously proposed for the traffic island located opposite the southern access will be removed to accommodate access. It is proposed that a painted island is installed in replacement of the traffic island. In light of the above, the left hand turn only will need to be modified to permit delivery and service vehicles to turn right out of the driveway.

Following a review of the service entry/exit and the necessary turning paths for heavy vehicles, the access has been amended to allow movements to/from the north on Victoria Street only. As a result, there is no longer a need to remove or change the existing pedestrian refuge. Additional swept paths accompanying this submission in **Appendix I**.

4.4 NOISE IMPACT

As confirmed in the Noise Assessment provided at **Appendix I** of the original SSDA, noise emissions associated with the operation of the School would be acceptable, having consideration to the general use of classrooms and administration facilities, activities throughout the campus, the school bell and PA system, children in outdoor play area and mechanical plant. The original assessment confirmed that the proposed noise level would not exceed that which currently occurs.

Noise associated with the car park and pick-up/drop-off zones would generally be of very short duration and therefore low impact when observed over an assessment period. Such emissions would usually be considered in relation to sleep disturbance criteria for the night-time period, however given the school would not operate during the night-time period, sleep disturbance impacts would not be relevant.

With respect to children in the School playground, as detailed in the Noise Assessment the NPI is not intended to be applicable to schools. Further, SLR was not aware of any studies that quantify noise levels generated by outdoor play areas of schools.

Despite the findings of the previous noise assessment, DPIE required further clarification around the acoustic impact of out of school hours/community use of the facilities, operational impact of outdoor play areas and the multi-purpose hall and an assessment of the existing public address system or school bell.

In light of the above, an additional noise assessment has been undertaken and is summarised below.

4.4.1 OOSH School and Community Usage

At the completion of the proposal, the OOSH activities will remain unchanged from the existing use. A summary of the OOSH activities is provided in **Appendix J**.

As there is no proposed change to numbers in attendance, hours of operation or located for the activities in **Appendix J**, no further acoustic assessment is considered to be required as they will not alter from that currently occurring on-site.

4.4.2 Operational Noise from Outdoor Play Areas

As previously advised, all outdoor play activities are proposed to maintain the same hours and locations as existing, with some activities proposed to increase in numbers compared to the current maximum attendance.

Figure 4 below demonstrates the projected increase in noise levels for those identified activities.

Activity	Location	Hours	Current Maximum Attendance	Proposed Maximum Attendance	Predicted Increase in LAeq Noise Level
Summer Sport Training	Ovals 1, 2, 3, C0.1, Sports Centre	7am - 8:30am & 1:50pm - 5pm	550	600	0.4 dB
Track & Field Team Training	Ovals, 1, 2, 3 and No. 2 Oval running track, Fitness Centre	3:40pm - 6pm	140	160	0.6 dB
Winter Sport Training	Ovals 1, 2, 3 & Sports Centre	7am - 8:30am & 1:50pm - 5pm	550	600	0.4 dB
Co-curricular (Cadets with Meriden School)	No. 1 Oval, Quad, Classrooms	3:40pm - 5pm	650	700	0.3 dB

Figure 4. Operational Noise Increase from Outdoor Play (Source: SLR, 2020)

The predictions in **Figure 4** indicate that in all cases the proposed increase in maximum numbers would result in a noise level increase of less than 1dB, which would be a negligible increase from the current use.

In light of the above, irrespective of the proposed increase in attendance and student numbers, given the activity location and hours of operation would remain unchanged, the predicted noise level is negligible compared to that which currently occurs and is not considered to be acoustically significant.

4.4.3 Operational Noise Emission from Multi-Purpose Hall

In response to queries raised by DPIE, noise emission from the new Multi-Purpose Hall has been assessed to the nearest sensitive receiver on Victoria Street, located approximately 90m to the west. The assessment conducted by SLR (**Appendix J**) concluded that the highest noise impact is considered likely to occur during sporting activity including a competition basketball crowd, with spectators.

SLR have utilised a previously measured source noise level for a comparable environment. The following assumptions have been made for the purpose of the assessment:

- Reverberant sound pressure level (basketball game with crowd): LAeq 84 dBA
- Windows (closed): 6mm single float glazing (Rw 28 dB)
- Walls: External cladding (minimum 15 kg/m²) on 90mm timber or metal frame, cavity insulation and internal lining (minimum 10 kg/m²) (Rw 37 dB)
- Doors (northern façade): Construction to be advised (Rw 28 dB)
- Roof: Metal deck with thermal insulation and open/perforated ceiling (Rw 32 dB)

The predicted noise breakout from the Multi-Purpose Hall during a representative basketball event is summarised in **Appendix H** below.

The assessment concludes that compliance with the operational noise criteria would be expected at the nearest sensitive receivers on Victoria Street.

4.4.4 Public Address System or School Bell

The design of the School Bell, PA and EWIS system would be carried out as part of the Detailed Design phase so there is no specification or acoustic data available at this stage. It is proposed to install a new PA system which would integrate with the existing systems as appropriate.

New loudspeaker locations will be selected to cover both internal and external areas within the Renewal Project. With regard to external locations, it is anticipated that the only significant addition to the existing system coverage is likely to be in the vicinity of the new Multi-Purpose Hall. However the coverage area of the additional loudspeaker(s) would be further from the school boundaries than the existing No. 1 Oval and No. 3 Oval.

With appropriately designed speaker coverage limited to the vicinity of the new Hall only, it is not anticipated that the addition of these loudspeakers would result in any increase of PA system noise at the residential receivers located to the West or East of the School.

For operational activities occurring regularly including PA system announcements, a criteria of RBL + 5 dB is considered appropriate in accordance with Section 4.3.2 of the acoustic report. For receivers along Victoria Street this corresponds to a criteria of LAeq 49 dB during the daytime period (7.00am to 6.00pm). The PA system will be designed to achieve compliance with this or other relevant agreed criteria at the nearest receivers.

4.5 HERITAGE

In response to issues raised by Council, a supplementary Heritage Statement has been prepared by Urbis to support the proposal and accompanies this application as **Appendix K**.

Further investigations have been undertaken to determine the significance of the heritage items across the Site. It is concluded that the significant elements on the Site constitute the Headmasters House and grounds and the War Memorial Chapel. It is also considered that the following elements make a defining contribution to the significance of the Site overall, all with a high grading of significance, and should be retained:

- Headmaster's Residence and Chapel Garden;

- Chapel Gates an Way;
- War Memorial Chapel Court;
- Dining Hall;
- Presentation of the North Quad.

Figure 5 below illustrates the gradings of significance for buildings across the Site.

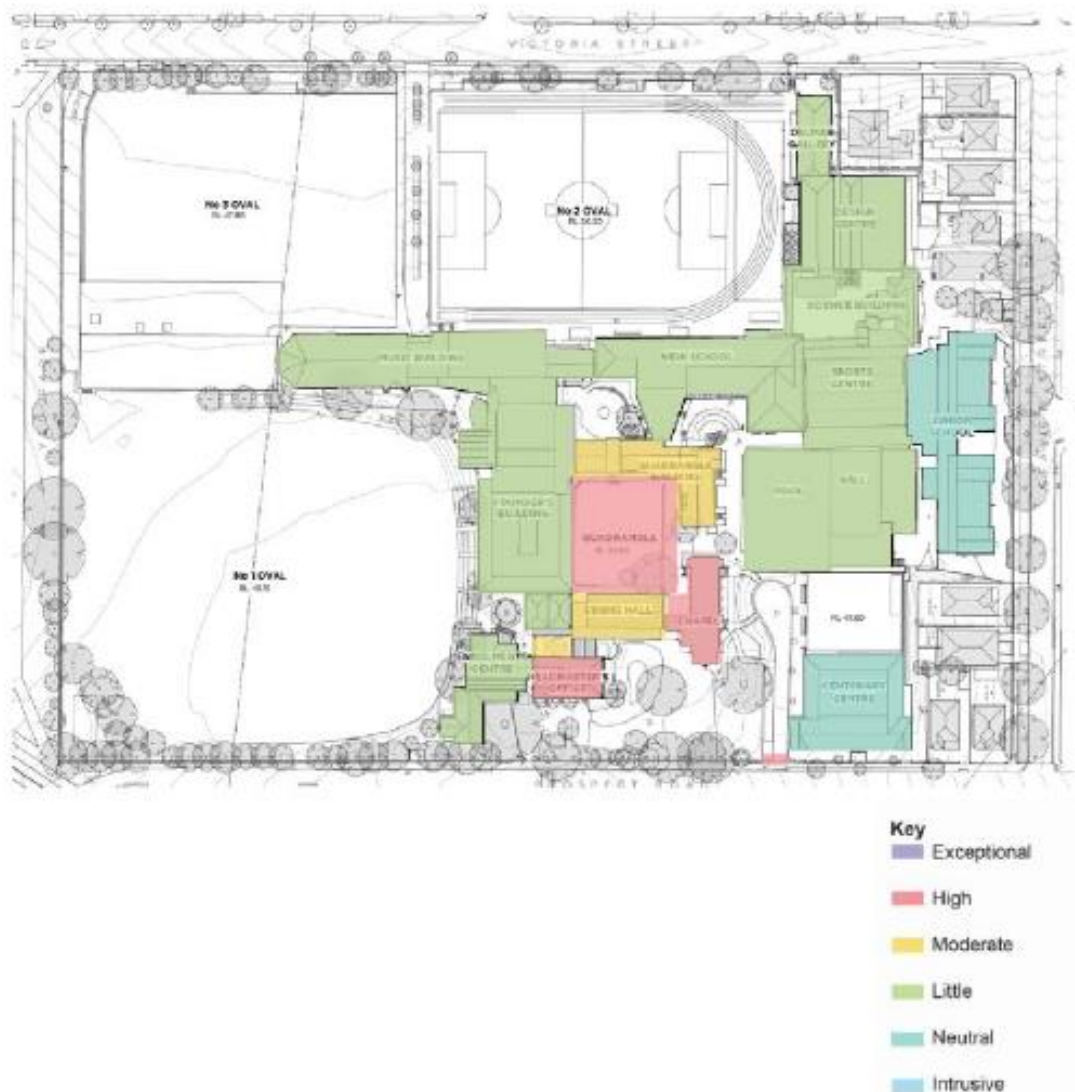


Figure 5. Gradings of significance of buildings (Source: Urbis, 2020)

The proposed built form has been designed and orientated to minimise the impact of buildings across the Site with a high to moderate significance.

Additional consultation has been undertaken with Inner West Council to assist in mitigating the concerns raised in their formal submission. Following a Site visit on 7 September 2020, Council acknowledged the existing state of a number of the heritage items across the Site and how they have been modified as the Site has been developed over time. Additionally, it was also noted that the heritage consultant had sought to obtain additional information from Council, however, it was apparent that the requested may not be available. Therefore, the amended HIS has been prepared in response to the documentation that is available and appropriately identifies the significance of the heritage items across the Site and their relation to the proposed development. Further detail is provided in **Appendix K**.

4.6 HISTORICAL ARCHAEOLOGICAL ASSESSMENT

A Historical Archaeological Assessment (HAA) has been prepared by Urbis and accompanies this submission as **Appendix L**.

The subject area has various potential for the presence of archaeological resources. The section of the subject area that will be impacted by the proposed development has low to nil archaeological potential due to the following:

- There is no evidence of built structures from earlier use of the proposed development footprint within the subject area.
- Physical evidence of early agricultural use (Phase 2) would have been completely removed by consequent development of the subject area.
- Early structures associated with the Hurlstone College (Phase 3) have been removed and replaced by new structures of Trinity Grammar School and by associated infrastructure.

The level of disturbance caused by the historical land use, particularly the gradual development of the structures and infrastructure of Trinity Grammar School would have removed any physical remains of previously accumulated archaeological resources. The area of proposed impact footprint within the subject area has low to nil potential for any archaeological resource. The eastern part of the subject area, around the Headmaster's Residence has been the subject of lower level of disturbance. The original building from the late 19th century is still intact, and its surroundings were largely spared from the concurrent impacts of the school development and consequently have low to moderate potential for associated archaeological resources.

The HAA concludes that there is only low to nil potential for archaeological resources within the proposed impact footprint of the development and low to moderate archaeological potential for the surrounding of the Headmaster's Residence. This area is excluded from the proposed development and consequently will not be impacted.

In light of the above, the proposed development will not have any detrimental impact on archaeological resources including relics and can proceed with the following recommendations:

- Should any suspected archaeological resources including relics be uncovered during the development, works must stop, and Heritage NSW should be notified in line with Section 146 of the Heritage Act 1977;
- An induction material for all contractors on site should be developed to inform personnel of the nature and type of archaeological resource that might be encountered during construction.

4.7 STUDENT NUMBERS

The School currently caters for students from Kindergarten to Year 12. Over the last 106 years, the School has earned a reputation for excellent all-round education. Now, however, the time has now come for the School to renew many of its facilities, as they are becoming less functional and fit for purpose.

While 'The Renewal Project' is focused on ensuring the School's teaching and learning spaces can respond to the challenges of the 21st century, it also creates an opportunity for the School to offer more boys a Trinity education.

As part of this application and in line with planning guidelines, the School has considered its optimal size over the next twenty years in response to current enrolment demand, growth in its local catchment areas, and the projected demand for schooling across the population. In Sydney's inner west, it is projected that schools will need to accommodate an additional 6,000 students by 2031, with approximately 1,500 of these in non-government schools. To help meet some of this demand, Trinity Grammar School - Summer Hill Campus is seeking to introduce a student population target of **2,100 students, an increase of 445 students**. Subsequently, the proposed development will require **321 FTE Staff, an increase of 44 FTE staff members** to accommodate the increase in student numbers.

The School is confident it can accommodate this size while still being a good neighbour, particularly through its large on-site and underground car park and kiss and drop zone, traffic management procedures, and the siting of buildings at the centre of the school grounds.

As discussed in **Appendix H**, the increase in student numbers will be phased over a number of years, with each increase generally aligning with the start of the new school year in late January/early February.

As previously addressed, construction will also be phased across six (6) stages. Stages 1 and 2 will be completed prior to any increase in student population. The proposed staging is a deliberate strategy to ensure that any additional demand for vehicle travel to/from school is captured within the new car park on school grounds to reduce potential for queuing of vehicles on-street.

Figure 6 below is an extract from **Appendix H** and illustrates the relationship between student numbers increases and construction phasing.

		2023	2024	2025	2026	2027	2028
Student increases	Junior School		+20	+20	+20		
	Senior School	+40	+40	+40	+40	+40	+40
	TOTAL	+40	+60	+60	+60	+40	+40
Construction Staging	Stage 1 & 2 – completed prior to 2023						
	Stage 3 – General Learning, finish car park						
	Stage 4 – Performing Arts						
	Stage 5 – Junior School, landscaping						
	Stage 6 – Minor works						

Figure 6. Relationship between student number increase and construction phasing

The SIDRA Future Scenario modelling in the original TA report by TTM Consulting was carried out using assumptions that the full student and staff increases had been reached. However, to meet the Department's request, additional modelling has been undertaken to demonstrate the effect of the larger student increases between years 2024-2026. This modelling has been carried out by TTM Consulting in Queensland to maintain consistency. Refer to **Appendix H**.

PART E DRAFT CONDITIONS OF CONSENT

The agencies have provided draft conditions to be incorporated into the SSDA consent. The majority of the conditions are standard conditions of consent and can be complied with prior to the issue of a Construction or Occupation Certification.

PART F MITIGATION MEASURES

The collective measures required to mitigate the impacts associated with the proposed works are detailed in **Table 2** below. These measures replace those outlined in the original EIS were applicable.

Table 2. Mitigation Measures

Noise	Measures to mitigate operation noise will be implemented in accordance with the recommendations of the Noise Impact Assessment prepared by SLR and amended in August 2020.
Construction Impacts	A detailed Construction Management Plan (CMP) will be prepared by the appointed contractor prior to the commencement of works. The CMP will establish site management principles generally in accordance with the revised preliminary Construction Management Plan prepared by TBH, dated August 2020.
Traffic and Parking	Trinity Grammar School will operate in accordance with the Green Travel Plan.
Tree Removal	Trees to be retained will be protected in accordance with the recommendations of the Arboriculture Impact Assessment (Appendix M) prepared by Australis Tree Management.
Heritage	Works are to be undertaken in accordance with the Amended Heritage Impact Statement prepared by Urbis, dated September 2020.
Archaeological Assessment	<p>Works are to be undertaken in accordance with the Historical Archaeological Assessment prepared by Urbis, dated April 2020.</p> <p>In light of the above, the proposed development will not have any detrimental impact on archaeological resources including relics and can proceed with the following recommendations:</p> <ul style="list-style-type: none">▪ Should any suspected archaeological resources including relics be uncovered during the development, works must stop, and Heritage NSW should be notified in line with Section 146 of the Heritage Act 1977;▪ An induction material for all contractors on site should be developed to inform personnel of the nature and type of archaeological resource that might be encountered during construction.

PART G CONCLUSION

The applicant, Trinity Grammar School and its expert consultant team have considered all submissions made in relation to the public exhibition of the proposal. A considered and detailed response to all submissions made has been provided within this report and the accompanying documentation.

In responding and addressing the range of matters raised by government agencies and authorities, Trinity Grammar School has sought to refine the project design.

As outlined within this report, the analysis of the amendments to the proposed development confirms that all key elements of the proposed development, as originally proposed and exhibited, have remain unchanged. To the benefit of the overall project, the environmental impacts of the amended development remain consistent with, or represent an improvement on, the original application. The proposal continues to have significant planning merits as it:

- Will create additional jobs during construction and operation, and represents an investment in the local economy;
- Has been designed to limit visual impacts when viewed from Victoria Street;
- Is of a high architectural standard, and the built form is compatible with the surrounding character of the locality;
- Retains and respects the Site's heritage significance whilst development new facilities which are in-keeping with the heritage built form;
- The proposed development will result in an improved educational environment for the School through:
 - Enabling an excellent academic space;
 - Providing appropriate and functional open space for students;
 - Will modernise outdated educational facilities for future generations;
 - Create an inclusive, supportive and secure environment.
- The proposal will make a positive contribution to the built form of the School and create an attractive streetscape and interface with the local character in Summer Hill.

In summary, the development warrants the support of the Minister and we therefore recommend that approval be granted to the proposal, subject to conditions.