

Appendix B - Response to Public Submissions

Trinity Grammar School - SSDA 10371
119 Prospect Road, Summer Hill

Table 1. Response to Public Submissions		
Matter Raised	Number of Times Raised	Response
Traffic and Parking		
<ul style="list-style-type: none"> ▪ Concern over how dangerous Hurlstone Avenue, Summer Hill will become due to increased traffic generation; ▪ Increase in car accidents at intersection of Hurlstone Avenue and Old Canterbury Road; ▪ Request Hurlstone Road to be blocked off from any vehicular access from Old Canterbury Road; ▪ Discourage number of students being dropped off via private vehicles; ▪ Proposal will result in increased traffic congestion; ▪ School needs to impact how they manage the car flow in both the mornings and afternoons; ▪ Current car parking removes inhibit traffic movement on the local street network; ▪ Older students park (out of uniform) on the local street network, occupying car parking spaces; ▪ School events further exacerbate the parking and traffic congestion in the surrounding road network; ▪ The proposal does not increase on-site parking, despite the increase in student numbers; ▪ Seaview Delivery access will increase the number of deliveries along Seaview Street; ▪ Increase in traffic along Seaview Street will have a significant impact on the homes of residents and their enjoyment; ▪ Choking point on the local road network with traffic travelling from Victoria Street via Harland Street, which is the main direction for all school traffic; any increase in traffic will make it impossible for residents of Service Avenue to use Harland Street; ▪ Traffic poses a risk to the safety of students walking home from cars who are double parking or illegally overtaking cars; 	73	<p>The existing and ongoing relationship between Trinity Grammar School and Traffic and Parking has been an ongoing consideration in the design development of 'The Renewal Project'.</p> <p>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.</p> <p>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.</p> <p>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:</p> <ul style="list-style-type: none"> ▪ 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

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<ul style="list-style-type: none"> ▪ The proposal will only increase on-site parking by 12 car parking spaces resulting in no net benefit; ▪ Already too much traffic based on existing student numbers; ▪ Disregard for speed zones; ▪ The traffic surveys are incorrect nor valid and did not capture the school at full capacity (Year 12 students had left); ▪ All existing on-site car parking spaces are currently occupied, with only an additional 12 car parking spaces proposed; ▪ Increasing the number of buses moving within the area would further exacerbate the traffic congestion; ▪ Incorrect statistics of number of children travelling to school via public transport; ▪ Intersections will be further impacted by the increase in traffic generation; ▪ Additional car parking spaces should be provided to accommodate the increase in student and staff numbers; ▪ Already too many buses and cars congesting the local road network due to out of area students; ▪ Limit on-street parking for residents; ▪ The local road network will be further congested at drop-off and pick-up; ▪ The traffic report does not address the increase to road traffic in the local area; ▪ The existing road network is at capacity and can not accommodate any additional traffic; ▪ Proposal to remove traffic island is unsatisfactory and a significant safety hazard; ▪ No traffic flow consideration for Queen Street; ▪ Increasing the size of the car park will encourage more parents and students to drive; 		<ul style="list-style-type: none"> ▪ Victoria Street/ Harland Street. <p>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.</p> <p>Additional modelling has been undertaken correlating with the phasing of the students, as follows:</p> <ul style="list-style-type: none"> ▪ 2024: 1,825 students ▪ 2025: 1,885 students ▪ 2026: 1, 945 students <p>The analysis of the current volumes in both peaks at all current configuration intersections was previously identified in the TA to provide adequate level of service. The additional modelling subject to Appendix H has identified that all intersections under current configurations will continue to provide adequate or comparable level of service as the school develops.</p> <p>In relation to car parking, as previously addressed in the original EIS, The Ashfield DCP is the relevant DCP for this development. Based on the ADCP, the following car parking rates apply to schools.</p> <table border="1"> <thead> <tr> <th>Use</th> <th>Rate</th> <th>Additional Requirements</th> </tr> </thead> <tbody> <tr> <td>Kindergarten/Pre School/Childcare</td> <td>1 space per 4 children</td> <td>A temporary drop-off/pick-up area is to be provided on-site.</td> </tr> <tr> <td>Primary and Secondary Schools</td> <td>Primary School 1 space per FTE staff Secondary School 1 space per FTE + 1 space per 8 x Year 12 Students</td> <td>Primary & Secondary School Pick-up/set-down area a 1 per 40 students + Bus parking on-site</td> </tr> </tbody> </table>	Use	Rate	Additional Requirements	Kindergarten/Pre School/Childcare	1 space per 4 children	A temporary drop-off/pick-up area is to be provided on-site.	Primary and Secondary Schools	Primary School 1 space per FTE staff Secondary School 1 space per FTE + 1 space per 8 x Year 12 Students	Primary & Secondary School Pick-up/set-down area a 1 per 40 students + Bus parking on-site
Use	Rate	Additional Requirements									
Kindergarten/Pre School/Childcare	1 space per 4 children	A temporary drop-off/pick-up area is to be provided on-site.									
Primary and Secondary Schools	Primary School 1 space per FTE staff Secondary School 1 space per FTE + 1 space per 8 x Year 12 Students	Primary & Secondary School Pick-up/set-down area a 1 per 40 students + Bus parking on-site									

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<ul style="list-style-type: none"> ▪ No examination of Seaview and Henson Street, an intersection that in peak periods can be extremely busy; ▪ Disregard for Inner West Council car parking rates; ▪ Significant traffic congestion between 8:00am-8:30am and 3:45pm to 4:30pm with all traffic movements currently directed south down Victoria Street to the intersection along Harland Street; ▪ Substantial increase in traffic flows to surrounding residential streets including Prospect Road, Seaview Street, Rosemount Street, Victoria Square, Victoria Street, Clissold Street and Hurlstone Avenue; ▪ Ongoing damage to the local road network due to the increase in traffic congestion; ▪ No traffic management is in place; ▪ The traffic situation will only be further exacerbated with an increase in student numbers; ▪ 40% more students will result in 40% more traffic congestion and only 12 car parking spaces have been included; ▪ Drivers resort to dangerous and illegal driving to navigate the traffic congestion; ▪ Traffic is not conducive to a safe environment; 		<p>In light of the above, the school's target population of 2,100 students and projected 321 staff requires 424 car parking spaces. The number of car parking spaces required under the DCP is considered to be excessive and is not consistent with government policies encouraging the use of active and sustainable transport.</p> <p>It is concluded that the proposed development will retain the existing number of car parking spaces across the Site, being 312. To support the provided car parking provision, a Green Travel Plan and Workplace Travel Plan have been developed to contribute to the appropriate use of alternative transport modes and the efficient operation of the parking facility and the surrounding road network.</p> <p>To ensure the proposed kiss and drop facilities operate with high levels of efficiency and safety, the following management practices will be implemented:</p> <ul style="list-style-type: none"> ▪ Traffic control by school staff at internal pedestrian crossing locations; ▪ Traffic control by school staff to direct queued vehicles into vacant kiss and drop spaces; ▪ Organisation of students into general kiss and drop areas by year-group to speed pick-up operations; ▪ Assistance of school staff to load vehicles with children and bags. <p>All car parking and vehicular circulation areas have been designed in accordance with the relevant Australian Standards.</p> <p>This is further support through the implementation of the Green Travel Plan, which despite the increase in student numbers, in order to mitigate future traffic congestion and reliance on the private vehicle, aims to encourage non-car modes of travel, advising students, parents and employees of sustainable and alternative transport options, with the overall objective to shift travel from private cars to collaborative or public transport options. The plan continues to be a collection of initiatives and actions to encourage travel</p>

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		<p>behaviour change. The plan will provide students, staff and parents with information on sustainable transport and encourages them to make alternative transport choices than the use of a private vehicle. The implementation of the plan intends to reduce traffic congestion and parking problems. As previously aforementioned, the aim of the GTP is to reduce private vehicle usage from students from 47% (2020) to 38% (2030).</p> <p>Therefore, based on the findings of the Traffic and Parking Impact Assessment submitted with the EIS, the Addendum Traffic Statement and the implementation of a Green Travel Plan to encourage non-car modes of travel, the proposed development will not result in any adverse traffic or parking impacts.</p> <p>Refer to Appendix H for further detail.</p>
Student Numbers		
<ul style="list-style-type: none"> ▪ Increase in student numbers will directly impact an increase in traffic congestion; ▪ Increase in student numbers will inconvenience local residents; ▪ Increase will result in adverse impact on the amenity of local residents; ▪ In 2015, the Land and Environment Court determined it was not in the public interest to allow an increase in 200 students given the adverse amenity impacts for the local residents; ▪ Dramatic increase in student numbers will subsequently increase traffic; ▪ Increase in student numbers will further increase the saturation of local facilities by the School; ▪ Increase in numbers will result in more parents driving students to school; ▪ The college is already in exceedance of the maximum number of students on Site which was imposed to mitigate traffic impacts; ▪ The increase in student numbers is dangerous and unnecessary; 	58	<p>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.</p> <p>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.</p> <p>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</p>

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<ul style="list-style-type: none"> ▪ The increase in student numbers will not result in the provision of appropriate infrastructure; ▪ The LEC decision is being ignored; ▪ Unacceptable to increase student numbers by a further 575 students which will significantly increase congestion and associated risks and inconvenience; ▪ No justification has been provided for the increase in student numbers; ▪ Proposal will result in an overpopulation of the school; ▪ Increase in student numbers will only add to the current negative impacts for local residents; ▪ The increase in student numbers will adversely impact the surrounding local traffic and pedestrian safety; 		<p>development will require 321 FTE, an increase of 44 FTE staff members to accommodate the increase in student numbers.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Figure 1 below is an extract from Appendix H and illustrates the relationship between student numbers increases and construction phasing.</p>

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<ul style="list-style-type: none"> ▪ Increase in noise emanating from the School; ▪ Significant increase in noise during the construction process and subsequent increase in student numbers; ▪ Increased noise pollution; ▪ Increase noise from traffic, school events and school population; ▪ Increased noise during construction; 	16	As confirmed in the Noise Assessment (provided at Appendix J of the original SSDA submission), 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.																																																																													

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<ul style="list-style-type: none"> Introduction of a Junior School playground in Seaview Street will impose a new near-daily noise on the adjacent residential community creating a loss of amenity; 		<p>SLR have been prepared an addendum Noise Impact Assessment which accompanies this application as Appendix I, in support of the original Noise Impact Assessment submitted with the original EIS.</p> <p>Overall, subject to the implementation of appropriate mitigation measures, the acoustic throughout the Site and surrounding locality, will be retained, as a direct result of the proposed development.</p>
Visual Impact		
<ul style="list-style-type: none"> The proposed five (5) storey building will impact views currently afforded to the neighbouring residents; Seaview street was given its name as it had views of the sea which are currently still available; The proposal will be an eyesore and impose on surrounding residents; The proposal will restrict existing views; Substantial visual impact from the removal of the mature trees along Seaview Street; 	6	<p>In direct 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.</p> <p>In addition, an Addendum Visual Impact Statement accompanies the formal RTS submission as Appendix F. The statement 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.</p> <p>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. Refer to Appendix D and Appendix E for further detail.</p>

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Building Bulk and Scale and Streetscape Character		
<ul style="list-style-type: none"> ▪ The proposed built form does not appropriately respond to the surrounding character; ▪ Incompatible with local low rise development will become an eyesore; ▪ Overdevelopment of the Site; ▪ The proposed building envelope will negatively impact on the surrounding streetscape; ▪ Object to the demolition of original houses and trees in Seaview Street to accommodate institutional buildings as it will impact the residential nature and character; ▪ The proposal is out of character with the surrounding area; ▪ At odds with the local environment and landscape; ▪ Loss of character; ▪ The school's last development was meant to be the last, and now there is further scope creep; ▪ The surrounding locality is low density residential neighbourhood and Trinity should be demolishing more houses and erect a modern multi-storey building intruding on the surrounding streetscape; ▪ The school has already expanded its building program considerably over the past several years; ▪ Demolition of existing residential properties with modern facilities will significantly impact on the surrounding streetscape; ▪ The construction of a five (5) storey development is not in keeping with the height of the local heritage area; ▪ The proposal will overshadow Yeo Park; 	31	<p>The height, bulk and scale and character of the proposed development has been designed to appropriately respond to the Site and surrounding context. Primarily submissions were received in relation to the impact of the proposed development on the surrounding character.</p> <p>The built form of the new teaching and learning facility has been designed in response to the existing built form across the Site, the relevant setback and development controls and the surrounding development.</p> <p>As demonstrated in the architectural documentation, adequate solar access will be retained to neighbouring properties. Other aspects of neighbouring amenity, including views and visual and acoustic privacy, will also be maintained and have formed integral design considerations as detailed throughout the supporting documentation.</p> <p>PDML has undertaken further consideration of the proposed materials and finishes. The materiality is considered appropriate in the context of the site and surrounding built form.</p>
Heritage		
<ul style="list-style-type: none"> ▪ The cultural and historical significance should be preserved; 	12	<p>An amended Heritage Impact Statement (HIS) has been prepared by Urbis and accompanies this submission as Appendix L.</p>

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<ul style="list-style-type: none"> ▪ The proposal includes the demolition of two (2) school acquired properties which surely have heritage significance; ▪ The proposal has not exhibited any concerns from the look and integrity of the area and the new buildings will take form with no respect for the area's historical culture; ▪ Integrity of the area should be preserved; ▪ There is a responsibility to preserve Sydney's Heritage Areas; ▪ The proposal will further see the demise of the local heritage character; ▪ Development along Seaview Street will significantly impact on the natural and built heritage; ▪ The five (5) storey development would reduce the heritage appeal of the area; 		<p>It is acknowledged that the School both contains and is adjacent to a number of heritage building of cultural, aesthetic, historical and social significance. The proposed development and staged construction aims to protect the College's heritage significance and maintaining a sympathetic design interface with the adjoining properties of heritage significance.</p> <p>In summary amendments to the HIS include the following:</p> <ul style="list-style-type: none"> ▪ Minor additions to history to reflect updated research. ▪ Inclusion of known architects – this has been the focus of additional research, and has been assisted by Dr. Noni Boyd from Inner West Council. ▪ Further identification of the significant elements across the Site. ▪ Acknowledgements and limitation section – acknowledging the contribution of previous reporting and Dr Noni Boyd, as well as the limitations on research including poor record keeping post-war and the Covid-19 pandemic. <p>As part of the preparation of the amended HIS, further investigations were 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:</p> <ul style="list-style-type: none"> ▪ Headmaster's Residence and Chapel Garden; ▪ Chapel Gates an Way; ▪ War Memorial Chapel Court; ▪ Dining Hall; ▪ Presentation of the North Quad. <p>The proposed development has been designed and orientated to minimise the impact of buildings across the Site with a high to moderate significance.</p>

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		<p>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.</p> <p>Further, as acknowledged by Council, it is proposed to remove four (4) dwellings along Seaview Street. The three (3) westernmost properties are not within the heritage listed curtilage of the School. The easternmost property (48 Seaview Street) is located within the heritage listed curtilage however it has been identified as being of no heritage significance. The impact of the replacement development on the opposite conservation areas has been assessed as acceptable. The removed dwellings would be replaced by the Junior School play area and a two (2) storey maintenance building. Additional investigations have provided no further information around the heritage significance of the Site to support the retention of 48 Seaview Street. Overall, the proposed development is considered to be of a sympathetic to the scale of the street and will appropriately respond to the future development of the Site.</p> <p>Overall, the proposed building envelopes are considered acceptable from a heritage perspective.</p>
Construction		
<ul style="list-style-type: none">▪ The construction period was not included in the publicly available documentation;▪ The local roads are not wide enough to accommodate construction vehicles;	33	<p>The intent of the proposed development is to provide Trinity Grammar School and the community with certainty around the future built form outcome for the Site.</p>

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<ul style="list-style-type: none"> ▪ Pollution and dust created by demolition and excavation will adversely impact the health of the local residents; ▪ Potential damage to neighbouring properties during excavation; ▪ Significant disruption to local residents; ▪ Impact on local road network as a result of the construction vehicles and work zones during construction; ▪ Construction vehicles will not be able to access the Site; ▪ Disruption during construction period; ▪ The proposed construction period of 5-6 years would entail a significant disruption to the local area and a large increase in noise levels; ▪ The proposal does not include any consideration of traffic flow for heavy construction vehicles either by volume or time of day; ▪ Lengthy construction process will be an inconvenience to local residents; ▪ Risks in management of the construction phases; ▪ Wary of the commitment of the school to implement mitigation measures during the construction phase of the development; ▪ A requirement should be included that detailed monitoring arrangements are put in place for all construction-phase traffic; ▪ The construction implications such as dust, construction vehicles and continued works over the next 5 years will not only impact the quality of life but will have potential detrimental effects on the health and safety of residents; ▪ The school will not adequately manage any construction works, given their lack of good management in the past; ▪ Restricted site access during construction; ▪ Short construction period between previous developments; ▪ Construction will impact on the access to on-site parking, the accompanying CMP does not address these matters; 		<p>A preliminary Construction Management Plan prepared by TBH accompanied the original EIS submission addressing the stages of construction for the school. The preparation of the CTMP has also been considered in the Amended Traffic and Parking Assessment. An amended preliminary Construction Management Plan has been prepared by TBH and accompanies this submission as Appendix O. The preliminary CMP indicate the following measures will be implemented to ensure safety of the public and construction works:</p> <ul style="list-style-type: none"> ▪ All heavy vehicle movements shall be from the point access via the shortest appropriate route to the state road network and vice versa; ▪ Contractors shall restrict deliveries, including plant deliveries to outside of peak student pick-up and drop-off times; ▪ All heavy vehicles shall enter and exit in a forward direction; ▪ Construction vehicles shall not queue on public road network prior to the commencement of works; ▪ Where traffic controllers are used to facilitate heavy vehicle movements, priority shall be given to the public over construction vehicles; ▪ Truck loads shall be covered during transportation to or from the site; ▪ Loading and unloading should only within work sites and approved on-street Work Zones; ▪ Deliveries shall be coordinated to minimise the amount of construction vehicles on site at any one time; ▪ Neighbouring properties should be notified of construction works, timing and significant events; and ▪ Contractors shall repair and clean up any damage to the road network resulting from construction vehicle associated with the works. <p>Construction along with traffic and pedestrian safety will be managed in accordance with a detailed Construction Traffic Management Plan (CTMP) which will be prepared by the contractor prior to the commencement of</p>

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		<p>works. The necessary controls will be put in place prior to the commencement of construction in line with the approved CTMP.</p> <p>In addition, mitigation measures will be put in place to minimise amenity impacts on the surrounding residents. These measures will be detailed in the approved CTMP.</p> <p>Overall, construction will be managed in accordance with the Construction Management Plan as well as additional documentation to be prepared on appointment of the contractor including a Safety Management Plan, Environmental and Site Management Plan, Traffic Management Plan, Programme, Work Method Statement, Dilapidation Report, Licences and Insurances. The detailed program and methodology to be submitted by the contractor will be required to account for the proximity of neighbouring properties, acoustic treatment, traffic management and hazardous materials. Dilapidation Reports will also be prepared to ensure that no structural damage is incurred by neighbouring properties.</p> <p>Accordingly, demolition and construction will be carried out in a manner that minimises disruption to the surrounding locality (including neighbours, traffic and road networks) and maximises safety (including the safety of all Site users and surrounding pedestrians).</p> <p>As noted in the original EIS submission, subsequent to Consent being granted, the intent is to stage construction, enabling facilities to be delivered and expanded in line with growth, as summarised below:</p> <ul style="list-style-type: none"> ▪ Stage 1: Maintenance, Delivery Services and Seaview Demolition; ▪ Stage 2: New Parking Structure and Driveway; ▪ Stage 3: New Carpark Entry/New Carpark Structure; ▪ Stage 3: General Learning Precinct and New Grand Stand Construction; ▪ Stage 4: New Art Precinct Construction/New Pavilion Construction; ▪ Stage 4: New Art Precinct Fit-out/Existing Building Refurbishment works;

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Trinity Grammar School - SSDA 10371
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Table 1. Response to Public Submissions		
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		<ul style="list-style-type: none"> ▪ Stage 5: Junior School Landscaping Works; ▪ Stage 6: Oval 3 Make Good and Hand Back to School. <p>It is important to note, the following the completion of Construction Stage 1, construction staging may occur in any order required by the School; therefore the abovementioned outlines a possible/potential option only.</p> <p>The proposed construction hours will be in accordance with Council's standard construction hours. No works are to be carried out on Sundays or Public Holidays unless prior approval is granted by Inner West Council.</p> <p>Further details on the construction traffic arrival and departure are included in Appendix H and Appendix O.</p> <p>Trinity Grammar School will continue to work collaboratively with the local residents to keep them updated on the construction timeframes and deliverables of The Renewal Project.</p>
Tree Removal		
<ul style="list-style-type: none"> ▪ The trees to be removed have not been identified in the proposal; ▪ Trees should be retained and protected, particularly along Seaview Street; ▪ Convert a local street into a commercial area with reduced mature tree canopy coverage; ▪ Removal of 26 trees will increase carbon emissions; ▪ The removal of trees is excessive and will change the landscape of the area significantly; ▪ The Arborist report fails to justify the removal of the trees; ▪ The term removed implies the trees will be relocated; ▪ The trees to be removed are an important aspect of the local streetscape and local heritage and should not be removed; 	20	<p>An amended Landscape Report and associated Plans have been prepared by Arcadia accompanying this submission as Appendix F and Appendix G respectively.</p> <p>A total of 22 trees are proposed to be removed across the Site to accommodate the proposed built form.</p> <p>As previously discussed all other existing trees located on the Site are proposed for retention. Trees proposed for retention on site and adjoining properties will require implementation of tree protection measures to ensure their ongoing health and survival during construction. Trees to be retained will be protected in accordance with the recommendations of the Arboriculture Impact Assessment (Appendix M) prepared by Australis Tree Management.</p>

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		<p>Notwithstanding the above, trees proposed for removal will be offset through replacement planting. Approximately 60 new plantings will occur across the Site to complement the proposed development. Refer to amended Landscape Plans accompanying this submission as Appendix G.</p> <p>As noted, an Arborist will oversee all works within vicinity to the identified root zones of the trees.</p>
Public Benefit		
<ul style="list-style-type: none"> ▪ Trinity Grammar School already negatively impact the local residents who receive no public from school; ▪ There is no consideration for the local community; ▪ The proposed development does not explain how substantial associated benefits of the project are in the public interest generally or in the interest of the local community; ▪ The school doesn't pay rates 	4	<p>It is generally accepted that it is not appropriate for school developments to pay Section 7.11 Contributions. This is because schools generally provide their own sport or open space facilities across their campus, or have alternative arrangements with other schools to share facilities, and the developments further enhance the provision of available sporting facilities. In this instance, the proposal will not put additional demand on Council's infrastructure, and so it is considered reasonable that an exemption be given.</p> <p>The proposed development is in the public's best interest as its key impacts have been minimised through amendments to the design throughout the detailed design process. The residual impacts will be localised and managed. Importantly, its benefits will be significant and widespread for the entire community as highlighted in detail throughout the original EIS submission. In particular, the benefits include:</p> <ul style="list-style-type: none"> ▪ The proposed development is of a high quality in terms of built form, bulk and architectural treatment and responds positively to proportions of adjoining development. The proposal will make a positive contribution to the built form of the school and create an attractive streetscape interface with the surrounding development; ▪ New essential and support services and infrastructure will bring a range of social and public benefits to the local community and broader region. The proposal will provide enhanced sport and recreational facilities. The construction of purpose built facilities will help to relieve demand on external facilities generated by the school;

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		<ul style="list-style-type: none"> ▪ The proposed development will result in an improved educational environment for the College through: <ul style="list-style-type: none"> ○ Enabling an excellent academic space; ○ Providing appropriate and functional passive and active recreational spaces for students; ○ Will modernise outdated educational facilities for future generations; and ○ Create an inclusive, supportive and secure environment.
Community Consultation		
<ul style="list-style-type: none"> ▪ Trinity Grammar School provided a lack of community consultation; ▪ Only residents in the immediate vicinity of the Site were contacted; 	2	<p>As demonstrated through the submission matrix, the matters raised by the community have been considered and formed genuine considerations in the planning and design of the development. The development, particularly through the amended design shown in the accompanying appendices to the Response to Submissions, is considered to provide an improved educational establishment whilst suitability integrating with the Site context and protecting neighbouring amenity.</p> <p>In accordance with the SEARs issued for this project, consultation has, and will continue to be, undertaken with relevant public authorities, the community and Council.</p> <p>Community Consultation commenced following the issue of the SEARs and involved providing detailed information about the content of the development to the local Community and stakeholders and providing opportunities to respond and provide feedback to the project team.</p> <p>At this time the proponent had not formed a view on the preferred configuration of the proposed development. The design of the project has subsequently progressed. The design team were advised of the concerns and issues identified during the preliminary round of community consultation and sought to address these matters as the detailed design progressed.</p> <p>During design development, based on the extensive consultation with the relevant stakeholders, the design team sought to address matters raised</p>

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		<p>through design alterations, focusing primarily of the interface between the Site and surrounding locality, as this was considered to be a key point of interest.</p> <p>In response to the public exhibition period, and subject to the accompanying RTS, amendments were proposed to the building form as outlined below:</p> <ul style="list-style-type: none"> 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. <p>It is important to note that Trinity Grammar School is committed to working closely with its neighbours throughout the construction process and remaining a key member of the community.</p>
Miscellaneous		
<ul style="list-style-type: none"> Trinity has only recently completed major capital works; Devaluation of neighbouring properties; The School monopolises Yeo Park; The proposal will impact on the safety of local residents; Funding needs to be allocated to public schools and not private schools; 	10	<p>The school is part of the Summer Hill community, and the proposed development sits within the boundaries of the existing campus and has been designed in consideration of the adjoining neighbours and developments.</p> <p>The preparation of the original EIS and subsequent Response to Submissions has taken into account the comments raised by DPIE, Inner West Council, government agencies and local community.</p> <p>In particular, the proposed development will include new essential and support services and infrastructure will bring a range of social and public benefits to the local community and broader region. This will reduce any undue impacts on community infrastructure, including Yeo Park.</p> <p>Overall, as outlined in the formal RTS submission, the proposed development has comprehensively considered the cumulative impacts in terms of traffic, parking, visual impact and privacy, solar access, acoustic impact, landscaping, design and built form, and heritage significance. This is further supported</p>

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		<p>through the extensive consultation which has been carried out to date with the surrounding community, which assisted in the design progression of the proposed development.</p> <p>Therefore, it is considered the proposed development has taken into account the cumulative impacts of the proposed development, and through appropriate design solutions and mitigation measures, the proposal is considered appropriate.</p>