



RESPONSE TO SUBMISSIONS

Adaptive reuse of heritage listed dwelling to facilitate pre-school and primary school use including alterations and additions, on-site car parking, tree removal, landscaping and fencing

1 Rosemead Road
HORNSBY

Prepared for: Best-Practice Education Group Ltd

REF: M200276
DATE: 11 November 2020



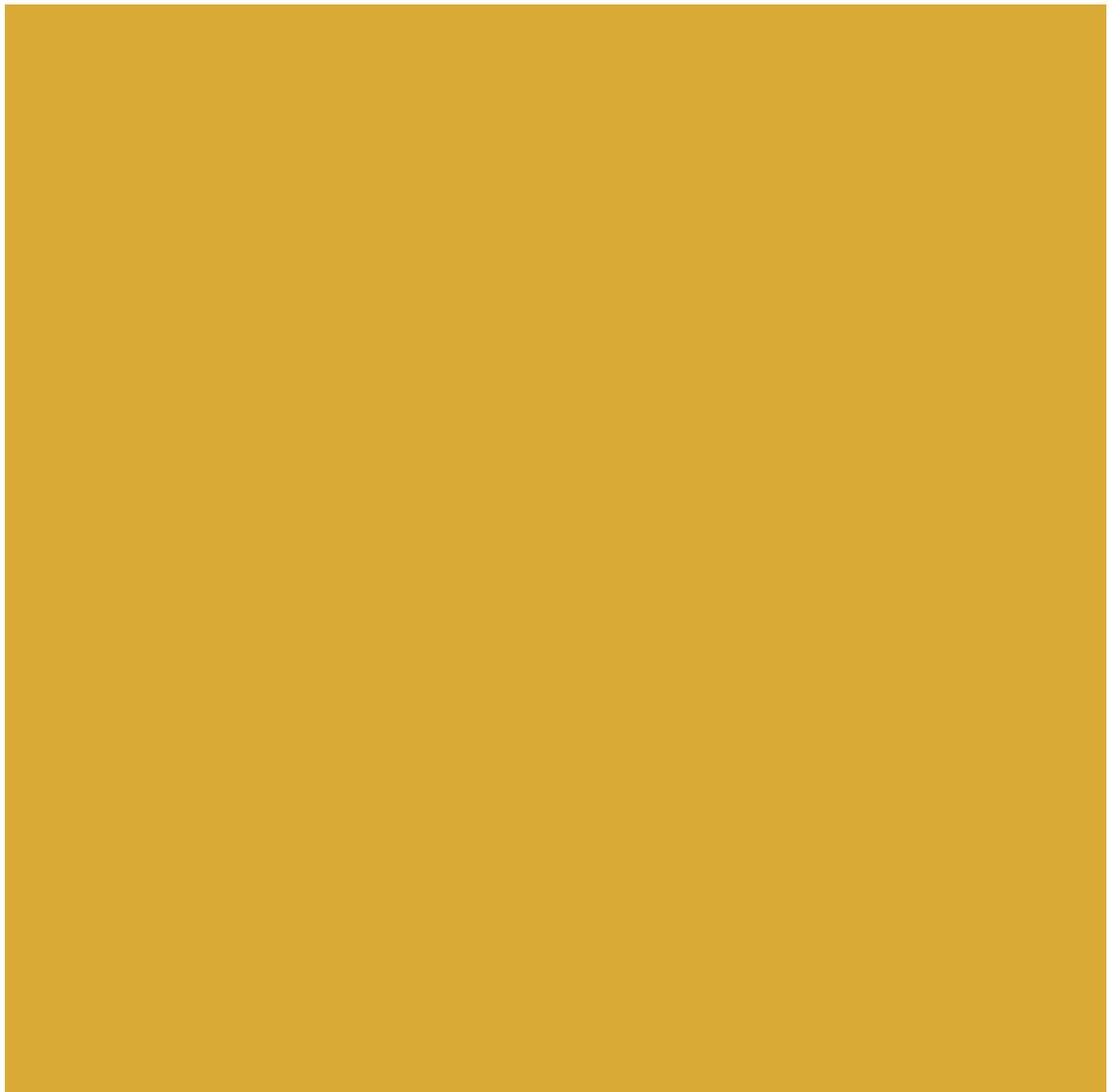


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ATTACHMENTS

- Attachment 1.** Vehicle Turning Path Diagrams
- Attachment 2.** Landscape Plan (revised)
- Attachment 3.** Addendum Heritage Report
- Attachment 4.** Addendum Arboricultural Report
- Attachment 5.** Bushfire APZ Statement
- Attachment 6.** Acoustic Advice Letter
- Attachment 7.** Schematic Plans for K-2 Primary School
- Attachment 8.** Architectural Plans (revised)

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1. Introduction

1.1 THE SITE

The subject site is located at No. 1 Rosemead Road, Hornsby, and is legally known as Lot A in DP 327582. The site has an area of 3,623m². An aerial image of the site is provided at Figure 1.



Figure 1. Aerial image indicating subject site (highlighted yellow) (Source: Six Maps)

The site has frontage to Rosemead Road of 83.1m and frontage to William Street of 40.54m, an eastern boundary of 97.53m, and south-western boundary (to No. 1A Rosemead Road) of 32.67m and 24.46m. The main entry and access into the site is via Rosemead Road, with vehicular access provided via an existing vehicular crossover and driveway.

The site is generally flat, with a small fall to the south-east to William Street.

The site contains “Mount Errington”, a heritage listed dwelling of local significance, and is within the Mount Errington Precinct, Hornsby West Side Heritage Conservation Area.



Figure 2. View of site from Rosemead Road

1.2 THE PROPOSAL

Best Practice Education Group Ltd (the Applicant) is a not-for-profit company who currently operates Blue Gum Community School in Canberra (since 1998). The Applicant proposes to establish a new community school and pre-school, under the same name, on the subject site.

The proposal comprises the adaptive reuse of the heritage listed dwelling to facilitate a pre-school and primary school use, including additions and alterations, on-site car parking, tree removal, landscaping and fencing.

The pre-school will cater for a maximum of 32 children (aged 3-5 years), and the primary school will cater for a maximum of 48 students in Kindergarten to Year 2 (aged 6-8years), for a total of 80 children on the site (note that this is a change from the submitted proposal – refer to Section 4).

1.3 PURPOSE OF THIS REPORT

The purpose of this report is to respond to the submissions received during the public exhibition of the development application, as per the request from the Department of Planning, Industry and Environment (DPIE).

The report provides an outline of alternative options that have been considered in response to the issues identified in submissions, and consequently includes some minor amendments to the application to address some of the concerns raised.



2. Response to Submissions

2.1 SUBMISSIONS SUMMARY

A total of sixty-three (63) submissions were received in response to the public exhibition of the development application, broken down as follows:

- Eight (8) submissions from public authorities;
- One (1) submission made on behalf of an organisation; and
- Fifty-four (54) submissions from members of the public.

In addition, comments were received from the Department of Planning, Industry and Environment (DPIE) based on their preliminary assessment of the application (Attachment 1 to letter dated 17 July 2020), and DPIE require that these matters are addressed in full.

2.2 RESPONSE TO SUBMISSIONS FROM PUBLIC AUTHORITIES

Submissions from eight (8) public authorities were received, as follows:

- Ausgrid
- Transport for NSW (TfNSW)
- NSW Environment Protection Agency (EPA)
- Environment, Energy and Science Group (EES) in the Department of Planning, Industry and Environment
- Heritage Council of NSW
- NSW Rural Fire Service (RFS)
- Sydney Water
- Hornsby Shire Council

Table 1. Response to Public Authority Submissions

Agency	Comment / Issues	Response
Ausgrid	Ausgrid is not required to supply the development. Should this change we recommend the proponent make a connection application to Ausgrid as soon as practicable.	Noted. No issues to address.
Transport for NSW (TfNSW)	<p><i>Active transport considerations</i></p> <p>Proposes a lower number of bicycle parking spaces and end-of-trip facilities than required under the Hornsby DCP, and does not mention number of lockers proposed.</p> <p>It is requested that the Applicant amend their proposal and associated Traffic and Parking Report to satisfy the minimum requirements of the Hornsby Council DCP 2013.</p> <p>It is requested that prior to the issue of the first Occupation Certificate, the applicant be</p>	<p>Hornsby DCP has a bicycle parking rate for educational establishments (would apply to primary school component only) of 1 rack per 20 full-time staff and 5 racks per class (grades 5-12).</p> <p>The primary school will cater for Kindergarten to Year 2, and therefore no bicycle racks are required for students. There will be 3 full-time staff, and therefore 1 bicycle rack is required for staff.</p>



Table 1. Response to Public Authority Submissions

<p>conditioned to provide off-street bicycle parking spaces and end of trip facilities in line with the Hornsby Council Development Control Plan, 2013 and in accordance with AS2890.3.</p>	<p>Six (6) bicycle parking spaces have been allocated on the amended architectural plans provided with this report.</p> <p>Space has also been allocated on the plans for at least two (2) staff lockers (in craft / preparation room) in accordance with the DCP requirements.</p> <p>In addition, the proposed development includes a disabled bathroom with shower, providing staff who wish to ride with suitable end-of-trip facilities.</p> <p>It is noted that the Austroads <i>Guide to Traffic Management Part 11: Parking Management Techniques</i> provides that primary schools are exempt from providing end-of-trip facilities.</p> <p>Therefore, the proposal complies with DCP requirements for bicycle parking and end-of-trip facilities.</p>
<p><i>Green Travel Plan</i> Recommend condition to prepare a Green Travel Plan prior to OC.</p>	<p>As the site is located approximately 750m from Hornsby railway station it is within the walking distance of 800m that people are generally willing to walk from public transport. It is anticipated that travel to the site via public transport would therefore be an attractive option for staff of the facility, who would only need to walk one way to or from the station at either end of the day.</p> <p>However, for parents who might consider using public transport to drop off children, a two-way walk to and from the station would generally be required, with a total walk distance of approximately 1.5km. This doubled distance would likely limit the numbers of parents that will choose to travel to the school via public transport.</p> <p>With low staff numbers, and small size of the proposed school, providing a formal Green Travel Plan by way of a standalone document is not considered necessary. Notwithstanding, a member of staff will be designated as the travel coordinator who will be responsible for advising new staff and families of the alternative transport options available and their benefits. This information will also be provided in the foyer's notice board as well as on their website.</p>
<p><i>School zone signage and line marking</i> Authorisation from TfNSW to install, application at least 8 weeks prior to student occupation.</p>	<p>Noted. No issues to address.</p>

Table 1. Response to Public Authority Submissions

	<p><i>Access and circulation</i></p> <p>Unclear how pick up/drop off area will work as access from Rosemead Road appears narrow and may be difficult for vehicles to manoeuvre within the site.</p> <p>Suggest engagement with Council re local road access as the roads are under the care and control of Council.</p>	<p>Vehicle turning paths are provided (Attachment 1) which show that cars can easily navigate the driveway and pick up/drop off area.</p> <p>Consultation with Council resulted in the proposed approach for cars to turn left in and left out, directing traffic in one direction through the site.</p>
	<p>Prior to CC, plans to demonstrate car parking meet Australian standards</p>	<p>Noted. No issues to address.</p>
<p>Environment, Energy and Science Group (EES) in the Department of Planning, Industry and Environment</p>	<p>A BDAR report waiver was approved on 14 May 2020.</p> <p>No further flooding comments.</p>	<p>Noted. No issues to address.</p>
<p>NSW Environment Protection Agency (EPA)</p>	<p>An Environment Protection Licence is not required. Accordingly, EPA has no comments and no further interest in the proposal.</p>	<p>Noted. No issues to address.</p>
<p>Heritage Council of NSW</p>	<p>The subject site is not listed on the State Heritage Register (SHR), nor is it in the immediate vicinity of any SHR items. Further, the site does not contain any known historical archaeological deposits. Therefore, no further heritage comments are required. The Department does not need to refer subsequent stages of this proposal to the Heritage Council of NSW.</p>	<p>Noted. No issues to address.</p>
<p>NSW Rural Fire Service (RFS)</p>	<p>Four (4) conditions of consent recommended:</p> <ol style="list-style-type: none"> 1. Property to be managed as an inner protection area. 2. Any new Class 10b structures shall be non-combustible or hardwood. 3. Provision of water, electricity and gas must comply with Table 7.4a of PBFP 2019. 4. Bush Fire Emergency Management and Evacuation Plan to be prepared – to be provided to Local Emergency Management Committee prior to occupation. 	<p>Noted. No issues to address.</p>
<p>Sydney Water</p>	<p>Servicing requirements are to be delivered under the Notice of Requirements for the Section 73 application already lodged with Sydney Water, or any future Notice of Requirements.</p>	<p>Noted. No issues to address.</p>

Table 1. Response to Public Authority Submissions

Hornsby Shire Council	<p><u>Heritage</u></p> <p>Adaptive reuse of the site to facilitate a childcare centre and small primary school has the potential to be a positive solution to ensure the long-term conservation of the heritage listed site. The proposed new use permits multiple opportunities for preservation and interpretation in, and around, the site including its setting, curtilage and significant elements within the garden and dwelling.</p> <p>However, the proposal in its current form would result in an unreasonable and adverse impact on several significant heritage elements. Revised detailing to some design aspects and alternative solutions are recommended to meet the Desired Outcomes and Prescriptive Measures under Part 9 Heritage of the HDCP.</p>	<p>Noted that Hornsby Shire Council generally support the adaptive reuse of the heritage item for the purpose of a school.</p>
<p>Recommendations to facilitate a more sympathetic heritage outcome include:</p>		
<p><u>Driveway & Carpark</u></p>		
<p>a) New permeable carpark</p>		
<ul style="list-style-type: none"> • Amendments to the Landscape Plan to show retention of the tennis court dimensions, interpretation of the significant elements and appropriate fencing to meet heritage and regulatory requirements 	<p>Landscape Plan has been updated to interpret the previous tennis court area (Attachment 2).</p>	<p>As per the Addendum Heritage Report (Attachment 3), Heritage 21 have recommended the interpretation of the former tennis court to be incorporated into an extensive interpretation strategy which conveys the history of the site with all users. This would likely include an interpretative walk along the pedestrian pathway that leads from the carpark to the new school entry and incorporates stories from Mt Errington's history and conveys its significance. The interpretation strategy would need to be provided by the appointed heritage consultant and would take into consideration the future users of the site, including the students, family and other community members.</p>
<ul style="list-style-type: none"> • Alternative material and finish for the new concrete accessible path to meet heritage and regulatory requirements. 	<p>Concrete has been changed to decomposed granite for the entire driveway and car park area.</p>	
<ul style="list-style-type: none"> • A revised heritage impact assessment and justification for the alternative design adjustments. 	<p>An Addendum Heritage Report by Heritage 21 is provided (Attachment 3) which addresses changes made to the proposal.</p>	

Table 1. Response to Public Authority Submissions

<p>b) Realignment of existing driveway kerb</p>	<ul style="list-style-type: none"> Alternative design to retain T111, T112 and other significant plantings to meet heritage and regulatory requirements. 	<p>No further changes have been made to the proposed realignment of the existing driveway kerb. Although the proposed realignment would require the removal of the Cabbage Tree Palm (T111) and Giant White Bird of Paradise (T112), alternative options have been explored (refer to Section 3) and it was concluded that this would generate the least detrimental impact upon the heritage significance of the site. Based upon an assessment undertaken by Earthscape Horticultural Services (Attachment 4), the removal of these trees is necessary and there are no feasible options for their retention.</p>
	<ul style="list-style-type: none"> A revised heritage impact assessment and justification for the alternative design. 	<p>Heritage 21’s advice (Attachment 3) notes that the proposal includes the retention of substantial plantings and that the removal of these particular plants would not generate a detrimental impact upon the existing setting, particularly as it would open up views to the primary façade of the building from the public domain. Further, the proposed reinstating of brick edging along the driveway would respect the existing form and detailing of the driveway, with alterations to allow for the usability for the site and to accommodate the relevant accessibility requirements.</p>
<p>c) New driveway exit onto Rosemead Rd</p>	<ul style="list-style-type: none"> Alternative solution investigated to provide the second driveway off William Street to minimise impact on significant trees on site. 	<p>Not applicable - alternative design not proposed.</p> <p>An alternative option to provide an exit to William Street was further explored, however on balance it was deemed not to be the best solution for the site. Consideration of this option is included in the options analysis in Section 3 of this report.</p>
	<ul style="list-style-type: none"> A revised heritage impact assessment and justification for the alternative design. 	<p>An Addendum Heritage Report by Heritage 21 is provided (Attachment 3) which addresses changes made to the proposal.</p>

Fencing & Gates

<p>d) Existing Mount Errington gates and posts</p>	<ul style="list-style-type: none"> The original gates and posts should be retained in situ 	<p>The original gates and posts cannot be retained due to the existing condition of the fabric, including borer damage and rotting timber due to water damage.</p>
		<p>Alternative options have been explored which would not require a widening of the posts,</p>

Table 1. Response to Public Authority Submissions

<ul style="list-style-type: none"> Alternative solution to meet heritage requirements. 	<p>however on balance it was deemed not to be the best solution for the site. The options analysis is fully outlined in Section 3 of this report.</p>
<p>e) Existing timber fence replacement</p> <ul style="list-style-type: none"> Alternative design, materials and finish to meet heritage and regulatory requirements. 	<p>The proposal has been revised to provide for installation of gates based upon the design, scale and form of the original gates (widened to allow for use of the driveway for vehicle access). This is supported by Heritage 21 (heritage consultant) as per their Addendum Heritage Report (Attachment 3).</p>
<p>f) New powder coated metal fencing and egress/access gates</p> <ul style="list-style-type: none"> Alternative design, materials and finish to meet heritage and regulatory requirements. 	<p>The front fence to Rosemead Road has been amended from metal fencing to a timber picket fence.</p>
<p>f) New powder coated metal fencing and egress/access gates</p> <ul style="list-style-type: none"> Alternative design, materials and finish to meet heritage and regulatory requirements. 	<p>Timber fencing is provided to street frontages, with metal fencing used within the site to provide secure areas for the children. The use of metal fences within the site is supported by Heritage 21 (heritage consultant) as it is clearly contemporary, would not require the removal of significant fabric and would not detract from views to the heritage item nor the existing setting (refer to Addendum Heritage Report at Attachment 3).</p>
<p>f) New powder coated metal fencing and egress/access gates</p> <ul style="list-style-type: none"> Alternative design, materials and finish to meet heritage and regulatory requirements. 	<p>Changes to the car park area have resulted in the removal of some internal metal fencing previously located adjacent to the car park (rolling gate and fence to car park entry).</p>
<p><u>Access</u></p>	
<p>g) New accessible path and ramp</p> <ul style="list-style-type: none"> Alternative handrail design, finishes and materials to minimise visual impacts and complement the heritage item to meet heritage and regulatory requirements. 	<p>The use of metal for the handrail to the accessible ramp is supported by Heritage 21 (heritage consultant). As per the Addendum Heritage Report (Attachment 3), metal railing would clearly articulate the contemporary nature of the addition, would not attempt to mimic the timber detailing of the existing item and would not detract from the significance of the site nor setting.</p>
<p>h) One accessible carspace</p> <ul style="list-style-type: none"> Alternative material and finish to meet heritage and regulatory requirements. 	<p>Concrete has been changed to decomposed granite for the entire driveway and car park area, including the accessible carspace.</p>

Table 1. Response to Public Authority Submissions

<p>i) New BCA compliant external fire stair</p> <ul style="list-style-type: none"> The paint finish should match the existing exterior colour scheme of the house to minimise the visual impact and complement the heritage item to meet heritage and regulatory requirements Architectural detail illustrating the new design of ND5 to meet heritage and regulatory requirements. 	<p>The external fire stair is purposely in a darker colour (“woodland grey”) in order that it appear recessive and be in keeping with the slate roof colour. which is the dominant architectural element against which the fire stair would be viewed.</p> <p>A detailed plan is provided to illustrate the design of the fire egress door (ND5) – Drawing No. A231, Item 1. The location of the door has been amended based on the recommendation of DPIE’s heritage consultant to utilise the existing window opening. This is supported by Heritage 21 (refer to Addendum Heritage Report at Attachment 3).</p>
<p>j) New drop off and pick up footpath</p> <ul style="list-style-type: none"> Alternative material and finish to meet heritage and regulatory requirements. 	<p>Concrete has been changed to decomposed granite, with matched brick edging.</p>
<p>k) Raised balustrade on first floor balcony</p> <ul style="list-style-type: none"> The original balustrade should be retained. An alternative solution and justification to meet heritage and regulatory requirements 	<p>Alternatives have been considered to retain the existing balustrade, such as introducing a glass ‘inner’, however the proposed installation of a new balustrade is deemed the most appropriate heritage response. An Addendum Heritage Report (Attachment 3) advises that the proposed balustrade would maintain the existing form and proportions of the existing and would generate a minimal impact upon the views to the existing heritage item. Alternative options, would generate a negative heritage impact.</p> <p>Not applicable - alternative design not proposed.</p>
<p><u>Landscaping</u></p>	
<p>l) Tree and vegetation removal</p> <ul style="list-style-type: none"> Alternate driveway design to retain T111, T112 and other significant plantings to meet heritage and regulatory requirement; Relocation rather than removal of T27; 	<p>Alternative options have been explored which could retain T111 and T112, however it was not achievable. The options analysis is fully outlined in Section 3 of this report.</p> <p>Refer to Addendum Arboricultural Report (Attachment 4) – it is not feasible to relocate Tree T27 as it is located too close to the existing building and required excavation would potentially undermine the foundations of the building.</p>

Table 1. Response to Public Authority Submissions

- Retention of T19;
Refer to Addendum Arboricultural Report (**Attachment 4**) – the removal of Tree T19 (Juniper) was recommended on safety grounds, numerous other trees and palms in this area provide adequate screening of the fire stair.
- A revised heritage impact assessment and justification for the alternative design.
Although the proposed realignment would require the removal of the Cabbage Tree Palm (T111) and Giant White Bird of Paradise (T112), alternative options have been explored (refer to Section 3) and it was concluded that this would generate the least detrimental impact upon the heritage significance of the site. Based upon an assessment undertaken by Earthscape Horticultural Services (**Attachment 4**), the removal of these trees is necessary and there are no feasible options for their retention.

Heritage 21’s advice (**Attachment 3**) notes that the proposal includes the retention of substantial plantings and that the removal of these particular plants would not generate a detrimental impact upon the existing setting, particularly as it would open up views to the primary façade of the building from the public domain. Further, the proposed reinstating of brick edging along the driveway would respect the existing form and detailing of the driveway, with alterations to allow for the usability for the site and to accommodate the relevant accessibility requirements.

Internal Works

m) New wet areas

- Retention of W18 with frosting to match W19 to meet heritage and privacy requirements.
Refer to Addendum Heritage Report (**Attachment 3**) – Heritage 21 have advised on appropriate window treatment which would allow for the retention of the opening in situ. The glazing would be frosted on one side, with Fyrecheck to be installed within the WC side to ensure the installation of required services without penetrating or causing damage to significant fabric associated with the window.

Additional detail is provided in the architectural plans – refer to Drawing A231, Item 4.

n) School Room 4 – existing wall removed

- Retention of wall nibs.
Refer to Addendum Heritage Report (**Attachment 3**) – the detailing regarding the demolition of the internal wall of School Room 4 now includes the retention of nibs and spandrels, in order to articulate the location of the original wall.

Table 1. Response to Public Authority Submissions

o) Leadlight window features

- Removal of clear polycarbonate enclosure to leadlight window features.

As per recommendations from GML (as independent heritage consultant for DPIE) made subsequent to Council's comments, polycarbonate sheeting will be limited to leadlight on doors and not used for windows or fireplaces.

Tree and Vegetation Removal – Bushfire Protection

Concern that if the property is maintained as an Asset Protection Zone / Inner Protection Area (as proposed by the bushfire assessment report submitted with the application), there is a high likelihood that significant amounts of vegetation removal would be required on the site, given that the standards in PBP 2019 are as follows:

- canopy cover should be less than 15% at maturity;
- trees at maturity should not touch or overhang the building;
- lower limbs should be removed up to a height of 2m above the ground;
- tree canopies should be separated by 2 to 5m; and
- preference should be given to smooth barked and evergreen trees.

The supplied Arboricultural Impact Assessment report indicates there is a high level of canopy interconnectivity and separation distances between canopies do not comply with the 2m-5m separation requirement.

If an alternate solution cannot be found that avoids the need to create the entire site as an IPA for bushfire Protection Purposes, the site is unsuitable for the proposed development.

A detailed response to this matter is provided in a statement by Australian Bushfire Consulting Services (**Attachment 5**) which confirms that additional tree removal is not required for bushfire management purposes.

Of note is that PBP 2019 recognises that native trees can be retained "as clumps or islands" and that some interlocking canopy is permissible so long as there is no continuous canopy leading from the hazard to the asset. As far as tree canopy cover is concerned, it should be considered in the context of the whole area and canopy breaks of 2-5 metres should be provided between retained clusters of trees between the hazard and the asset, not necessarily between every individual tree.

Acoustics

The site is in close proximity to residential allotments, being primarily single dwelling house, with medium density aged care located adjacent to the eastern boundary. Due to the close number of residential receivers, demonstrated compliance with the recommended noise levels contained within the AAAC Guideline for Child Care Centre Acoustic Assessment should be provided to ensure preservation of neighbourhood amenity.

The Acoustic Assessment Report submitted with the application, prepared by NG Child & Associates and dated 6 May 2020, includes assessment against the AAAC Guideline.

It is understood this comment may be outdated from the previous application considered by Council.

Table 1. Response to Public Authority Submissions

Traffic and Parking

Prior to the COVID 19 restrictions, Dural Street and Rosemead Road were frequently at parking capacity in the immediate vicinity of the subject site. Roadside parking demand was a combination of general residential demand, as well as commuters parking in the vicinity of the site to utilise the Hornsby Train Station. The supplied Traffic Parking and Assessment Report has been reviewed and it is noted as follows.

The proposed “No Parking” Signage along the southern side of Rosemead Road is not a desirable outcome as the signage would remove car parking spaces that are currently utilised by the community. Due to the size of the proposed School and Childcare, it is considered possible to facilitate all child drop off within the school grounds by establishing the recommended “Kiss and Drop” area internally, with all vehicles entering the site at a single-entry point and leaving via a single, separate exit.

The applicant should provide an operational Traffic Management Plan (TMP) to detail how pick up will be controlled to prevent queuing onto Dural Street. The Traffic Management Plan should limit drop off and pick up to left in and left out movements only. The TMP should also detail how Drop off/pick up is to be discouraged on the opposite side of the frontage road.

The Traffic and Parking Assessment Report submitted with the application included, as a suggestion only, that consideration be given to a “no parking” restriction along the southern side of Rosemead Road. However, the report notes that this is not relied upon to satisfy DCP requirements, that separate approval would be required from Council’s Local Traffic Committee, and that it is merely a suggestion that Council could consider if they see merit in it.

With consideration to Council not supporting such a restriction (also reiterated in DPIE’s preliminary assessment (refer Section 2.6) and in submissions from members of the public), it will not be pursued. As this did not form part of the development application, there is no need to modify the proposal.

The Traffic and Parking Report submitted with the application includes an Operational Traffic Management Plan at Appendix B which addresses all of these matters.

It is understood this comment may be outdated from the previous application considered by Council.

2.3 RESPONSE TO SUBMISSIONS FROM ORGANISATIONS

A submission from one (1) organisation was received, as outlined in Table 2. A response to the issues raised in the submission is provided.

Table 2. Response to Submissions from Organisations

Submitter	Support / Object	Comment	Response
Hornsby Conservation Society Inc. (SE-127666)	Object	<p>The heritage home should be preserved intact with no modifications to the building or grounds.</p> <p>Mature trees are now 100+ years old, not 40+ years stated in arborist report. The trees attract many birds.</p> <p>Concern that internal modifications will entail changes to the historical heritage values and would render it almost impossible to restore to its original fittings and design.</p> <p>The planned number of students (80) will result in an increase in traffic in Rosemead Road, Dural and William Sts. These streets are narrow and the resultant increase will cause additional problems in traffic overcrowding which are now difficult enough due to resident and commuter parking on both sides of the streets.</p> <p>Low mains water pressure for west side of Hornsby, combined with road traffic difficulties in these streets, could make the outcome catastrophic in the event of a severe bushfire. Water storage tanks should be installed.</p>	<p>The proposal allows for the adaptive reuse of the heritage item which will allow for it to be restored, maintained and appreciated, without having any significant adverse impacts.</p> <p>The proposal has been designed to be as minimally intrusive as possible. For example, the location of the car park in the rear of the site is purposely where trees of later planting and lower significance are located (low or very low significance).</p> <p>Given a number of submissions, including this one, have identified similar traffic and parking issues, these issues have been responded to in a consolidated manner in Section 2.5 of this report.</p> <p>Regarding low mains water pressure, on 20 October 2020, a Sydney Water representative visited the site to investigate this claim (Issue W082446395). He found the pressure at all external taps to be more than sufficient for current and proposed use, and raised no concern about water pressure at the site. This has not been raised as a concern by the NSW Rural Fire Service in their submission on the proposal.</p>

2.4 SUBMISSIONS FROM MEMBERS OF THE PUBLIC

Submissions from fifty-four (54) submissions members of the public were received, as outlined in Table 3.

Given that the submissions raise similar issues, a response to the issues raised is provided in a consolidated manner, grouped by subject, in Section 2.5, with more unique issues addressed in the 'Other' section.

Table 3. Submissions from Members of the Public

Submitter	Support / Object	Comment / Issues
Name withheld (SE-127416)	Object	<ul style="list-style-type: none"> - Traffic issues due to narrow street and parking constraints - Removal of trees detrimental
Name withheld (SE-127417)	Object	<ul style="list-style-type: none"> - Adverse impact on heritage fabric and historic value - Traffic risk of collision due to location on sharp bend - School will have associated noise in quiet residential area
Richard Mason (SE-127666)	Object	<ul style="list-style-type: none"> - Previous owner 1953-2001 - Fire risk – ability for school to evacuate quickly, and whether local water supply is adequate for fire-fighting

Table 3. Submissions from Members of the Public

		<ul style="list-style-type: none"> - Dural and William Streets have wide nature strips and relatively narrow carriageways, commuter car parking takes up kerbside on both sides of the street, extra traffic will make negotiating these streets even more difficult - Concern re extent of tree removal - Arborist report incorrectly dates trees as 40yrs old which are over 100yrs old - Canary Island Date Palms along eastern boundary are dangerous, they will require regular pruning and removal of dead fronds - Concern that internal changes will make it virtually impossible for a future owner to restore the house to its former state
Richard McGee (SE-127693)	Support	<ul style="list-style-type: none"> - Supports further educational facilities in the area - The school will offer community integrated local education in a beautiful setting, that integrates the environment into the education process
Ron Black (SE-127765)	Object	<ul style="list-style-type: none"> - Traffic volume impact - Negative impact of restricted parking zones on neighbours who use street parking for additional vehicles - Concerns with access/entry via William Street driveway - School will exceed indicated operating hours and put demand on street parking for one-off special events
Ryan Arnold (SE-127971)	Object	<ul style="list-style-type: none"> - Adverse impact on history of the site - Access to site is bad - Bushfire evacuation could be tricky due to narrow roads and nearby residents trying to evacuate at same time
Name withheld (SE-128034)	Object	<ul style="list-style-type: none"> - Adverse impact on heritage significance of dwelling and grounds - Adverse impact on appearance from Rosemead Rd street frontage - Heritage on the whole western area side of Hornsby will suffer from this application - Increase in traffic and parking on Dural and William Streets - Negative impact of temporary parking on Rosemead Road - Site access dangerous due to proximity to blind corner of Dural St and Rosemead Rd - Loss of trees not acceptable - Noise impacts - Emergency evacuation during bushfire events problematic given foreseeable traffic congestion
James Herbert (SE-128110)	Object	<ul style="list-style-type: none"> - Adverse impacts on heritage values of Mount Errington and whole of Hornsby West Side Heritage Conservation Area - Proposed metal fencing to rear of property does not comply with DCP requirement for traditional fencing materials and will destroy heritage character - Internal alterations will undermine the rare state of preservation of the dwelling - Increased in demand for already congested street parking - Concern that due to the existing tight driveway, parent will avoid the on-site drop-off zone and use street, associated safety concerns - Additional traffic introduced will cause chaos
Russell Reed (SE-128127)	Object	<ul style="list-style-type: none"> - Adverse impact on heritage values - Traffic congestion and disruption, including safety concerns

Table 3. Submissions from Members of the Public

		<ul style="list-style-type: none"> - "Kiss and drop" facility unlikely to alleviate traffic issues as highly unlikely to accommodate volumes, queuing issues will result - Proximity to public transport makes it likely many parents/carers would seek to park their cars near the facility and walk to Hornsby train station, further exacerbating existing congestion - Bushfire emergency evacuation issues due to traffic congestion - Increased likelihood of traffic and pedestrian accidents due to visibility concerns
Karen McPherson-Timms (SE-128128)	Object	<ul style="list-style-type: none"> - Noise impacts - Adverse impacts on heritage - Concern re tree removal, particularly to the new car park area - Increased risk to pedestrians with increased car movements in and out of the site - Bushfire emergency evacuation issues - Privacy impacts, top floor windows peer down into our backyard
Simone Nittel (SE-128131)	Object	<ul style="list-style-type: none"> - Adverse impacts on heritage – changes proposed represent destruction of the house - Environmental impacts with removal of trees, increase water and electricity use, increase in waste, pollution from vehicles accessing site - Bushfire emergency evacuation issues - Noise impact on a currently quiet and peaceful location - Restricted parking zones on William Street not suitable - Likely to be a large number of parents/guardians deciding to park nearby to walk to Hornsby Station - Attached a Traffic Impact and Parking Assessment from a group of local residents.
Malcolm Foubister (SE-128184)	Object	<ul style="list-style-type: none"> - Proposed fences out of keeping with heritage area - Concern re tree removal and use of asphalt on new driveway - School noise deemed unbearable - Traffic and parking congestion - "kiss and drop" will not work and will lead to traffic queues - Adverse impacts on heritage
Bob & Margaret Sendt (SE-128203)	Object	<ul style="list-style-type: none"> - Traffic report is deficient and does not address implications in William Street - Notes independent traffic study commissioned by concerned residents - Adverse impacts on heritage, particularly removal of existing driveway and gates - Concern re extent of tree removal
Name withheld (SE-128213)	Object	<ul style="list-style-type: none"> - Additional traffic on William Street
Name withheld (SE-128245)	Object	<ul style="list-style-type: none"> - Poor example of adaptive reuse, environmental and aesthetic damage to the heritage item - Loss of heritage value to building, garden and heritage area - Objections to particular elements in terms of adverse heritage impact – new driveway/carpark, relocation of front gates to the vegetable garden, fencing, paved area with sail cloth, covering of heritage walls with cement sheeting and tiles, polycarbonate covering, alteration of internal structure, fire escape, loss of trees/vegetation, desecration of heritage listed garden.

Table 3. Submissions from Members of the Public

Daven Timms (SE-128246)	Object	<ul style="list-style-type: none"> - Proposed 1800mm & 2100mm high lapped timber fence would severely affect visual amenity (currently has garden views through existing open style fence to benefit from views of 1 Rosemead's gardens) - Noise impacts due to running a law firm from inside his garage based home office, quiet is required for concentration and conference calls - Traffic concerns – narrow streets, poor visibility, choke points on roads, boat and caravan parking on streets, commuter parking, increased likelihood of accidents - Parking concerns – restricted parking would limit resident parking on streets, increased parking need for school events - Concern re loss of trees and impact on fauna, particularly the loss of trees in tennis court area - Adverse impacts on streetscape associated with proposed 1.2m metal fencing, loss of trees and school zone flashing lights - Adverse impacts on heritage - Bushfire emergency evacuation issues with more people - Documents attached to submission include: <ul style="list-style-type: none"> • Independent peer review of acoustic report • Independent traffic impact and parking assessment study • Summary of concerns raised by Council in relation to previous DA
Name withheld (SE-128248)	Object	<ul style="list-style-type: none"> - Site not zoned for preschool and a school - Alterations/additions to building will permanently damage the heritage character – particularly the fire escape - Loss of amenity associated with removal of high retention value trees (White Bird of Paradise and Cabbage Tree Palm), and other significant trees - Total tree canopy of the site will also be significantly reduced with loss of amenity for the neighbourhood and community - Traffic issues - Noise issues
Sierra Timms (SE-128256)	Object	<ul style="list-style-type: none"> - Traffic already congested with commuter parking, very difficult to drive along William Street and Dural Street without having to pull over to allow oncoming traffic to pass - Noise in quiet residential area will increase greatly – concern about people talking, screaming, playing, crying, bells, music, PA system and machinery noise from ACs, car doors slamming, and construction of carpark as already disturbed by noise of cars on current driveway - Environmental impacts – tree loss, loss of habitat, pollution - Loss of heritage value - Reduced privacy, top floor windows of Mount Errington overlook our backyard - Business not appropriate in residential area - School not appropriate in area of bushfire risk
Name withheld (SE-128266)	Object	<ul style="list-style-type: none"> - The massive increase in traffic and limited parking will greatly impact residents in Dural St, William St, Lisgar Rd and Lisgar Lane. Dural St and William St are already one way streets where have to find a space to pull over to allow oncoming traffic to pass.
Name withheld (SE-128276)	Object	<ul style="list-style-type: none"> - Traffic inconvenience and safety - Disturbing living environment (no details provided) - Security issues (no details provided)

Table 3. Submissions from Members of the Public

Robert Stark (SE-8340384)	Object	<ul style="list-style-type: none"> - The traffic generated will overwhelm the local road network leading to congestion. Proposed measures, such as staggered collection times, will not resolve the traffic issues - they will merely spread the chaos over a longer time and larger area as parents wait in the area for their allotted time. - The width of the surrounding roads are too narrow for the proposed school. - Parking demand in the locality already exceeds current demand - Driveway to site too close to blind corner, safety concerns - Bushfire evacuation issues and ability of road network to cope during emergency - Adverse heritage impacts - Adverse impacts associated with tree removal - Adverse impacts on streetscape due to signage, tree removal and front fence
Ian Cubitt (SE-8346203)	Object	<ul style="list-style-type: none"> - Noise will breach requirements set down in NSW law, noise from movement of vehicles will be outside acceptable level - Concern re removal of trees - Schedule of external finishes does not provide any research to ascertain original colours of the building - Traffic concerns - Dural street/Rosemead Road corner is a blind corner, and a kiss and drop at the location noted, would be dangerous - The kiss and drop concept, if the large volume of cars come up William street, and go back the same way, common sense will tell you, parking outside 2 and 4,6, 8 Rosemead Road will be affected, and both residents of these 2 addresses park cars outside their homes, which with cars parked at the kiss and drop, make Rosemead Road a one way.
Kim Cubitt (SE-8347222)	Object	<ul style="list-style-type: none"> - Adverse heritage impacts – unique features should be preserved and not adapted for another use - Traffic flow, increase in traffic volume - Noise issues – report submitted indicates levels of noise generated will not be compatible with residential use - Concern re removal of trees
Rob Paynter (SE-8352753)	Object	<ul style="list-style-type: none"> - Increased traffic congestion, particularly around drop off and pick up times - Adverse heritage impacts - Concern over removal of established trees, for aesthetic reasons and because of reducing habitat for local fauna
June Paynter (SE-8352753)	Object	<ul style="list-style-type: none"> - Adverse heritage impacts – should be preserved or renovated with respect to preserve old character, features and charm - Removal of old, large trees and impact to fauna - Traffic issues - narrow streets around Mount Errington where parking already difficult due to commuter parking - School signage would alter look and feel of heritage area, altering its appeal
Name withheld (SE- 8353178)	Object	<ul style="list-style-type: none"> - Adverse heritage impacts – contradicts vision for the Heritage precinct - Dural Street and Rosemead Rd are already congested due to a lack of off street parking, use by commuters, narrowness of the roads, and parking restrictions between Dural Street and Lisgar road after the one way section, Allowing this proposal to go through will heighten traffic incidents occurring. - William Street has existing issues, with slowing measures not effective.

Table 3. Submissions from Members of the Public

		<ul style="list-style-type: none"> - If this property is converted into a school, parents will arrive early and seek parking in the streets. They will not adhere to drop off and pick up timed instructions. - Dural Street cul-de-sac which is already problematic is opposite the proposed centre - School inappropriate in bushfire prone area - Noise impacts
Name withheld (SE-8354487)	Object	<ul style="list-style-type: none"> - Adverse heritage impacts - Loss of trees - Fencing does not comply with DCP - Internal alterations will undermine the state of preservation of the dwelling - Signage will detract from the streetscape - Traffic and parking issues
Hilary Guthrie (SE-8362426)	Object	<ul style="list-style-type: none"> - Adverse heritage impacts - Loss of tree canopy and threat to local fauna's ecosystem - Traffic is main area of concern related to traffic flow, increased traffic, commuter parking, visibility, not sufficient parking on site - Bushfire emergency evacuation issues
Graeme Wells (SE-8362453)	Object	<ul style="list-style-type: none"> - Any changes to the building will destroy its heritage value - Concern re internal alterations and heritage impact - Opposes new toilet block addition and outside staircase - Noise impacts. Acoustic report is deficient as removal of trees and dampening effect of lower vegetation will result in increased noise levels. Proposes that stated sound levels be included as conditions of consent to be complied with. - Questions need to remove trees from heritage listed site - Traffic and parking issues <p><i>(Note: this is a previous submission to Hornsby Council, relodged by Daven Timms on behalf of the submitter (as referred to in Daven Timm's submission))</i></p>
Julianna Wells (SE-8399713)	Object	<ul style="list-style-type: none"> - Adverse heritage impacts - Traffic and parking issues, congestion, should be only residential parking, impacts on residential street parking - Adverse impact on satin bowerbirds that reside in the vegetation on Mount Errington <p><i>(Note: this is a previous submission to Hornsby Council, relodged by Daven Timms on behalf of the submitter (as referred to in Daven Timm's submission))</i></p>
Joan Dennis (SE-8363093)	Object	<ul style="list-style-type: none"> - Residential area should stay residential - Noise impacts - Traffic and parking issues – congestion, access, flow - Concern over removal of trees - Bushfire evacuation issues given traffic congestion
Jo-Ann Moffat (SE-8364334)	Object	<ul style="list-style-type: none"> - Adverse heritage impacts - Concern over removal of trees, including impacts on birds, windbreak and ambience of the streetscape - School zone signage/lights and parking signs will have adverse visual impacts on heritage value of the Mt Errington Precinct

Table 3. Submissions from Members of the Public

		<ul style="list-style-type: none"> - Will add more traffic and parking demand to an area that is already congested - Visibility is poor at key intersections - Bushfire evacuation and medical emergency issues given traffic congestion
Lisa & Neil Brooks (SE-8366078)	Object	<ul style="list-style-type: none"> - Traffic issues, including safety concerns. Traffic assessment does not consider William and Dural Streets. - Bushfire emergency evacuation issues - Concern re tree removal
Eve Timms (SE-8366165)	Object	<ul style="list-style-type: none"> - Traffic and parking issues – William and Dural Streets already congested - Noise issues - Adverse impacts on heritage - Pedestrian safety issues on narrow streets and blind corners - Adverse visual impact of proposed 2.1m high timber fence to boundary, closing off views of vegetation - Adverse impacts on wildlife in Mount Errington area with increased noise, traffic and human activity
Eden Timms (SE- 8387746)	Object	<ul style="list-style-type: none"> - Parking restrictions on Rosemead Road deemed unfeasible, increase in volume of traffic/congestion, 12 spots on site insufficient - Increased risk to pedestrians with more frequent road traffic and traffic entering/exiting the site - Adverse impacts on wildlife living in and around the school - Adverse impacts on heritage - Concerns with noise impact from construction, children and cars - Privacy concern
Renee Black (SE-8367407)	Object	<ul style="list-style-type: none"> - Traffic and parking issues – increase in traffic along William and Dural Streets which are already highly congested, concerns for resident’s safe access, will limit street parking - Pedestrian safety concerns - Adverse impacts on heritage - Increase in noise will decrease wellbeing of community
Name withheld (SE-8367828)	Object	<ul style="list-style-type: none"> - Associated traffic movement will adversely impact the access to residential properties in Rosemead Road and William Street. - William Street and Rosemead Road are congested from very early in the morning (5.30 to 18.30) by commuters using Hornsby Station, Both sides of the roads are used for parking, leaving one lane for traffic which is already proving extremely difficult for residents. The addition of only a few more vehicles using the roads will prove both difficult and dangerous for other road users. - Concerns with safety of children given significant foliage in nature strip between footpath and road on William Street and Rosemead Road
John Dennis (SE-8368050)	Object	<ul style="list-style-type: none"> - William and Dural Streets are narrow and clogged with traffic, including commuter traffic, adding up to another 80 cars both morning and afternoon would make this even worse. Add this to the recently approved development (DA/201/2018) of an 18 storey and a 9 storey tower comprising 200 residential units on the corner of Dural St and Peats Ferry Road and the traffic this will generate, the roads on the west side of Hornsby are going to be clogged. - Noise issues

Table 3. Submissions from Members of the Public

		<ul style="list-style-type: none"> - Significant loss of trees - Bushfire evacuation issues given traffic congestion
Name withheld (SE-8368617)	Object	<ul style="list-style-type: none"> - Concern about the number of heritage listed properties being purchased and converted into child care centres
Name withheld (SE-8368937)	Object	<ul style="list-style-type: none"> - Concern about tree removal - The surrounding streets are narrow and with many cars parked on each side of William Street. An increase in traffic will greatly impact on the traffic flow causing congestion. - Recently approved development of two tower blocks has the potential to cause severe traffic congestion in both Dural and William Street, compounding the effect of the additional vehicle load caused by the proposal.
Name withheld (SE-8370975)	Object	<ul style="list-style-type: none"> - Adverse impacts on heritage, particularly noting the fire escape, street signage and fencing as detracting elements - Traffic and parking congestion
Name withheld (SE-8374933)	Object	<ul style="list-style-type: none"> - Traffic issues – increase in traffic at two key intersections (William and Lisgar; William & Rosemead) - Intersections in vicinity require upgrade to improve safety for children, staff, parents and residents
Name withheld (SE-8376339)	Object	<ul style="list-style-type: none"> - Number of children at the school exceeds DCP requirements as per Table 7.1.2(b): Intensity of Child care centres by Location which sets a maximum of 60 children with at least 33% 0-2 years old - Traffic access report is inadequate – does not address existing traffic conditions on William and Dural Streets, over estimates the number of walking trips to the school from the rail station. - Access to site near blind corner at intersection of Rosemead and William unsuitable for volume of vehicles proposed - Removal of Blackbutt trees in new car park area should be conditioned to replace trees. Car park should be relocated to eastern boundary of site to avoid loss of Blackbutts. - Request condition to limit use of grounds and buildings to weekdays only to avoid heavy use on weekends.
Name withheld (SE-8377470)	Object	<ul style="list-style-type: none"> - Adverse impacts on heritage. Particularly disagrees with: <ul style="list-style-type: none"> • Relocation of front gates • Proposed fencing • Proposed fire escape attached to the building • Proposed tacked on store room • Internal works - Impacts on heritage listed garden are unacceptable - A significant number of trees will need to be removed to comply with requirement for property to be managed as a bushfire inner protection area - Concern with tree removal, particularly the two trees of heritage significance near the driveway - Increase of traffic volume and congestion, limiting access for residents - Bushfire evacuation issues given traffic congestion

Table 3. Submissions from Members of the Public

Name withheld (SE-8378608)	Object	<ul style="list-style-type: none"> - Adverse impacts on heritage - Traffic issues – increase in volume, road rage, speeding; it is a quiet, narrow road - Noise impacts - Business should not be in residential area
Name withheld (SE-8381365)	Object	<ul style="list-style-type: none"> - Traffic congestion, narrow roads, safety issues for children, increase in commuter parking - Double impact due to DA/201/2018 - Drop off bay will result in queuing on Rosemead Rd - Bushfire evacuation and medical emergency issues given traffic congestion - Noise impacts – children, car doors slamming, horns, after school functions - Concern re tree removal for amenity and environment
Name withheld (SE-8383162)	Object	<ul style="list-style-type: none"> - Traffic issues – will limit street parking for residents with additional vehicles, congested already with SUVs, many resident cars, boats, campervans - Significant increase in traffic volume - Pedestrian safety concerns - Bushfire emergency evacuation issues
Margaret Routh (SE-8383193)	Object	<ul style="list-style-type: none"> - Heavy traffic - Noise impacts <p><i>(Note: this is a previous submission to Hornsby Council, relodged by Daven Timms on behalf of the submitter (as referred to in Daven Timm's submission))</i></p>
David Martin (SE-8362439)	Object	<ul style="list-style-type: none"> - Traffic – narrow carriageways on William Street, Dural Street and Rosemead Road, lots of commuter parking, conditions would be worsened by proposal - Concern that low water pressure in the area will affect ability to fight fire - Adverse impacts on heritage noting: widening of doorways, removal of wall (upstairs), construction of additional toilets - Concern re extent of tree removal and impact on fauna
Rena Friswell (SE-8384527)	Object	<ul style="list-style-type: none"> - Development inappropriate in a residential area - Adverse impacts on heritage: driveway widening, removal of gates, loss of cabbage tree palm and massive birds of paradise, metal fence at frontage, paved area and shade awning, large fire escape out of keeping with building - Adverse affect on amenity of area with school signage and speed zone flashing lights - Traffic and parking issues – increase in traffic volume/congestion, parking increase in demand and issues of safety - Bushfire emergency evacuation issues with increased numbers of people in already congested escape routes - Noise issues - the report did not adequately assess the impact that increased traffic would have on noise for William St residents particularly for those of us situated at the corner of Rosemead Rd and William St where cars are braking and accelerating around the T-junction corner. - Concern re tree removal
Angela & Kevin Lownie (SE-8396139)	Object	<ul style="list-style-type: none"> - Traffic and parking issues – increased congestion, Dural Street already narrow and congested, William Street already not safe, Commuter parking will be worsened by

Table 3. Submissions from Members of the Public

		proposal, 12 on site spaces is inadequate, additional pressure on parking for special events
		- Noise issues related to vehicular traffic
		- Adverse impacts on heritage
		- Emergency evacuation issues with increased congestion
Donald Watt (SE-8398971)	Object	- Primary concern tree removal
		- Traffic issues – neighbourhood already packed with cars, pedestrian safety concerns due to number of cars in area
		- Adverse streetscape impacts and change of character of the area – fencing, huge increase in numbers of people
John, Joy, Simon & Adam Caddy (SE-8399717)	Object	- Adverse impacts on heritage
		- Traffic issues – increase in volume will affect resident access, William Street is a bottleneck, Dural Street is one-way
Betsy Williams (SE- 8399975)	Object	- Traffic issues – flow and congestion
		- Bushfire emergency evacuation issues
		- The heritage house should be preserved as a home

2.5 RESPONSE TO COMMON ISSUES RAISED IN SUBMISSIONS

Common issues have been raised across the submissions received. Therefore these particular issues are responded to in a consolidated manner in the following section of the report.

2.5.1 Traffic and Parking Issues

Raised in submissions:

(SE-127666) (SE-127416) (SE-127417) (SE-127666) (SE-1277765) (SE-128034) (SE-128110) (SE-128127) (SE-128128) (SE- 128131) (SE-128184) (SE-128203) (SE-128213) (SE-128246) (SE-128256) (SE-128266) (SE-128276) (SE-8340384) (SE-8346203) (SE-8347222) (SE-8352753) (SE-8352753) (SE- 8353178) (SE-8354487) (SE-8362426) (SE-8362453) (SE-8399713) (SE-8363093) (SE-8364334) (SE-8366078) (SE-8366165) (SE- 8387746) (SE-8367407) (SE-8367828) (SE-8368050) (SE-8368937) (SE-8370975) (SE-8374933) (SE-8376339) (SE-8377470) (SE-8378608) (SE-8381365) (SE-8383162) (SE-8383193) (SE-8362439) (SE-8384527) (SE-8396139) (SE-8398971) (SE-8399717) (SE- 8399975)

Issues raised and response:

Issue Raised	Response
Increase in demand for already congested street parking	The proposal includes the provision of 12 car parking spaces on-site and a set-down/pick-up area. Six cars can be accommodated in the entry driveway to accommodate the “kiss and drop” of students (as demonstrated by the plan provided at Attachment 1). The provided parking is compliant with the requirements for parking and drop-off facilities under Hornsby DCP 2013.
Parking demand in the locality already exceeds current demand	
Will limit street parking for residents with additional vehicles, congested already with SUVs, many resident cars, boats, campervans	Pick-up times for the primary school students will be staggered into 3 x 10 minute blocks in order to “dilute” the number of parents on site.



Issue Raised	Response
<p>Traffic congestion and disruption</p> <p>Increase in traffic and parking on Rosemead, Dural and William Streets</p> <p>Rosemead, Dural and William Streets are narrow, commuter car parking takes up kerbside on both sides of the street, extra traffic will make negotiating these streets even more difficult</p> <p>William and Dural Streets are narrow and clogged with traffic, including commuter traffic, adding up to another 80 cars both morning and afternoon would make this even worse</p>	<p>Each 'group' will likely comprise 8-10 students (accounting for those students utilising the after school program), with a maximum of 16.</p> <p>The Traffic and Parking Assessment Report submitted with the application identifies the following:</p> <ul style="list-style-type: none"> - Expected traffic generation of: <ul style="list-style-type: none"> - 71 vehicle trips, 7am-9am - 31 vehicle trips, 2.30pm-4pm - 28 vehicle trips, 4pm-6pm - With expected traffic generation, the surrounding roads will remain at the current operating Level of Service (typically Level of Service 'A') - Cumulative traffic flows will remain below the RMS environmental goals for local and collector roads - The projected increase in traffic activity as a consequence of the development proposal will clearly not have any unacceptable traffic implications in terms of road network or environmental capacity, nor will any infrastructure upgrades be required.
<p>Parking restrictions on Rosemead Road deemed unfeasible</p> <p>Negative impact of restricted parking zones on neighbours who use street parking for additional vehicles</p>	<p>The Traffic and Parking Assessment Report submitted with the application included, as a suggestion only, that consideration be given to a "no parking" restriction along the southern side of Rosemead Road. However, the report notes that this is not relied upon to satisfy DCP requirements, that separate approval would be required from Council's Local Traffic Committee, and that it is merely a suggestion that Council could consider if they see merit in it.</p> <p>The submission received from Hornsby Council (refer Section 2.2) advises that a restriction to parking along the southern side of Rosemead Road is "not a desirable outcome as the signage would remove car parking spaces that are currently utilised by the community". This view is supported by a number of submissions from members of the public opposing the parking restriction.</p> <p>Accordingly, the suggestion of a parking restriction will not be pursued. As this did not form part of the development application, there is no need to modify the proposal.</p>
<p>Site access dangerous due to proximity to blind corner of Dural St and Rosemead Rd</p>	<p>The Traffic and Parking Assessment Report submitted with the application identifies that <i>"Pedestrian sight triangles are provided on both sides of the site exit driveway in accordance with Figure 3.3 of AS2890.1:2004. In this regard, the position of the exit driveway has been carefully chosen to achieve maximum visibility in both directions along Rosemead Road whilst also being mindful of arboricultural requirements."</i></p>
<p>Concerns with access/entry via William Street driveway</p> <p>Restricted parking zones on William Street not suitable</p>	<p>No vehicular access is proposed to or from William Street, nor any restricted parking zones on William Street.</p>
<p>Traffic access report is inadequate – does not address existing traffic conditions on William and</p>	<p>The Traffic and Parking Assessment Report addresses traffic conditions on William and Dural Streets. The report clearly outlines that survey data from other DAs was used for these streets as</p>





Issue Raised	Response
<p>Dural Streets, over estimates the number of walking trips to the school from the rail station.</p>	<p>COVID-19 restrictions meant that undertaking traffic surveys would not reflect actual existing conditions.</p> <p>In terms of walking trips, the traffic report identifies that given the proximity to Hornsby Station and location within a large residential catchment area, there are expected to be some families that might walk to/from the facility and that this will be encouraged by the School. However, walking trips have not been factored into traffic generation estimates and any consequent reduction in traffic would represent additional positive benefit.</p>
<p>Additional demand on street parking for one-off special events</p>	<p>The proposed development does not include any facilities or spaces for gatherings such as a hall, which would accommodate an increased capacity over that for the operational school. Further, any special events would generally be separated for either the pre-school or the primary school. Any parking demand would be temporary and for a short period.</p>
<p>Concern that due to the existing tight driveway, parent will avoid the on-site drop-off zone and use the street</p>	<p>Whilst the existing crossover and layback are to be retained, the gates are to be widened slightly, as well as the internal roadway, to better accommodate the swept turn path requirements of larger cars.</p> <p>Vehicle turning paths are provided (Attachment 1) which demonstrate that the driveway can comfortably accommodate the largest vehicles.</p>
<p>"Kiss and drop" facility unlikely to alleviate traffic issues as highly unlikely to accommodate volumes, queuing issues will result</p>	<p>The "kiss and drop" facility is for primary school students, with pre-school parking provided for in the car parking area to the rear of the site.</p> <p>Six cars can be accommodated in the entry driveway to accommodate the "kiss and drop" of students (as demonstrated by the plan provided at Attachment 1).</p> <p>Pick-up times for the primary school students will be staggered into 3 x 10 minute blocks in order to "dilute" the number of parents on site. Each 'group' will likely comprise 8-10 students (accounting for those students utilising the after school program), with a maximum of 16.</p> <p>The before and after school program and the full day preschool program also allows parents to drop off in a staggered manner across a longer period in the morning and afternoon.</p> <p>As identified above, the Traffic and Parking Assessment Report submitted with the application identifies that the surrounding roads will remain at the current operating Level of Service (typically Level of Service 'A'), and the development proposal will not have any unacceptable traffic implications in terms of road network or environmental capacity.</p>
<p>Proximity to public transport makes it likely many parents/carers would seek to park their cars near the facility and walk to Hornsby train station, further exacerbating existing congestion</p>	<p>The calculated traffic generation and required parking for the proposal assumes that public transport will not be used to travel to the site and therefore the assessed impacts are based on all users arriving by car.</p> <p>The proximity to Hornsby Station may encourage some parents/students to travel to the school via public transport which would reduce car trips. However, this assumption is not relied upon for the proposal.</p>





Issue Raised	Response
Increased risk to pedestrians with increased car movements in and out of the site	<p>The area is not a high pedestrian environment, and the anticipated traffic generation is well within acceptable volumes for local roads.</p> <p>The Traffic and Parking Assessment Report submitted with the application identifies that <i>“Pedestrian sight triangles are provided on both sides of the site exit driveway in accordance with Figure 3.3 of AS2890.1:2004. In this regard, the position of the exit driveway has been carefully chosen to achieve maximum visibility in both directions along Rosemead Road whilst also being mindful of arboricultural requirements.”</i></p>
Proposed measures, such as staggered collection times, will not resolve the traffic issues - they will merely spread the chaos over a longer time and larger area as parents wait in the area for their allotted time.	<p>As identified above, the Traffic and Parking Assessment Report submitted with the application identifies that the surrounding roads will remain at the current operating Level of Service (typically Level of Service 'A'), and the development proposal will not have any unacceptable traffic implications in terms of road network or environmental capacity.</p> <p>Staggered collection times, which are proposed over a 30 minute time period, will assist with spreading out traffic. Even if parents arrive early, those that have collected their children in the earlier time slots will have left the area and the level of traffic is thus reduced compared to a non-staggered pick-up arrangement.</p>
12 spots on site insufficient	<p>The proposal includes the provision of 12 car parking spaces on-site and a set-down/pick-up area which is compliant with the requirements for parking and drop-off facilities under Hornsby DCP 2013.</p>
The recently approved development (DA/201/2018) of an 18 storey and a 9 storey tower comprising 200 residential units on the corner of Dural St and Peats Ferry Road will compound the effect of the additional vehicle load caused by the proposal	<p>The Traffic and Parking Assessment Report submitted with the application identifies that the development proposal will not have any unacceptable traffic implications in terms of road network or environmental capacity. The proposal is relatively small in relation to other developments which are likely to occur in the area, such as the referenced development.</p>
Increase in traffic at two key intersections (William and Lisgar; William & Rosemead) Intersections in vicinity require upgrade to improve safety for children, staff, parents and residents	<p>The Traffic and Parking Assessment Report submitted with the application identifies that the projected increase in traffic activity as a consequence of the development proposal will not have any unacceptable traffic implications in terms of road network or environmental capacity, nor will any infrastructure upgrades be required.</p>
An independent traffic study, prepared by Traffic Engineering Centre was commissioned by “a group of the local residents” and included / referred to in a number of submissions	<p>The traffic report from the residents (dated February 2020) was prior to the lodgement of the current development application, and was related to the previous development application submitted to Hornsby Council. The Traffic and Parking Assessment Report submitted with the subject application (dated 8 May 2020) is an updated version of the report which was available at that time. The updated traffic report submitted with the proposal has taken into consideration relevant matters from the submitted report.</p>



2.5.2 Heritage

Raised in submissions:

(SE-127417) (SE-127971) (SE-128034) (SE-128110) (SE-128128) (SE-128131) (SE-128184) (SE-128203) (SE-128245) (SE-128246) (SE-128248) (SE-128256) (SE-8340384) (SE-8346203) (SE-8347222) (SE-8352753) (SE-8352753) (SE-8353178) (SE-8354487) (SE-8362426) (SE-8362453) (SE-8399713) (SE-8364334) (SE-8366165) (SE-8387746) (SE-8367407) (SE-8370975) (SE-8377470) (SE-8378608) (SE-8362439) (SE-8384527) (SE-8396139) (SE-8399717) (SE-8399975)

Issues raised and response:

Issue Raised	Response
Adverse impact on heritage fabric and significance of dwelling and grounds/garden	As outlined in the Statement of Heritage Impact submitted with the application, the proposal will include the retention of significant features including the dwelling, the subdivision pattern, and the soft landscaping. The proposal would not entail any demolition of significant heritage features inclusive of the principal facade, the chimneys, fireplaces and the view lines to and from Rosemead Road. Furthermore, the new works are to be concentrated to the rear and in areas deemed of less significance (such as in the existing dressing room, bathroom and storage areas). Accordingly, Heritage 21 conclude that the proposal would have an overall minimal heritage impact on the subject site and the Mt Errington HCA in which the site is located. It is the opinion of Heritage 21 that the proposed change of use of the subject site is a particularly positive aspect as it would encourage continued occupation, restoration and interpretation of the subject site's cultural significance.
Adverse impacts on heritage values of Mount Errington and whole of Hornsby West Side Heritage Conservation Area	For the reasons noted above, Heritage 21 conclude that the proposal would generally have a minimal heritage impact on the subject site and the Mt Errington HCA in which the site is located.
Internal alterations will undermine the state of preservation of the dwelling, will not allow a future owner to restore the house to its former state	As outlined in the Statement of Heritage Impact submitted with the application, the proposal would entail the removal of two existing doors one on the ground floor and one on the first floor, however, these doors would be retained and correctly stored on site in a secured waterproof area with clear labels. Furthermore, the proposal would involve the removal of one internal wall to enlarge a room upstairs, one internal wall in the laundry to make room for a more efficient WC layout, the widening of one opening on the first floor to improve egress, adaptation of the internal balustrades and a new external fire stair opening. These introduced elements could engender some negative impact on existing heritage fabric. However, Heritage 21 finds that this impact would be minimal and would not pose a high risk to the aforementioned fabric. In addition all works proposed are designed to be reversible.
Schedule of external finishes does not provide any research to ascertain original colours of the building	The Statement of Heritage Impact submitted with the application identifies the existing external finishes which include dark red face brick at the ground floor, alabaster roughcast rendering at the upper floor and purple slate shingles and terracotta tile ridges to the roof. 'Surfmist' and 'Woodland Grey' colours are proposed for the additions to be consistent with the existing colours and/or such that the elements appear recessive.



Issue Raised	Response
The heritage house should be preserved as a home	As outlined in the Statement of Heritage Impact submitted with the application, the proposed use of the subject dwelling for educational purposes would not only allow for the continued use of the subject site but would encourage community access, and in Heritage 21's opinion, would not detract from the significance of the subject site. The proposed change in use would not detract from the historic use of the site, particularly as it would include the retention of significant features including the dwelling, the subdivision pattern, and the soft landscaping.
Concerns about particular elements:	
<i>Fencing</i>	
<ul style="list-style-type: none"> - Proposed metal fencing to rear of property does not comply with DCP requirement for traditional fencing materials and will destroy heritage character - Proposed fences out of keeping with heritage area 	<p>In response to submissions received, the front fence to Rosemead Road has been amended from metal fencing to a timber picket fence. Timber picket fencing to Rosemead Road will improve views to the site from within the public domain.</p> <p>Metal fencing is still proposed for the two fences positioned within the site itself, to provide secure areas for the children. The use of metal fences within the site is supported by Heritage 21 (heritage consultant) as it is clearly contemporary, would not require the removal of significant fabric and would not detract from views to the heritage item nor the existing setting (refer to Addendum Heritage Report at Attachment 3).</p>
<i>New driveway / carpark</i>	The existing driveway is retained and widened, with brick edging along the driveway to be reinstated thus respecting the existing form and detailing of the driveway, with alterations to allow for the usability for the site and to accommodate the relevant accessibility requirements (refer to Addendum Heritage Report at Attachment 3).
<i>Removal of front gates / relocation to vegetable garden</i>	<p>As outlined in the Statement of Heritage Impact submitted with the application, the proposal included the retention of the existing gates and posts, with the western front post and letterbox repositioned to create a compliant driveway width and the gates incorporated within the community garden to the rear of the property. Due to compliance issues, the retention of the fence posts and gates 'in situ' was not deemed suitable. Heritage 21 viewed the retention elsewhere within the site to be appropriate, advising it would not detract from the significance of the subject site.</p> <p>As per the Addendum Heritage Report (Attachment 3), further review of the condition of the gates and posts has shown this approach to not be possible, namely due to the existing condition of the fabric, including rotting timber and borer damage. The proposal has been amended and now includes the installation of new gates based upon the design, scale and form of the original gates. In Heritage 21's opinion this would respect the significance of the original gates and maintain the presentation to the public domain while also complying with relevant access controls.</p>
<i>Fire escape stairs</i>	As outlined in the Statement of Heritage Impact submitted with the application, the proposed new external stair would be deemed a reversible measure in that it would be constructed to the exterior of the existing dwelling. The proposed construction of the stair would also be clearly contemporary and incorporates vertical detailing, to





Issue Raised	Response
	<p>ensure that it remains sympathetic to the existing dwelling and would not visually dominate the existing setting nor views to the building.</p> <p>This is confirmed in the Addendum Heritage Report (Attachment 3).</p>
<i>School zone signage/lights and parking signs</i>	<p>School zone signage will be required should the application be approved. However, school zone signage and lights do not form part of the application, and require separate approval. Notwithstanding, it is noted they are an accepted part of standard signage for schools, and are not restricted within heritage areas.</p>
<i>New toilet block addition</i>	<p>The toilet facilities will be located in the existing laundry near the rear, and require removal of a wall and door to create the new layout. As outlined in the Statement of Heritage Impact submitted with the application, this will engender some negative impact on existing heritage fabric. However, Heritage 21 finds that this impact would be minimal and would not pose a high risk to the fabric. No external toilet block is proposed on the site.</p>
<i>New store room addition</i>	<p>The store room is a small addition (5m²) located at the rear of the building, over an existing concrete slab on ground. Materials and finishes will ensure compatibility with the existing building. The details of the external finishes were designed in consultation with the heritage architect. The details are provided in architectural plan Drawing No. A230, Item 3.</p>
<i>Paved area with sail cloth</i>	<p>As outlined in the Statement of Heritage Impact submitted with the application, the proposed construction of the amphitheatre space would not generate a negative visual impact upon the heritage item and would not require the removal of significant fabric. The proposed use of timber would be sympathetic to the dwelling and would not be constructed against the dwelling which would ensure that it would not require the removal of significant fabric.</p>
<i>Widening of doorways</i>	<p>The widening of one exit off the common room on the first floor is proposed to meet BCA compliance for fire egress. As outlined in the Statement of Heritage Impact submitted with the application, the impact of this and other minor changes would be minimal.</p>
<i>Removal of wall (upstairs)</i>	<p>The proposal includes the removal of a wall to School Room 4 to allow compliant widths for safe fire egress. As outlined in the Statement of Heritage Impact submitted with the application, the impact of this and other minor changes would be minimal.</p> <p>In response to submissions received, the detailing regarding the demolition of this wall now includes the retention of nibs and spandrels, in order to articulate the location of the original wall.</p>
<i>Covering of heritage walls with cement sheeting and tiles</i>	<p>As outlined in the Statement of Heritage Impact submitted with the application, the proposal also includes the installation of additional bathrooms, which would be installed to specifications provided by Heritage 21 including the introduction of a batten and sheet lining to separate existing fabric from new finishes, adhesives, waterproofing and the like; and the installation of new tiles to the compressed fibre cement sheeting and not to the original walls (the sheeting would 6mm thick and would be off set from the walls by 40mm). The proposal would ensure that the installation of bathrooms would not require the removal of significant fabric and due to the use of</p>





Issue Raised	Response
<p><i>Polycarbonate covering</i></p>	<p>lightweight materials, would be deemed reversible, in that the bathrooms could be removed at a later stage without requiring the removal of significant fabric.</p> <p>As outlined in the Statement of Heritage Impact submitted with the application, Heritage 21 supports the use of polycarbonate protective screens on heritage doors to protect the leadlight glazing and polycarbonate protective screen in front of the heritage wallpaper (wrongly identified as a fresco), as detailed by Cunneen Signs. Heritage 21 is satisfied that all necessary measures have been taken to protect the pertinent lead lights and wallpaper section. Notably, the proposed treatment would ensure the retention of the significant fabric.</p> <p>As per recommendations from GML (as independent heritage consultant for DPIE), polycarbonate sheeting should be limited to leadlight on doors and not used for windows or fireplaces. This is accepted, and polycarbonate sheeting will be used only on doors with leadlights.</p>

2.5.3 Trees

Raised in submissions:

(SE-127416) (SE-127666) (SE-128128) (SE-128131) (SE-128184) (SE-128203) (SE-128246) (SE-128248) (SE-8340384) (SE-8346203) (SE-8347222) (SE-8352753) (SE-8354487) (SE-8362426) (SE-8362453) (SE-8399713) (SE-8363093) (SE-8364334) (SE-8366078) (SE-8366165) (SE-8368050) (SE-8368937) (SE-8376339) (SE-8377470) (SE-8381365) (SE-8362439) (SE-8384527) (SE-8398971)

Issues raised and response:

Issue Raised	Response
<p>Concern regarding extent of tree removal</p>	<p>As highlighted in the Addendum Arboricultural Report (Attachment 4), this property contains a considerable number of trees in comparison to surrounding properties in the area and any other residential property of an equivalent size. Notwithstanding the extent of tree removal proposed, the proposed development has been designed to minimise tree loss and to maintain the best quality and most significant trees within the site and within the adjoining road reserves.</p> <p>A total of one-hundred and sixteen (116) trees are located within and adjacent the site, which has a total area of 3,623m². This is roughly four times the size of a typical residential allotment in this area, which would typically support 10 to 15 trees.</p> <p>Of the forty-one (41) trees to be removed, twenty three (23) are of low or very low retention value, sixteen (16) are of moderate retention value and only two (2) are of high retention value (being T111 & T112).</p> <p>In contrast, twenty-three (23) trees of high retention value and thirty-four (34) trees of moderate retention value are proposed to be retained as part of the proposed development, which is considered to be a positive outcome compared with other potential types of development that the site may otherwise be subjected to.</p>





Issue Raised	Response
	<p>Furthermore, replacement planting of three (3) new trees capable of attaining a height of at least ten metres at maturity is proposed, as per the recommendations of the Arboricultural Impact Assessment (Section 11) submitted with the development application.</p>
<p>Loss of amenity associated with removal of high retention value trees (Giant White Bird of Paradise and Cabbage Tree Palm), and other significant trees</p>	<p>As highlighted in the Addendum Arboricultural Report (Attachment 4), the required widening of the driveway will necessitate the removal of Trees T110 (Illawarra Flame), T111 (Cabbage Tree Palm) and T112 (Giant White Bird of Paradise). It is agreed that these trees are likely to be early garden plantings and make a positive contribution to the amenity of the site. Consideration has been given to maintaining the width of the driveway or amending the alignment adjacent these trees in order to enable them to be retained. However, due to their proximity to the existing driveway, the traffic management requirements and the other site constraints, there are no feasible options that can be implemented without compromising these trees. Consideration of alternatives that sought to retain these trees is outlined in Section 3 of this report.</p> <p>The feasibility of relocating T111 has also be considered, but the advice from a transplant contractor was that it would not be feasible due to the height of the palm and limited ability to relocate it to any other part of the garden due to limited access for craneage.</p>
<p>Concern over tree removal to the new car park / previous tennis court area</p> <p>Removal of Blackbutt trees in new car park area should be conditioned to replace trees. Car park should be relocated to eastern boundary of site to avoid loss of Blackbutts.</p>	<p>As highlighted in the Addendum Arboricultural Report (Attachment 4), the option of placing the car parking area within the footprint of the former tennis court area will necessitate some tree loss. Whilst it has been asserted that this vegetation has some ecological value, all of these trees have been planted within the site within the last 20-30 years. They are not remnant of the original vegetation community, nor do they have any heritage significance, unlike much of the other vegetation within the site. The arboricultural assessment of these trees indicated that the majority of the trees affected by the car park were of low or very low retention value, with some relatively small trees of moderate value and no trees of high retention value (refer Appendix 5 of the arboricultural report submitted with the development application). This area of the site is also relatively flat (due to the former tennis court), therefore requires minimal cut and fill to achieve a level platform, minimising the potential footprint of the proposed works. As such, this location is considered the preferred option for the position of the car park despite the number of trees to be removed to accommodate it.</p> <p>Replacement planting of three (3) new trees capable of attaining a height of at least ten metres at maturity is proposed, as per the recommendations of the Arboricultural Impact Assessment (Section 11) submitted with the development application.</p>
<p>Impact of loss of trees on local fauna i.e. reduced habitat</p> <p>Adverse impact on satin bowerbirds that reside in the vegetation on Mount Errington</p>	<p>The BDAR Waiver Request prepared by Cumberland Ecology and submitted with the application (noting that the BDAR Waiver has been granted), identifies that the project is considered highly unlikely to impact upon biodiversity values. The project is anticipated to impact ~0.17 ha area of highly modified urban exotic/native vegetation. The project may result in a small reduction of marginal foraging habitat for highly mobile, aerial threatened species. It is noted that the project would qualify for the streamlined assessment</p>





Issue Raised	Response
	<p>module – small area development under the BAM which would result in the potentially occurring species not being assessed further because the area of impact to foraging habitat is considered negligible. Section 5.2.2 of the Arboricultural Impact Assessment submitted with the development application identifies that the site contains a number of locally indigenous vegetation species, representative of the original vegetation of the area and would be of benefit to native wildlife. However, none of the trees contain cavities that would be suitable as nesting hollows for arboreal mammals or birds. A number of trees exhibit evidence of foraging by Brushtail or Ringtail Possums, but there were no other visible signs of wildlife habitation.</p> <p>As identified above, the site will continue to accommodate vegetation and canopy trees far in excess of what would generally be expected on a residential site.</p>
<p>Canary Island Date Palms along eastern boundary are dangerous, they will require regular pruning and removal of dead fronds</p>	<p>The Canary Island Date Palms are to be retained and can be maintained as necessary.</p>

2.5.4 Noise

Raised in submissions:

(SE-127417) (SE-128034) (SE-128128) (SE-128131) (SE-128184) (SE-128246) (SE-128248) (SE-128256) (SE-8346203) (SE-8347222) (SE- 8353178) (SE-8362453) (SE-8363093) (SE-8366165) (SE- 8387746) (SE-8367407) (SE-8368050) (SE-8378608) (SE-8381365) (SE-8383193) (SE-8384527) (SE-8396139)

Issues raised and response:

Issue Raised	Response
<p>The operation of the school will have associated noise in a currently quiet residential area</p>	<p>The Acoustic Assessment Report submitted with the development application concludes that the the acoustic performance of the proposed school will comply fully with the requirements of all relevant acoustic guidelines and requirements. The impact of sound from the school on surrounding premises is particularly considered in Section 6.3 of the report.</p> <p>The level of noise estimated to be generated by activities within the internal areas of the proposed facility is projected to be essentially contained by the building structure of the school itself, and accordingly is projected to have no negative or non-compliant impacts on surrounding buildings, activities and individuals.</p> <p>The level of noise estimated to be generated by activities within the outdoor activity areas associated with the proposed school is projected to have no negative or non-compliant impacts on surrounding buildings, activities and individuals, subject to the implementation of the recommendations within Section 7.2 of the Acoustic Assessment Report, which includes the installation of double laped timber boundary fencing (identified on the architectural plans).</p>



Issue Raised	Response
Noise impacts to directly adjoining property where work is carried out at home	As per the above, the proposed school will comply fully with the requirements of all relevant acoustic guidelines and requirements.
Noise from movement of vehicles (and associated such as car doors slamming) will be outside acceptable level	<p>Section 6.3.5 of the Acoustic Assessment Report submitted with the development application assesses potential vehicle noise. The report notes that with the recommended measures, comprising an acoustic fence adjacent to the car park and a Noise Management Plan to manage driver behaviour, noise associated with the drop off and pick up of children from the centre is not expected to impose a noise burden of greater than 5 dB above the measured L_{AF90} RBL background level of 39 dBA at any potentially affected residential boundary.</p> <p>The proposal has now been amended (refer to Section 4) and includes the 'flipping' of the carpark layout such that car parking spaces are further from the property boundary with 1A Rosemead Road, representing improved acoustic outcomes (refer to Acoustic Letter at Attachment 6).</p>
The report did not adequately assess the impact that increased traffic would have on noise for William St residents particularly for those of us situated at the corner of Rosemead Rd and William St where cars are braking and accelerating around the T-junction corner.	Section 6.3.5 of the Acoustic Assessment Report submitted with the development application assesses potential vehicle noise. The report acknowledges the importance of minimising road traffic noise, and recommends that this concern is addressed by the inclusion of a specific protocol in the Noise Management Plan for the facility, seeking the cooperation of parents and others accessing the centre by way of appropriate driving practices on approaching and departing the facility.

2.5.5 Bushfire

Raised in submissions:

(SE-127666) (SE-127971) (SE-128127) (SE-128128) (SE-128131) (SE-128246) (SE-8340384) (SE- 8353178) (SE-8362426) (SE-8363093) (SE-8364334) (SE-8366078) (SE-8368050) (SE-8377470) (SE-8381365) (SE-8383162) (SE-8362439) (SE-8384527) (SE-8396139) (SE- 8399975)

Issues raised and response:

Issue Raised	Response
A school is not appropriate in an area of bushfire risk	Bushfire controls and guidelines (Planning for Bushfire Protection 2019) recognise 'Special Fire Protection Purpose' developments, including schools, hospitals, nursing homes and tourist accommodation, being those occupied by people who are considered to be at-risk members of the community. Such developments are not precluded from being located in areas of bushfire risk, however specific objectives, performance criteria and measures apply.
A significant number of trees will need to be removed to comply with requirement for property to be managed as a bushfire inner protection area	<p>A detailed response to this matter is provided in a statement by Australian Bushfire Consulting Services (Attachment 5) which confirms that additional tree removal is not required for bushfire management purposes.</p> <p>Of note is that PBP 2019 recognises that native trees can be retained "as clumps or islands" and that some interlocking canopy is</p>



Issue Raised	Response
	permissible so long as there is no continuous canopy leading from the hazard to the asset. As far as tree canopy cover is concerned, it should be considered in the context of the whole area and canopy breaks of 2-5 metres should be provided between retained clusters of trees between the hazard and the asset, not necessarily between every individual tree.
Concerns regarding bushfire evacuation with more people and ability of road network to cope	NSW Rural Fire Service has made a submission on the application and includes a recommended condition for a Bush Fire Emergency Management and Evacuation Plan to be prepared consistent with: <ul style="list-style-type: none"> - The NSW RFS document: <i>A Guide to Developing a Bush Fire Emergency Management and Evacuation Plan</i>; and, - <i>NSW RFS Schools Program Guide</i>; and - Australian Standard AS 3745:2010 <i>Planning for emergencies in facilities</i>.
Concern that low water pressure in the area will affect ability to fight fire	On 20 October 2020, a Sydney Water representative visited the site to investigate this claim (Issue W082446395). He found the pressure at all external taps to be more than sufficient for current and proposed use, and raised no concern about water pressure at the site. This has not been raised as a concern by the NSW Rural Fire Service in their submission on the proposal.

2.5.6 Streetscape

Raised in submissions:

(SE-128246) (SE-128034) (SE-8340384) (SE-8354487) (SE-8398971)

Issues raised and response:

Issue Raised	Response
Adverse impacts on streetscape associated with proposed 1.2m metal fencing, loss of trees and school zone flashing lights	In response to submissions received, the front fence to Rosemead Road has been amended from metal fencing to a timber picket fence. Timber picket fencing to Rosemead Road will improve views to the site from within the public domain.
Fencing does not comply with DCP	Fencing controls under Hornsby DCP 2013 for heritage areas (Section 9.3.3) seek to retain original fences, for fences to complement the period and style of the building and streetscape, to use traditional fencing materials and to avoid high solid fences. The existing fence to Rosemead Road is not original and has no heritage significance, and it is noted that Council in their submission seek it to be replaced. Proposed fencing to the front (Rosemead Road) has been amended, and both that fence and the fence to William Street will be timber fences, which complements the heritage dwelling and conservation area, uses traditional fencing material and avoids high solid fencing.
Signage will detract from the streetscape	The only signage included in the development application is a business identification sign to be erected on the Rosemead Road front fence, measuring 600mm x 420mm. The signage is of minimal





Issue Raised	Response
	size, is not illuminated, and is required to identify the location of the school. It will not detract from the streetscape.

2.5.7 Other

Issues raised and response:

Issue Raised	Raised in Submission(s)	Response
Privacy impacts, top floor windows overlook our backyard	(SE-128128) (SE-128256) (SE- 8387746)	The existing dwelling is sited well back from all boundaries and is adequate to provide both visual and acoustic privacy to the adjoining properties.
Environmental impacts - increased water and electricity use, increased waste, pollution from vehicles accessing site, adverse impacts on wildlife in the area with increased noise, traffic and human activity	(SE-128131) (SE-128256) (SE-8366165) (SE- 8387746)	The proposal is for adaptive reuse of an existing dwelling for a small scale community school. Increased water and electricity use, waste generation and vehicle emissions will be minimal and will not of themselves have any perceptible impact on wildlife on the area.
Proposed 1800mm & 2100mm high lapped timber fence at boundary with their property would severely affect visual amenity (currently has garden views through existing open style fence to benefit from views of 1 Rosemead Road's gardens)	(SE-128246) (SE-8366165)	<p>Whilst the neighbouring property is currently gaining pleasant views to the site due to the current open fencing, it would not be reasonable to expect that this derived benefit is maintained. Side boundary fencing is typical for any property, and is required to ensure privacy for both properties.</p> <p>However, in response to the submissions, the previously proposed 2100mm high lapped timber fencing to the boundary between 1A Rosemead Road and the proposed carpark has been reduced to 1800mm. This height was not needed for acoustic reasons, and it has therefore been dropped to 1800mm to replicate a standard boundary fence.</p> <p>In addition, the fence shared with 1A Rosemead Road, that runs alongside the existing garage, is now proposed to rake down from 1800mm, as shown in the amended architectural plans (Elevation West Boundary) to meet the 1200mm front fence proposed. The intent of this raking is to improve the outlook of 1A Rosemead Road towards the street and western corner of Mount Errington's gardens.</p>
Site not zoned for preschool and a school Business not appropriate in a residential area	(SE-128248) (SE-128256) (SE-8363093) (SE-8378608) (SE-8384527)	The site is zoned R2 Low Density Residential under Hornsby LEP 2013. The proposed use of the site is permitted in the zone, falling within the definitions of 'Centre-based Child Care Facilities' and 'Educational Establishments'.
Concerns with safety of children given significant foliage in nature strip	(SE-8367828)	The concern seems to be regarding visibility of pedestrians from the road due to vegetation in the nature strip. Whilst there are a number of street trees





Issue Raised	Raised in Submission(s)	Response
between footpath and road on William Street and Rosemead Road		in the vicinity, visibility is good in the general vicinity of the site. Usual road safety awareness when crossing driveways would be required.
Concern about the number of heritage listed properties being purchased and converted into child care centres	(SE-8368617)	Not a planning concern, and does not identify any particular issue about the subject application.
Number of children at the school exceeds DCP requirements as per Table 7.1.2(b): Intensity of Child care centres by Location which sets a maximum of 60 children with at least 33% 0-2 years old	(SE-8376339)	This requirement refers to childcare centres, and the proposal is for a 32 place child care centre.
Request condition to limit use of grounds and buildings to weekdays only to avoid heavy use on weekends.	(SE-8376339)	The pre-school and primary school will only operate during weekdays. Any weekend activity would not be related to the core school use and would be for maintenance, gardening and one-off events.

2.6 RESPONSE TO PRELIMINARY ASSESSMENT (DPIE)

As per DPIE's letter dated 17 July 2020, we are required to address the matters identified by DPIE in the preliminary assessment of the application (attached to that letter). These are outlined and responded to in the below table.

Table 4. Response to Preliminary Assessment (DPIE)

Comment / Issue	Response
1. Traffic and Parking	
The EIS and the Traffic Impact Assessment Report (TIA) suggest that the 'No Parking' restriction can be removed to allow for drop-off / pick-up to occur on Rosemead Road in front of the site. The Department considers that this would not be a desirable outcome as it would remove parking spaces currently used by the residents on the street, during certain times of the day. The Department recommends that the entire drop-off / pick-up operation should be undertaken within the site.	<p>The Traffic and Parking Assessment Report submitted with the application included, as a suggestion only, that consideration be given to a "no parking" restriction along the southern side of Rosemead Road. However, the report notes that this is not relied upon to satisfy DCP requirements, that separate approval would be required from Council's Local Traffic Committee, and that it is merely a suggestion that Council could consider if they see merit in it.</p> <p>With consideration to DPIE not supporting such a restriction, as well as Council (whose Traffic Committee would need to approve any application for a parking restriction) also not supporting in their submission (refer Section 2.2), and submissions received from members of the public also opposing, it will not be pursued.</p> <p>As this did not form part of the development application, there is no need to modify the proposal.</p>
The TIA indicates that the entry driveway from Rosemead Road has sufficient space to accommodate six cars, which are expected to queue within the site during the morning and afternoon peak drop-off / pick-up times. In this regard, please provide a layout to indicate how the six cars would be accommodated within this area without impacting	<p>A plan demonstrating how six (6) cars can be accommodated in the driveway / pick-up/drop-off area is provided at Attachment 1.</p> <p>The staggering of pick-up times into three (3) groups will result in a likely 8-10 students to be collected at any one time, and therefore there is sufficient capacity to accommodate traffic without resulting in queuing to Rosemead Road.</p>



Table 4. Response to Preliminary Assessment (DPIE)

on the traffic flow on Rosemead Road (due to vehicle queuing outside the site boundary).

An operational Traffic Management Plan should be provided to the Department, detailing how drop-off / pick-up would be managed to prevent queuing on Dural Street / Rosemead Road during the morning and afternoon peak hours.

The Traffic and Parking Report submitted with the application includes an Operational Traffic Management Plan at Appendix B. The Operational Traffic Management Plan includes measures to manage the drop-off/pick-up including staggered pick-up times and staff management at all times during morning and afternoon peak periods.

As outlined above, the driveway / pick-up/drop-off area can accommodate six (6) cars at a time (refer plan at **Attachment 1**). The staggering of pick-up times into three (3) groups will result in a likely 8-10 students to be collected at any one time, and therefore there is sufficient capacity to accommodate traffic without resulting in queuing to Rosemead Road.

Considering the comments from Hornsby Shire Council (Council) in relation to the impacts on the heritage values of the site that it considers would result from the proposed driveway works and the additional vehicular crossover, the Department recommends that an alternative driveway design option with a single entry / exit point be investigated. Sufficient reasons should be provided to justify whether this design option is feasible for the site. Consideration should be given to relevant Australian Standards in considering access options.

The submission from Council has been fully considered and addressed in Section 2.2 of this report.

In response to submissions received, various options for alternative parking and vehicular access have been considered in detail, as outlined in Section 3, including an option for a single entry / exit point. The viability of each option is outlined in that section. As a result of the options analysis, amendments have been made to the proposal and these are outlined in Section 4.

The Department considers that each of the matters raised in the public submissions regarding the proposal's impact on the local traffic network and on-street parking on Rosemead Road / Dural Street should be addressed in detail.

All matters raised in public submissions have been addressed in full in Section 2.5, and specifically traffic and parking issues are addressed in Section 2.5.1.

2. Heritage impacts

The Department notes that Council has raised significant concerns regarding the impacts of the proposed development on the heritage values of the site. The Department agrees with these concerns and recommends that an addendum to the submitted Statement of Heritage Impacts (SOHI) or an amended SOHI be submitted addressing the concerns raised by Council.

The matters raised by Council in their submission, including those related to heritage impacts, have been addressed in full in Section 2.2.

An Addendum Heritage Report by Heritage 21 is provided (**Attachment 3**) in support of this response.

Should the proposal adhere to the driveway design with two separate entry / exit points, then the impacts of the additional vehicular cross-over on the heritage values of the site and the associated mitigation measures should be clearly identified.

The driveway design, which retains a separate entry and exit point as per the submitted proposal, is addressed throughout the Statement of Heritage Impact (SoHI) submitted with the proposal.

Specifically, at Section 6.2.2 in consideration against the provisions of Hornsby DCP 2013, where it is stated:

“it is the opinion of Heritage 21 that the proposed gravel driveway as an extension on the existing driveway form is an appropriate response to the present setting”

Table 4. Response to Preliminary Assessment (DPIE)

(in reference to Section 9.2.1 'General Design Requirements' on page 55 of the SoHI)

d. The proposed driveway would rely on the existing gravel driveway form. Furthermore, the car parking space to the rear would not be visible from the primary viewpoints on Rosemead Road, leaving the principal facade visibly unaffected.

e. As stated, the proposed new driveway would retain the existing driveway form and would not visually dominate the heritage dwelling. The materials of the new driveway include gravel to match the existing driveway and the materials of the accessible car space would be plain concrete. These materials are, in the opinion of Heritage 21, sympathetic towards the heritage item and its setting.

(in reference to Section 9.2.2 'Garages, Carports and Driveways' on page 57 of the SoHI)

The material of the driveway and car parking area is now proposed to be decomposed granite for the entire driveway and car park area, including the accessible carspace. This alternative is proposed to alleviate the need for concrete surfaces to enable access. An Addendum Heritage Report by Heritage 21 is provided (**Attachment 3**) addresses this change (and other changes made to the proposal), and states that: *"The proposed use of decomposed granite with brick edging would not, in Heritage 21's opinion, detract from the significance of the site, particularly as the detailing of the brick edging would be based upon the existing"*.

No particular mitigation measures are deemed necessary for the proposed driveway, given it is considered to be acceptable from a heritage perspective, based on the above.

The Department also strongly recommends that consultation be undertaken with Council to resolve the concerns regarding the heritage impacts of the proposed development.

The written submission from Council includes detailed comments on specific heritage matters, which clearly articulate Council's views, and these have been considered and addressed in full in Section 2.2 of this report, with amendments made to the proposal (as outlined in Section 4) to address the comments where appropriate.

Planning Ingenuity sought to make contact with Council to set up a consultation meeting in October 2020, however a response was not received.

Given Council's specific written comments, the extensive background of consultation with Council throughout the process of the original development application considered by Council, and the advice that DPIE will engage with Council following the submission of this Response to Submissions, further consultation is not deemed necessary at this stage.

3. Landscaping / tree removal

The Department raises concerns regarding the removal of a number of trees that are currently located at the boundary of the site and the adjoining property at 1A Rosemead Road, Hornsby (western boundary). The trees along the boundary currently screen the two developments, contribute to the

This matter is addressed in the Addendum Arboricultural Report provided at **Attachment 4**, which highlights the below.

The option of placing the car parking area within the footprint of the former tennis court area will necessitate some tree loss. Whilst it has been asserted that this vegetation has some ecological value, all of these trees have been planted within the site within the last 20-30

Table 4. Response to Preliminary Assessment (DPIE)

overall tree canopy for the site and also complement the heritage values of the site.

years. They are not remnant of the original vegetation community, nor do they have any heritage significance, unlike much of the other vegetation within the site. The arboricultural assessment of these trees indicated that the majority of the trees affected by the car park were of low or very low retention value, with some relatively small trees of moderate value and no trees of high retention value (refer Appendix 5 of the arboricultural report submitted with the development application). This area of the site is also relatively flat (due to the former tennis court), therefore requires minimal cut and fill to achieve a level platform, minimising the potential footprint of the proposed works. As such, this location is considered the preferred option for the position of the car park despite the number of trees to be removed to accommodate it.

The revised concept indicates that the car park has been flipped (mirror reversed), such that the pedestrian path (to be constructed using the now proposed permeable decomposed granite) is now located on the eastern side of the car park, with a narrow zone for planting between the car park and the western boundary. This provides a greater setback between the car park and T40 (a Blackbutt of high retention value, located to the east of the former tennis court/ proposed car park) and reduces the encroachment to the Tree Protection Zone (TPZ) of this tree (which is an improvement over the previous layout). The revised layout also provides a far more logical and safer pedestrian connection between the car park and the building than the former layout. This amendment will lessen the planting zone between the carpark and the boundary, providing minimal opportunity for screening along this boundary.

It is noted that concern has been raised about loss of amenity and the impact of loss of this vegetation on the adjoining property to the west (1A Rosemead Road). It should be noted that this property contains no screen planting within the rear yard. The garage within this property is sited close to the common boundary which precludes any planting along the common boundary. In short, this property derives all of its amenity from the trees located within the subject site. No trees within the adjoining property will be adversely affected by the proposed works. It should also be noted that despite the loss of trees in the tennis court area, many more trees of greater dimension are located just beyond the court within the rear yard of the site and on the nature strip in William Street, none of which will be adversely affected by the proposed works. These will still be visible and contribute to the amenity of the site, surrounding properties and the streetscape.

The Department recommends that the design for the carpark should be amended to retain as many trees as possible along this boundary fence.

Refer to the above. The car park within this area is considered the best option for the site. An acoustic fence (1.8m) is to be provided to this boundary, and as stated above, many more trees of greater dimension are located just beyond the court within the rear yard of the site and on the nature strip in William Street, none of which will be adversely affected by the proposed works. These will still be visible and contribute to the amenity of the site, surrounding properties and the streetscape. Reversing the layout of the carpark did not achieve the retention of any additional trees.

Table 4. Response to Preliminary Assessment (DPIE)

The Department is concerned that further tree removal / pruning of tree canopy or clearing of understorey vegetation would be needed to comply with the requirements of an Asset Protection Zone within the site. In this regard, additional information would be needed to identify the trees that may need removal and how the tree canopy of the site can be maximised while complying with the requirements of Planning for Bushfire Protection.

A detailed response to this matter is provided in a statement by Australian Bushfire Consulting Services (**Attachment 5**), which confirms that additional tree removal is not required for bushfire management purposes.

4. Noise

Additional information should be submitted to clarify the compliance of the proposal with the Association for Australasian Acoustic Consultants (AAAC) Guidelines for Child Care Centre Acoustic Assessment.

It is noted that Council's submission refers to the need for this assessment, based on a previous version of the acoustic report (that accompanied the previous application considered by Council) which did not reference the AAAC Guideline.

The Acoustic Assessment Report submitted with the application, prepared by NG Child & Associates and dated 6 May 2020, includes assessment against the AAAC Guideline.

2.7 RESPONSE TO GML HERITAGE RECOMMENDATIONS

GML have undertaken an independent review and assessment of the application, and the recommendations of that report were provided to the Applicant via email from DPIE dated 7 October 2020. A response to the GML recommendations is provided in the below table.

Table 5. Response to GML Heritage Recommendations

Comment / Issue	Response
Design Amendments	
<p>Vehicular access: the proposed vehicular access and driveway realignment involves the removal of original fabric (including the gates and posts) and trees of high landscape significance (T111 and T112) and will have an unacceptable level of heritage impact on the setting of the heritage items. An alternative location for vehicular access should be found that allows the retention of all significant trees and the historic entrance gates and posts.</p>	<p>No further changes have been made to the proposed realignment of the existing driveway kerb. Although the proposed realignment would require the removal of the Cabbage Tree Palm (T111) and Giant White Bird of Paradise (T112), alternative options have been explored (refer to Section 3) and it was concluded that this would generate the least detrimental impact upon the heritage significance of the site. Based upon an assessment undertaken by Earthscape Horticultural Services (Attachment 4), the removal of these trees is necessary and there are no feasible options for their retention.</p> <p>Heritage 21's advice (Attachment 3) notes that the proposal includes the retention of substantial plantings and that the removal of these particular plants would not generate a detrimental impact upon the existing setting, particularly as it would open up views to the primary façade of the building from the public domain. Further, the proposed reinstating of brick edging along the driveway would respect the existing form and detailing of the driveway, with alterations to allow for the usability for the site and to accommodate the relevant accessibility requirements.</p> <p>The original gates and posts cannot be retained due to the existing condition of the fabric, including borer damage and rotting timber due to water damage.</p>

Table 5. Response to GML Heritage Recommendations

	<p>Alternative options have been explored which would not require a widening of the posts, however on balance it was deemed not to be the best solution for the site. The options analysis is fully outlined in Section 3 of this report.</p> <p>The proposal has been revised to provide for installation of gates based upon the design, scale and form of the original gates (widened to allow for use of the driveway for vehicle access). This is supported by Heritage 21 (heritage consultant) as per their Addendum Heritage Report (Attachment 3).</p>
<p>Carparking and drop-off: the provision of a drop-off area and carparking on the site involves the removal of original landscape features and significant trees and will have a high impact on the setting and significance of the place. Alternative designs and landscape plans should be developed that investigate off-site carparking and drop-off/pick-up zones. On-site parking should be minimised to reduce heritage impacts on the setting, landscape character and significance of the site.</p> <p>A traffic study should be undertaken to assess the feasibility of off-site parking. Should this be acceptable, the former tennis court area should be retained as an open play area with existing trees retained in situ, and the tennis court should be interpreted.</p>	<p>As noted above, although the proposed realignment would require the removal of the Cabbage Tree Palm (T111) and Giant White Bird of Paradise (T112), alternative options have been explored (refer to Section 3) and it was concluded that this would generate the least detrimental impact upon the heritage significance of the site.</p> <p>Heritage 21's advice (Attachment 3) notes that the proposal includes the retention of substantial plantings and that the removal of these particular plants would not generate a detrimental impact upon the existing setting, particularly as it would open up views to the primary façade of the building from the public domain.</p> <p>As highlighted in the Addendum Arboricultural Report (Attachment 4), the option of placing the car parking area within the footprint of the former tennis court area will necessitate some tree loss. Whilst it has been asserted that this vegetation has some ecological value, all of these trees have been planted within the site within the last 20-30 years. They are not remnant of the original vegetation community, nor do they have any heritage significance, unlike much of the other vegetation within the site. The arboricultural assessment of these trees indicated that the majority of the trees affected by the car park were of low or very low retention value, with some relatively small trees of moderate value and no trees of high retention value (refer Appendix 5 of the arboricultural report submitted with the development application). This area of the site is also relatively flat (due to the former tennis court), therefore requires minimal cut and fill to achieve a level platform, minimising the potential footprint of the proposed works. As such, this location is considered the preferred option for the position of the car park despite the number of trees to be removed to accommodate it.</p> <p>A number of alternate parking options have been considered, as outlined in Section 3, including reduced on-site car parking. As concluded in Section 3.5, Options A and B with reduced car parking provision, below that required by the DCP, are not considered feasible for the following key reasons:</p> <ul style="list-style-type: none">• They represent a significant departure from DCP requirements to provide 12 car parks and a drop-off zone on-site.• The options rely on a drop-off zone to Rosemead Road which is not supported by Council, DPIE and members of the public. The submission received from Hornsby Council (refer Section 2.2) advises that a restriction to parking along the southern side of Rosemead Road is <i>"not a desirable outcome as the signage would remove car parking spaces that are currently utilised by the community"</i>. As Council approval

Table 5. Response to GML Heritage Recommendations

(Traffic Committee) is required for the street drop-off zone, this indicates an approval would not be achieved.

- Large number of public submissions raised concerns with parking and traffic impacts - a reduction in parking is likely to be seen as disregarding the concerns raised.
- Whilst reduced car parking provision might be considered acceptable in a highly accessible location, given the site is located approximately 750m from Hornsby railway station, if a parent were to walk to the school and back to the station, for drop off and pick up of a student, an approximate 1.5km journey would be required, and a distance of 800m is the maximum that people are typically willing to walk. As such, it is anticipated that travel to the site via public transport would be a more feasible option for staff of the facility who would only need to walk one way to or from the station.

Consequently, the accessibility of the site is not considered to be significant enough to justify a significant reduction in on-site car parking. It is noted that this issue has been raised in submissions, and particularly in the independent traffic assessment commissioned by local residents, with the view that the location would not facilitate reduced car usage by parents.

In addition to the above points, Option A also relies on use of the existing narrow driveway which does not meet standards and requires careful manoeuvring. Therefore, continued use (albeit by lower numbers, as only 2 car parking space proposed by this option) is likely to result in damage to fence posts / garden edging etc.

In addition to the above points, Option B, with a single exit/entry driveway to the north-west of the site would encroach within the front garden area and introduces visual impacts to the front of the site where visible from the street. High retention value street trees would also likely be affected by a widened crossover. This option also removes the garage which signifies the historical use of the site for a dwelling (noting it is not considered to be of particular heritage value), and introduces car parking adjacent to main dwelling of 1A Rosemead Road which can be deemed as additional adverse impacts.

Fencing to Rosemead Road: the proposed new metal fence to the Rosemead Road boundary is not compliant with the HDCP and would have an adverse impact on Mt Errington and the HCA. A revised fence design is required that complies with the HDCP and is sympathetic to the character of Mt Errington and the HCA.

The front fence to Rosemead Road has been amended from metal fencing to a timber picket fence. Timber picket fencing to Rosemead Road will improve views to the site from within the public domain.

External stair: the proposed external stair would have a moderate adverse heritage impact. Alternative designs/locations for the stair should be considered in order to find a solution with reduced heritage impact. If alternative locations are not available, the design should be revised to omit the new doorway and instead adapt an existing window to form a doorway. Details of the new door and stair should be submitted for approval, including proposed

The location of the door has been amended based on this recommendation to utilise the existing window opening. This is supported by Heritage 21 (refer to Addendum Heritage Report at **Attachment 3**).

The external fire stair is purposely in a darker colour (“woodland grey”) in order that it appear recessive and be in keeping with the slate roof colour. which is the dominant architectural element against which the fire stair would be viewed.

Table 5. Response to GML Heritage Recommendations

paint colours which should be sympathetic to the house but also recessive. The stair should be reversible and able to be removed in the future without undue damage to the fabric of the house.

As outlined in the Statement of Heritage Impact submitted with the application, the proposed new external stair is deemed a reversible measure.

Tennis Court: the former tennis court area should be interpreted through retention of the original dimensions and significant fabric.

Landscape Plan has been updated to interpret the previous tennis court area (**Attachment 2**).

As per the Addendum Heritage Report (**Attachment 3**), Heritage 21 have recommended the interpretation of the former tennis court to be incorporated into an extensive interpretation strategy which conveys the history of the site with all users. This would likely include an interpretative walk along the pedestrian pathway that leads from the carpark to the new school entry and incorporates stories from Mt Errington's history and conveys its significance. The interpretation strategy would need to be provided by the appointed heritage consultant and would take into consideration the future users of the site, including the students, family and other community members.

Tennis Court: trees of moderate significance within the tennis court area that are proposed for removal should be retained, or provision made for replacement trees and plantings that will screen the adjacent property.

This matter is addressed in the Addendum Arboricultural Report provided at **Attachment 4**, which highlights the below.

It is noted that concern has been raised about loss of amenity and the impact of loss of this vegetation on the adjoining property to the west (1A Rosemead Road). It should be noted that this property contains no screen planting within the rear yard. The garage within this property is sited close to the common boundary which precludes any planting along the common boundary. In short, this property derives all of its amenity from the trees located within the subject site. No trees within the adjoining property will be adversely affected by the proposed works. It should also be noted that despite the loss of trees in the tennis court area, many more trees of greater dimension are located just beyond the court within the rear yard of the site and on the nature strip in William Street, none of which will be adversely affected by the proposed works. These will still be visible and contribute to the amenity of the site, surrounding properties and the streetscape.

Balustrade to front balcony: the original balustrade on the front balcony (Staff Verandah) is of high significance and should be retained in its current form. An alternative design that incorporates a supplementary balustrade to achieve BCA compliance should be considered.

Alternatives have been considered to retain the existing balustrade, such as introducing a glass 'inner', however the proposed installation of a new balustrade is deemed the most appropriate heritage response. An Addendum Heritage Report (**Attachment 3**) advises that the proposed balustrade would maintain the existing form and proportions of the existing and would generate a minimal impact upon the views to the existing heritage item. Alternative options, would generate a negative heritage impact.

Enclosure of the porch: the enclosure of the covered porch for an admin area should include the retention of the existing timber fascias and timber verandah detailing.

Details have been added to the amended architectural plans (**Attachment 8**) to confirm that the existing timber fascia and timber verandah detailing is to be retained.

Removal of the wall in Room 4: the removal of the wall in Schoolroom 4 should include the retention of wall nibs to interpret the demolished wall/original floor plan and this should be noted on the drawings.

The detailing regarding the demolition of the internal wall of School Room 4 now includes the retention of nibs and spandrels, in order to articulate the location of the original wall. This is reflected in the amended architectural plans (**Attachment 8**).

Table 5. Response to GML Heritage Recommendations

Trees T19 and T27: tree T19 should be retained and the proposed adjacent fence relocated to avoid risk of damage to the tree roots. Tree T27 should be relocated rather than removed if possible.

Refer to Addendum Arboricultural Report (**Attachment 4**). The removal of Tree T19 (Juniper) was recommended on safety grounds, numerous other trees and palms in this area provide adequate screening of the fire stair. It is not feasible to relocate Tree T27 as it is located too close to the existing building and required excavation would potentially undermine the foundations of the building.

Proposed new fencing and gates within the site: fencing materials and designs should be proposed that are sympathetic to the character of the house and gardens.

In response to submissions received, the front fence to Rosemead Road has been amended from metal fencing to a timber picket fence. Timber picket fencing to Rosemead Road will improve views to the site from within the public domain.

Metal fencing is still proposed for the two fences positioned within the site itself, to provide secure areas for the children. The use of metal fences within the site is supported by Heritage 21 (heritage consultant) as it is clearly contemporary, would not require the removal of significant fabric and would not detract from views to the heritage item nor the existing setting (refer to Addendum Heritage Report at **Attachment 3**).

Accessible path and ramp: alternative designs, materials and finishes should be proposed for the handrail to minimise visual impacts and complement the house.

The use of metal for the handrail to the accessible ramp is supported by Heritage 21 (heritage consultant). As per the Addendum Heritage Report (**Attachment 3**), metal railing would clearly articulate the contemporary nature of the addition, would not attempt to mimic the timber detailing of the existing item and would not detract from the significance of the site nor setting.

External paving: proposed concrete paving/surfaces within the gardens, including carparking and paths, should be replaced with alternative materials/finishes that are sympathetic to the character of the house and gardens.

The material of the driveway and car parking area is now proposed to be decomposed granite for the entire driveway and car park area, including the accessible carspace. This alternative is proposed to alleviate the need for concrete surfaces to enable access. An Addendum Heritage Report by Heritage 21 is provided (**Attachment 3**) addresses this change (and other changes made to the proposal), and states that: *"The proposed use of decomposed granite with brick edging would not, in Heritage 21's opinion, detract from the significance of the site, particularly as the detailing of the brick edging would be based upon the existing"*.

Additional Recommendations

An amended Landscape Plan should be submitted which reflects the changes recommended above, including the amended driveway solution and parking designs with the retention of the tennis court, original gates and posts, and trees T111 and T112 in situ.

The Landscape Plan has been updated to interpret the previous tennis court area (**Attachment 2**). As described above, and detailed in Section 3 (options analysis) and Section 4.4 (outcomes of revised proposal), the recommended changes to the driveway and parking are not considered as the best outcome for the site, and an alternative revised proposal is put forward in Section 4.

Details of the proposed handrail for the accessible ramp should be submitted for approval. The handrail should be of a design and materiality that is sympathetic to the character of Mt Errington.

Additional detail of the handrail is provided in the amended architectural plans at **Attachment 8** - Drawing No. A231, Item 5. As highlighted above, the use of metal for the handrail to the accessible ramp is supported by Heritage 21 (heritage consultant). As per the Addendum Heritage Report (**Attachment 3**), metal railing would clearly articulate the contemporary nature of the addition, would not attempt to mimic the timber detailing of the existing item and would not detract from the significance of the site nor setting.

Table 5. Response to GML Heritage Recommendations

Details of the replacement doorway and window to the Reception Area should be submitted for approval. The proposed doorway and window should be sympathetic in scale and character to the existing windows and doors, and should be constructed of timber.

Additional details are provided in the amended architectural plans at **Attachment 8** to show the design of new entry for school which has been designed to match the detail of the existing front entry door. Refer to detail on Drawing No. A231, Items 2 and 3.

Polycarbonate sheeting should be limited to leadlight on doors, and should not be used on windows or to protect fireplaces. Fixings should be selected and installed to minimise impacts on heritage fabric and allow the panels to be removed in the future.

Polycarbonate sheeting will be limited to leadlight on doors and not used for windows or fireplaces.

A cultural landscape assessment should be prepared by a qualified landscape heritage specialist which investigates the significance of the gardens and landscape elements and assesses the impacts of the proposal. This could be included in the revised SOHI.

It is noted that DPIE have not reflected this requirement in their recommendations (refer to Section 2.8) and agreed in a meeting held on 14 October 2020 that an assessment of heritage impact as provided with an addendum to address any changes is sufficient. An Addendum Heritage Report is provided at **Attachment 3**.

The SOHI should be revised to include:

- a revised assessment and justification for the alternative designs;
- an assessment of the heritage impacts on the HCA and heritage items in the vicinity as per the SEARs requirements; and
- a comparative analysis to establish the significance of the property within the LGA to determine whether the site meets the threshold for state significance.

An Addendum Heritage Report is provided at **Attachment 3** which considers elements of the proposed development that have been amended (as per Section 4) and other heritage related issues identified in submissions.

An assessment of significance was included in the Statement of Heritage Impact submitted with the application, which concludes that the dwelling and landscaping on the site is significant at a local level.

The site should be assessed for historical archaeological potential by a qualified archaeologist/heritage expert, and assessments and recommendations should be made in relation to the proposal and management of any archaeological resource.

The Statement of Heritage Impact submitted with the application identifies that:

“To the best of our understanding, as non-archaeological consultants, the proposal would comprise minimal excavation, aside from the carpark, with no more than 100 mm deep or the footing of the shed which would be no more than 400 mm deep. Further, the site is not known to be listed as being of archaeological significance. As such, in Heritage 21’s opinion, the site is unlikely to be of archaeological significance.”

It is noted that DPIE have not reflected this requirement in their recommendations (refer to Section 2.8) and agreed in a meeting held on 14 October 2020 that this was not required.

2.8 RESPONSE TO DPIE RECOMMENDATIONS

Following DPIE’s review of the GML recommendations, as addressed in Section 2.7, DPIE provided a summary of their considerations and particular recommendations to be considered in this response. These are addressed in the following table.

Table 6. Response to DPIE's Comments on GML Heritage Recommendations

Comment / Issue	Response
<p>Preservation of existing driveway on Rosemead Road</p> <p>Any alterations to the heritage fence, gates and existing driveway is not supported by Council or the Department. The heritage values of trees T112 and T111, and surrounding landscaping is significant and they should be retained in-situ.</p>	<p>As detailed in Section 2.7 above, no further changes have been made to the proposed realignment of the existing driveway kerb. Although the proposed realignment would require the removal of the Cabbage Tree Palm (T111) and Giant White Bird of Paradise (T112), alternative options have been explored (refer to Section 3) and it was concluded that this would generate the least detrimental impact upon the heritage significance of the site. Based upon an assessment undertaken by Earthscape Horticultural Services (Attachment 4), the removal of these trees is necessary and there are no feasible options for their retention.</p> <p>Heritage 21's advice (Attachment 3) notes that the proposal includes the retention of substantial plantings and that the removal of these particular plants would not generate a detrimental impact upon the existing setting, particularly as it would open up views to the primary façade of the building from the public domain. Further, the proposed reinstating of brick edging along the driveway would respect the existing form and detailing of the driveway, with alterations to allow for the usability for the site and to accommodate the relevant accessibility requirements.</p> <p>The original gates and posts cannot be retained due to the existing condition of the fabric, including borer damage and rotting timber due to water damage. Alternative options have been explored which would not require a widening of the posts, however on balance it was deemed not to be the best solution for the site. The options analysis is fully outlined in Section 3 of this report.</p> <p>The proposal has been revised to provide for installation of gates based upon the design, scale and form of the original gates (widened to allow for use of the driveway for vehicle access). This is supported by Heritage 21 (heritage consultant) as per their Addendum Heritage Report (Attachment 3).</p>
<p>Interpretation of remnant Mount Errington tennis court</p> <p>The remnant tennis court at the rear of the property should be interpreted into the revised plans for Blue Gum Community School. Whether the outcome is a play-area, car park or other; the remnant tennis court should be defined and interpreted. Please consider the report's recommendations for further information. An example would be hedging around the former tennis court or similar landscaping that retains the significant trees adjacent to the remnant court.</p>	<p>As detailed in Section 2.7 above, the Landscape Plan has been updated to interpret the previous tennis court area (Attachment 2).</p> <p>As per the Addendum Heritage Report (Attachment 3), Heritage 21 have recommended the interpretation of the former tennis court to be incorporated into an extensive interpretation strategy which conveys the history of the site with all users. This would likely include an interpretative walk along the pedestrian pathway that leads from the carpark to the new school entry and incorporates stories from Mt Errington's history and conveys its significance. The interpretation strategy would need to be provided by the appointed heritage consultant and would take into consideration the future users of the site, including the students, family and other community members.</p>
<p>Remove existing garage</p> <p>We recommend that you utilise the space currently occupied by the garage as a driveway or turning area for vehicles entering and exiting the property. There should be a buffer between any future use of</p>	<p>The introduction of vehicle movements and parking (as per options considered for reduced parking provided on the site which would see use of this area for parking) to this area would be located adjacent to the main dwelling of 1A Rosemead Road which can be deemed as additional adverse impacts.</p>

Table 6. Response to DPIE's Comments on GML Heritage Recommendations

this space and the adjoining property with native trees and plant species.

The removal of the garage, whilst it is not considered to be of particular heritage value, is not required and is a positive aspect of the site to retain given it signifies the historical use of the site for a dwelling.

It should be noted that the fence shared with 1A Roasemead Road, that runs alongside the existing garage, is now proposed to rake down from 1800mm, as shown in the amended architectural plans (Elevation West Boundary) to meet the 1200mm front fence proposed. The intent of this raking is to improve the outlook of 1A Rosemead Road towards the street and western corner of Mount Errington's gardens.

Provide on-site vehicle turning area

As mentioned, the RTS should provide revised options for including a turning circle for vehicles entering and exiting the property via a new driveway. This is preferred as it would enable vehicles to enter and exit the property via one driveway, reducing impacts to the heritage gardens.

An option for a single combined vehicular entry and exit driveway has been considered in depth, and is detailed in the options analysis in Section 3. As fully explained in that section, this is not considered to be an appropriate solution for the site. An alternative revised proposal is put forward in Section 4 which is considered to provide the best outcome for the site.

Prepare a full Traffic Assessment

We recommend that you provide a new traffic assessment in your RTS identifying the potential of off-site pick up and drop off zones on Rosemead Road and/or William Street.

As detailed in Section 3.5, an off-site pick up / drop off zone is not proposed.

Prepare a Green Travel Plan

I note that in your EIS and Traffic Report, a green travel plan was dismissed due to the scope of the proposal. We recommend that you write a succinct plan outlining the public transport benefits of the site (proximity to Hornsby Train station), the walkability of the area, justifications for expecting local families (within walking distance) to enrol at your school, multiple family/staff carpooling etc. This will provide evidence to the determining authority that reduced on-site car parking and off-site pick up/drop off is feasible, particularly given this is currently practiced in metropolitan Sydney.

As the site is located approximately 750m from Hornsby railway station it is within the walking distance of 800m that people are generally willing to walk from public transport. It is anticipated that travel to the site via public transport would therefore be an attractive option for staff of the facility, who would only need to walk one way to or from the station at either end of the day.

However, for parents who might consider using public transport to drop off children, a two-way walk to and from the station would generally be required, with a total walk distance of approximately 1.5km. This doubled distance would likely limit the numbers of parents that will choose to travel to the school via public transport.

With low staff numbers, and small size of the proposed school, providing a formal Green Travel Plan by way of a standalone document is not considered necessary. Notwithstanding, a member of staff will be designated as the travel coordinator who will be responsible for advising new staff and families of the alternative transport options available and their benefits. This information will also be provided in the foyer's notice board as well as on their website.

A number of alternate parking options have been considered, as outlined in Section 3, including reduced on-site car parking. As concluded in Section 3.5, reduced car parking provision, below that required by the DCP, is not considered appropriate for the following key reasons:

- They represent a significant departure from DCP requirements to provide 12 car parks and a drop-off zone on-site.

Table 6. Response to DPIE's Comments on GML Heritage Recommendations

- The options rely on a drop-off zone to Rosemead Road which is not supported by Council, DPIE and members of the public. The submission received from Hornsby Council (refer Section 2.2) advises that a restriction to parking along the southern side of Rosemead Road is *"not a desirable outcome as the signage would remove car parking spaces that are currently utilised by the community"*. As Council approval (Traffic Committee) is required for the street drop-off zone, this indicates an approval would not be achieved.
- Large number of public submissions raised concerns with parking and traffic impacts - a reduction in parking is likely to be seen as disregarding the concerns raised.
- Whilst reduced car parking provision might be considered acceptable in a highly accessible location, given the site is located approximately 750m from Hornsby railway station, if a parent were to walk to the school and back to the station, for drop off and pick up of a student, an approximate 1.5km journey would be required, and a distance of 800m is the maximum that people are typically willing to walk. As such, it is anticipated that travel to the site via public transport would be a more feasible option for staff of the facility who would only need to walk one way to or from the station. Consequently, the accessibility of the site is not considered to be significant enough to justify a significant reduction in on-site car parking. It is noted that this issue has been raised in submissions, and particularly in the independent traffic assessment commissioned by local residents, with the view that the location would not facilitate reduced car usage by parents.

Reduction of on-site car Parking

We recommend that you investigate a range of alternatives for reducing on-site car parking and impacts to the existing heritage gardens and tree canopy. Amendments to the traffic report are essential to these recommendations.

As highlighted above, a number of alternate parking options have been considered, as outlined in Section 3, including reduced on-site car parking. As concluded in Section 3.5, reduced car parking provision, below that required by the DCP, is not considered appropriate.

Investigate pick-up and drop-off zone on Rosemead road and/or William Street

As mentioned, we recommend that this is investigated in your RTS. Investigations should be undertaken for a total or partial pick-up and drop-off zone off-site, with access from a new and separate driveway given to families with children or staff who may have mobility issues. As noted in your EIS (p. 42 & 112), you have suggested staggered pick-up and drop-off times – both this and off-site locations should be actively investigated.

As highlighted above, a number of alternate parking options have been considered, as outlined in Section 3, including reduced on-site car parking which would rely on a pick-up and drop-off to Rosemead Road (off site). As concluded in Section 3.5, reduced car parking provision, below that required by the DCP, is not considered appropriate.

A drop-off zone to Rosemead Road is not supported by Council, DPIE and members of the public. The submission received from Hornsby Council (refer Section 2.2) advises that a restriction to parking along the southern side of Rosemead Road is *"not a desirable outcome as the signage would remove car parking spaces that are currently utilised by the community"*. As Council approval (Traffic Committee) is required for the street drop-off zone, this indicates an approval would not be achieved.

Table 6. Response to DPIE's Comments on GML Heritage Recommendations

Provide schematic floor plans

We would like to ask for schematic floor plans for the proposal of the site and external site schematics (play spaces). We would also like further clarification on the proposed student numbers. (unchanged)

Schematic floor plans are provided at **Attachment 7**.

The indoor learning spaces for the preschool and primary school spaces have been clearly delineated in the building for the operational hours and purposes of these two services. The ground floor (with the exception of one School Room, the storerooms and the admin/staff areas) are allocated to the preschool. The preschool's unencumbered space, for the 32 children proposed, totals 109m², satisfying the minimum allocation of 3.25m² per enrolled child. The first floor of the building and 'School Room Ground Floor' have been designated to the K-2 primary school children, with separate entry and exit to alleviate any need to travel through the preschool.

In terms of the play spaces, the application is intentionally proposing a shared outdoor learning space, to be utilised at different times of the day by the children enrolled in the preschool, primary and OOSH programs. This choice, to design one playground for all, ensures the best outcome for the children, the gardens and the community. The shared design will provide all children with an expansive and magnificent opportunity to learn and play outdoors every day. The shared outdoor space is 976m². Safety will be paramount, and there will not be any high equipment or materials that would pose a danger to the youngest children. Indicative times each service would have sole use of the outdoor areas is outlined in the acoustic report submitted with the development application.

Clarification of student / children numbers associated with the proposal is provided at Section 4.3.

Reduction in student numbers

You should investigate a reduction in student numbers for this SSD. We are concerned that the current number of students proposed may not be appropriate within the existing heritage building and current proposal. We suggest that you investigate the potential to have staggered learning periods & play periods if a reduction in student numbers is not feasible. However, a slight reduction in student numbers should be actively investigated.

The above response and provision of schematic floor plans clarifies the school's proposed use of space, and demonstrates it is more than sufficient to cater for the proposed numbers of students / children. Accordingly, no changes to student numbers is proposed.

3. Consideration of Alternatives

During the design stage of the development, there were many options and iterations of the proposal considered, as outlined in the submitted Environmental Impact Assessment.

Subsequent to the lodgement of the application, and particularly in response to submissions received during public exhibition and comments received from DPIE, alternative options have been further considered. These options have been centred around alternative options for on-site car parking provision and vehicle access.

A summary of the options considered (Options A to D), is outlined below and demonstrates the balancing act that has been undertaken in terms of key aspects of the proposal including parking and traffic, heritage and impact on trees, in arriving at a revised proposal which is outlined in Section 4.

3.1 OPTION A

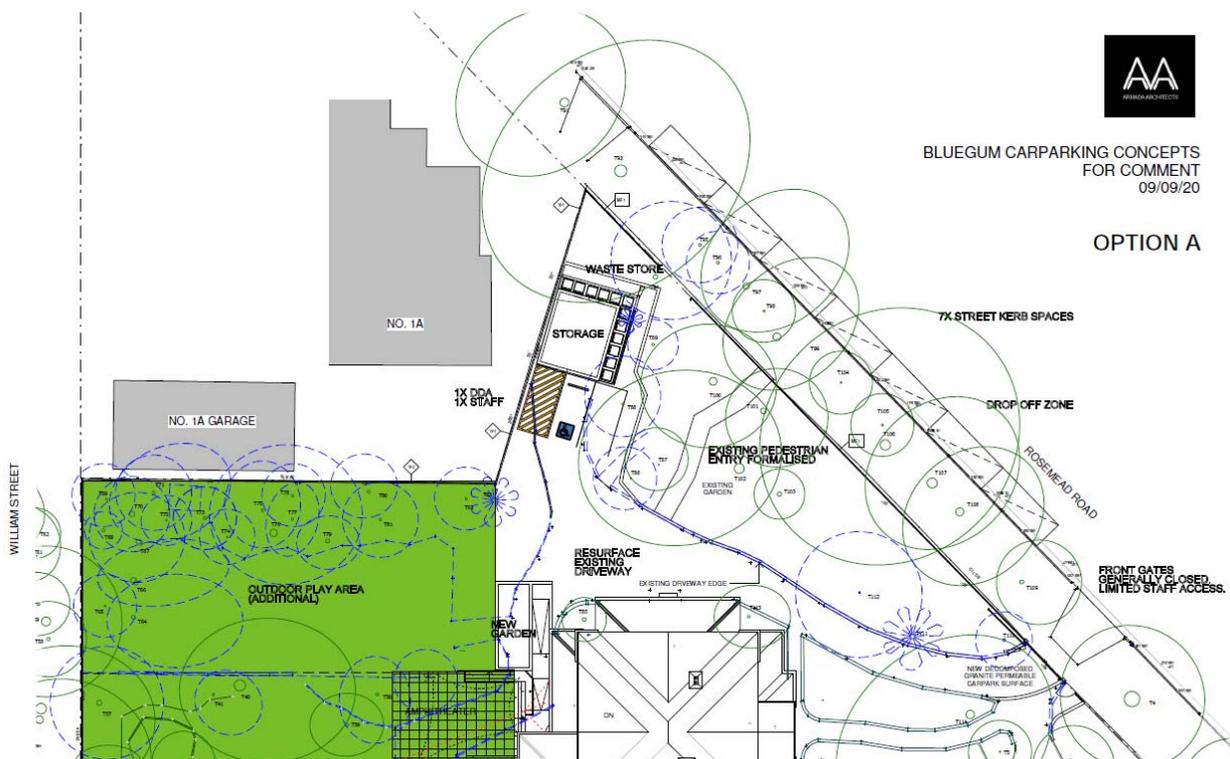


Figure 3. Plan of Option A

Variations to Submitted Proposal

- On-site car parking moved from rear 'tennis court' area to north-west corner, and reduced from 12 to 2 car parking spaces (1 staff, 1 DDA)
- Previous tennis court area to form part of the outdoor play area
- On-site drop-off / pick-up zone removed, with reliance on drop off zone to Rosemead Road (7 spaces)
- Proposed additional exit to Rosemead Road (north-west) removed - vehicular access via existing driveway only, with no change to width of existing driveway

Analysis

<i>Positives</i>	<i>Negatives / Other Considerations</i>
<ul style="list-style-type: none">• Important heritage elements retained:<ul style="list-style-type: none">- Existing driveway, without widening- Front gates, without widening- Significant Trees 111 (cabbage tree palm) and T112 (giant bird of paradise)• Increases garden area on the site• Reduces potential vehicle and pedestrian conflict with reduced vehicle movements on site• Removes car parking area from adjacent to 1A Rosemead Road• Trees in proposed car park area to the rear retained	<ul style="list-style-type: none">• Significant departure from DCP requirements to provide 12 car parks and a drop-off zone on-site• Council, DPIE and members of the public do not support a drop-off zone to Rosemead Road• As Council approval (Traffic Committee) is required for the street drop-off zone, this indicates an approval would not be achieved• Large number of public submissions raised concerns with parking and traffic impacts - a reduction in parking is likely to be seen as disregarding the concerns raised• Reduced car parking provision on-site relies on the site being highly accessible by public transport and via active transport modes (walking / cycling). Whilst the site is approximately 750m from Hornsby Station, use of public transport by parents would require a two-way walking trip of 1.5km and may not be a preferred option.• Existing narrow driveway does not meet standards and requires careful manoeuvring, continued use is likely to result in damage to fence posts / garden edging etc.• Front gates require replacement due to poor condition, therefore benefits of not widening are minimal

3.2 OPTION B

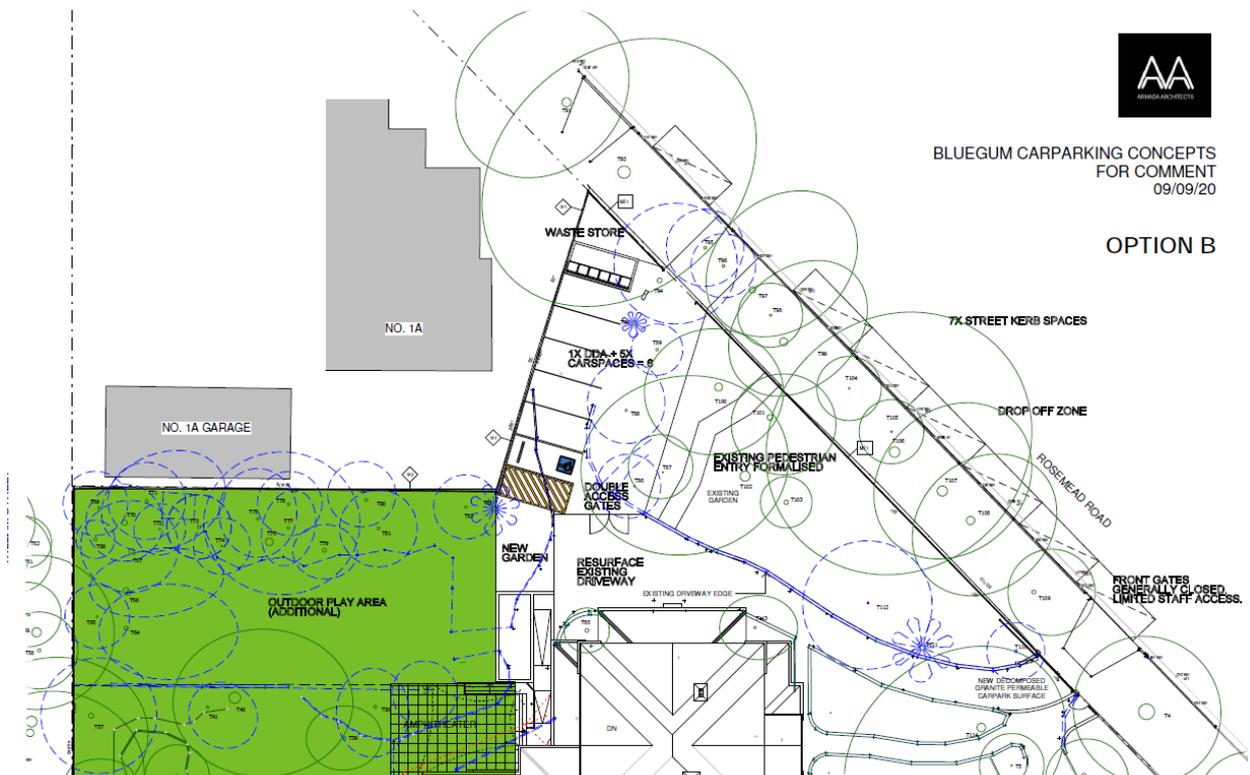


Figure 4. Plan of Option B

Variations to Submitted Proposal

- On-site car parking moved from rear 'tennis court' area to north-west corner, and reduced from 12 to 6 car parking spaces (5 staff, 1 DDA)
- Previous tennis court area to form part of the outdoor play area
- On-site drop-off / pick-up zone removed, with reliance on drop off zone to Rosemead Road (7 spaces)
- Existing driveway retained as is and to be used for pedestrian purposes only
- Driveway to Rosemead Road (north-west) widened to accommodate vehicular entry and exit

Analysis

Positives	Negatives / Other Considerations
<ul style="list-style-type: none"> • Provides sufficient car parking to provide for staff requirements (however no provision for parent parking) • Important heritage elements retained: <ul style="list-style-type: none"> - Existing driveway, without widening - Front gates, without widening - Significant Trees 111 (cabbage tree palm) and T112 (giant white birds of paradise) • Increases garden area on the site 	<ul style="list-style-type: none"> • Significant departure from DCP requirements to provide 12 car parks and a drop-off zone on-site • Council, DPIE and members of the public do not support a drop-off zone to Rosemead Road • As Council approval (Traffic Committee) is required for the street drop-off zone, this indicates an approval would not be achieved • Large number of public submissions raised concerns with parking and traffic impacts - a reduction in parking is likely to be seen as disregarding the concerns raised

-
- Reduces potential vehicle and pedestrian conflict with pedestrian and vehicle areas able to be separated
 - Removes car parking area from adjacent to 1A Rosemead Road
 - Trees in proposed car park area to the rear retained
 - Reduced car parking provision on-site relies on the site being highly accessible by public transport and via active transport modes (walking / cycling). Whilst the site is approximately 750m from Hornsby Station, use of public transport by parents would require a two-way walking trip of 1.5km and may not be a preferred option.
 - Location of car park means further encroachment into the adjacent garden area and likely further tree removal
 - Widening of vehicular access / crossover likely to impact street trees (classified as high retention value)
 - More visual impact near the front of the site with car park visible from the street and reduced garden area to front
 - Requires removal of the garage which signifies the historical use of the site for a dwelling (noting it is not considered to be of particular heritage value)
 - Introduces car parking adjacent to main dwelling of 1A Rosemead Road (noting that visual and acoustic privacy could be retained through fencing)
 - Retains trees in the 'tennis court' area, however this was purposely chosen as this area has the least significant trees (trees to be removed are of 'very low' or 'low' value)
-

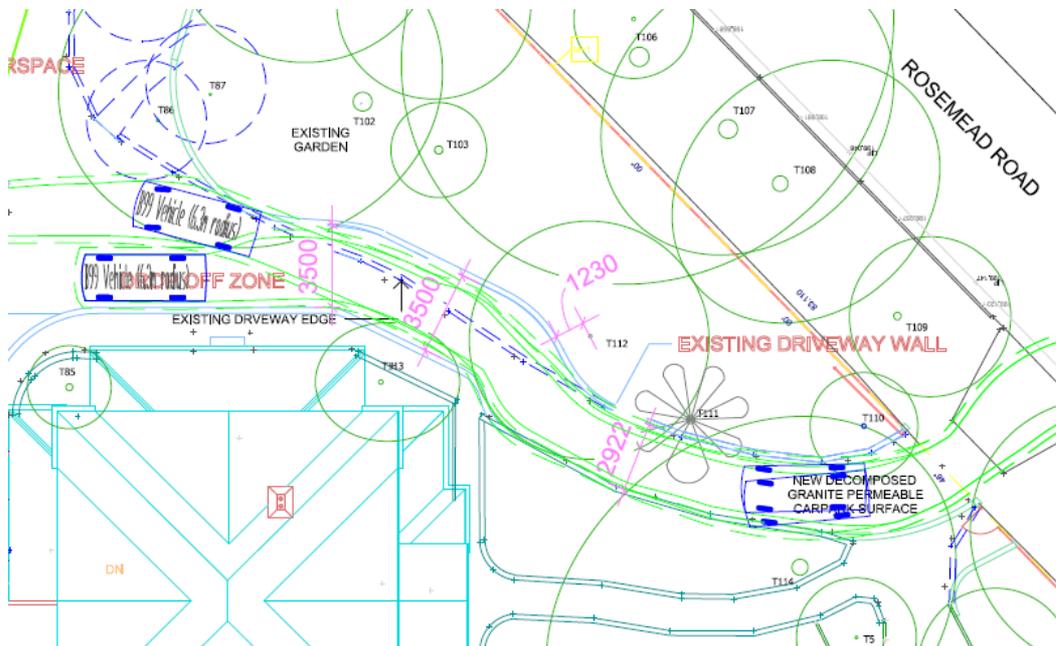
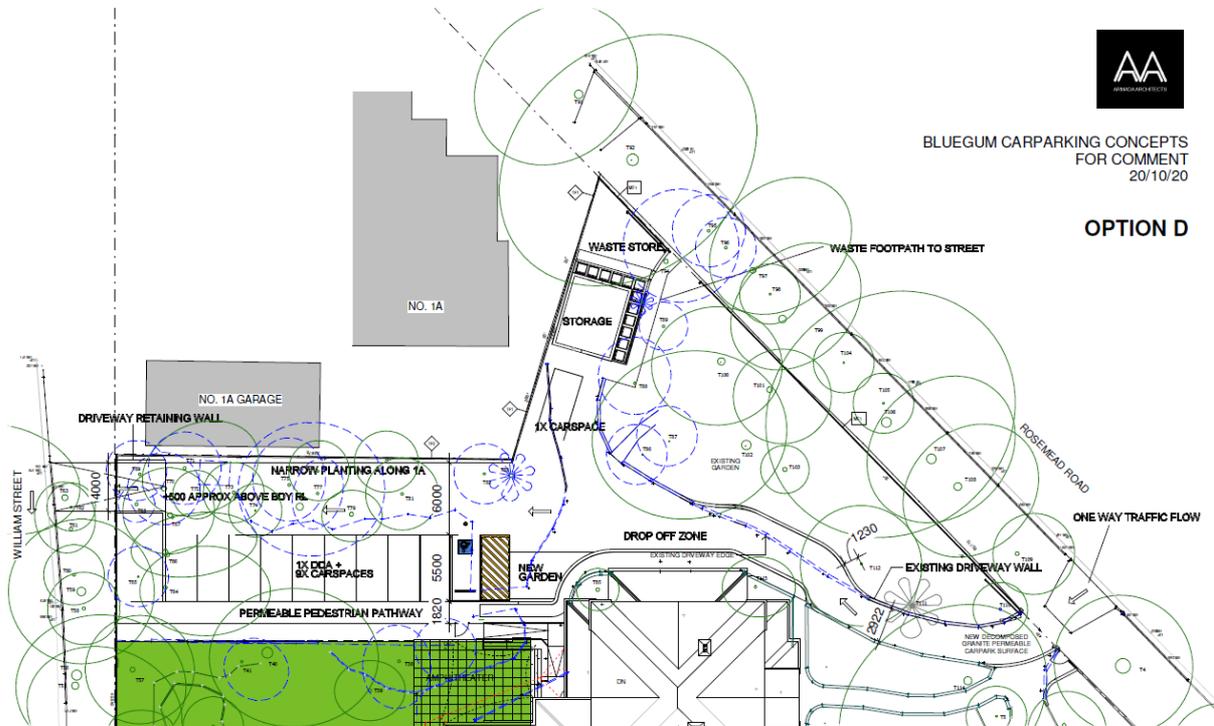


Figure 6. Swept path analysis for Option C

Analysis

<i>Positives</i>	<i>Negatives / Other Considerations</i>
<ul style="list-style-type: none"> • Provides parking spaces and drop-off area on-site as required by the DCP • Flipping the car park moves car parking bays away from 1A Rosemead Road boundary and further reduces potential acoustic impacts • Car parking area is located at the rear of the site where not visible from the street frontage thus minimising heritage impact from the street, also impacts trees of least significance classified as 'very low' or 'low' value 	<ul style="list-style-type: none"> • The retention of the narrower existing driveway width proposed alongside T111 is not workable – this plan does not achieve what it sets out to (i.e retain T111) • Two high value trees near front of the site still require removal (T111 and T112) with this option

3.4 OPTION D



AA ARCHITECTS
 BLUEGUM CARPARKING CONCEPTS
 FOR COMMENT
 20/10/20
OPTION D

Figure 7. Plan of Option D

Variations to Submitted Proposal

- Car parking remains at rear of site, layout flipped with parking bays away from property boundary
- Widening of existing driveway reduced to seek to retain Tree T111 (as noted below, this has been found to not be achievable)
- Proposed loop driveway replaced with a vehicular exit to William Street (no additional exit to Rosemead Road)

As per Option C, the proposed reduced driveway width in this option, upon investigation, has proven not to be achievable on traffic grounds (refer Section 3.3).

Positives	Negatives / Other Considerations
<ul style="list-style-type: none"> • Provides parking spaces and drop-off area on-site as required by the DCP • Flipping the car park moves car parking bays away from 1A Rosemead Road boundary and further reduces potential acoustic impacts • Car parking area is located at the rear of the site where not visible from the street frontage thus minimising heritage impact from the street, also impacts trees of least significance classified as 'very low' or 'low' value 	<ul style="list-style-type: none"> • The narrower driveway width proposed to retain width and protect T111 is not workable – this plan does not achieve what it sets out to (i.e retain T111) • Two high value trees near front of the site still require removal (T111 and T112) • Sightlines are poor because of existing street trees on William Street, and narrowing of the street at this location. To make an exit to William Street viable, a 10-15m 'No stopping' zone would likely be required to the left of the driveway and



additional high value street trees would need to be removed

- More challenging to monitor and manage traffic on a day-to-day basis with entry and exit driveways separated and positioned far apart, on two different streets
-

3.5 CONCLUSIONS

Options A and B with reduced car parking provision, below that required by the DCP, are not considered appropriate for the following key reasons:

- They represent a significant departure from DCP requirements to provide 12 car parks and a drop-off zone on-site.
- The options rely on a drop-off zone to Rosemead Road which is not supported by Council, DPIE and members of the public. The submission received from Hornsby Council (refer Section 2.2) advises that a restriction to parking along the southern side of Rosemead Road is *“not a desirable outcome as the signage would remove car parking spaces that are currently utilised by the community”*. As Council approval (Traffic Committee) is required for the street drop-off zone, this indicates an approval would not be achieved.
- Large number of public submissions raised concerns with parking and traffic impacts - a reduction in parking is likely to be seen as disregarding the concerns raised.
- Whilst reduced car parking provision might be considered acceptable in a highly accessible location, given the site is located approximately 750m from Hornsby railway station, if a parent were to walk to the school and back to the station, for drop off and pick up of a student, an approximate 1.5km journey would be required, and a distance of 800m is the maximum that people are typically willing to walk. As such, it is anticipated that travel to the site via public transport would be a more feasible option for staff of the facility who would only need to walk one way to or from the station. Consequently, the accessibility of the site is not considered to be significant enough to justify a significant reduction in on-site car parking. It is noted that this issue has been raised in submissions, and particularly in the independent traffic assessment commissioned by local residents, with the view that the location would not facilitate reduced car usage by parents.

In addition to the above points, **Option A** also relies on use of the existing narrow driveway which does not meet standards and requires careful manoeuvring. Therefore, continued use (albeit by lower numbers, as only 2 car parking space proposed by this option) is likely to result in damage to fence posts / garden edging etc.

In addition to the above points, **Option B**, with a single exit/entry driveway to the north-west of the site would encroach within the front garden area and introduces visual impacts to the front of the site where visible from the street. High retention value street trees would also likely be affected by a widened crossover. This option also removes the garage which signifies the historical use of the site for a dwelling (noting it is not considered to be of particular heritage value), and introduces car parking adjacent to main dwelling of 1A Rosemead Road which can be deemed as additional adverse impacts.

Options C and D provide for car parking spaces and a drop-off facility on-site in accordance with DCP requirements. Given that traffic and parking impacts have been identified as the most significant issue in the public submissions, it is considered that providing parking facilities to a quantum that has been tested through the strategic planning process (through the development of the DCP, which includes public consultation) is an important test to meet.



Options C and D both retain car parking in the rear of the site (as per the submitted proposal), however the car parking layout is 'flipped' such that car parking bays are away from the property boundary. The location to the rear, and the amended layout, is preferred over **Options A and B** and also provides an improved outcome over the submitted proposal – accordingly the change to the carpark layout is included as a proposed amendment (refer Section 4). In support of this approach, the following is noted in the Addendum Arboricultural Report provided at **Attachment 4**:

The option of placing the car parking area within the footprint of the former tennis court area will necessitate some tree loss. Whilst it has been asserted that this vegetation has some ecological value, all of these trees have been planted within the site within the last 20-30 years. They are not remnant of the original vegetation community, nor do they have any heritage significance, unlike much of the other vegetation within the site. The arboricultural assessment of these trees indicated that the majority of the trees affected by the car park were of low or very low retention value, with some relatively small trees of moderate value and no trees of high retention value (refer Appendix 5 of the arboricultural report submitted with the development application). This area of the site is also relatively flat (due to the former tennis court), therefore requires minimal cut and fill to achieve a level platform, minimising the potential footprint of the proposed works. As such, this location is considered the preferred option for the position of the car park despite the number of trees to be removed to accommodate it.

The revised concept indicates that the car park has been flipped (mirror reversed), such that the pedestrian path (to be constructed using permeable pavement) is now located eastern side of the car park, with a narrow zone for planting between the car park and the western boundary. This provides a greater setback between the car park and T40 (a Blackbutt of high retention value, located to the east of the former tennis court/proposed car park) and reduces the encroachment to the Tree Protection Zone (TPZ) of this tree (which is an improvement over the previous layout). The revised layout also provides a far more logical and safer pedestrian connection between the car park and the building than the former layout.

Option C sought to reduce the widening of the existing driveway in order to retain Tree T111. However, upon investigation, this has proven not to be achievable on traffic grounds. Swept path analysis demonstrates that larger cars navigating the driveway would overhang the kerbs. As the "kerb" to the eastern side is a low brick wall this would not be possible. Whilst it is possible that the driveway may be able to be navigated with careful attention, it would likely result in damage to the garden edging and vehicles etc. and would likely discourage parents from using the driveway. Accordingly, widening of the driveway is necessary. As such, **Options C and D** still require the removal of two high value trees (T111 and T112).

The inclusion of an exit to William Street in **Option D** is not considered feasible. Sightlines here are poor because of the existing street trees on William Street, and narrowing of the street at this location. To make an exit to William Street viable, a 10-15m 'No stopping' zone would be required to the left of the driveway and additional high value street trees would need to be removed. This option would also mean that it would be more challenging to monitor and manage traffic on a day-to-day basis with entry and exit driveways separated and positioned far apart, on two different streets.

As a result of this options analysis, none of the options have been adopted in their entirety, however components of the assessed options have been included into a revised proposal and notably the 'flipping' of the carpark layout (refer Section 4).



4. Revised Proposal

4.1 INTRODUCTION

Following consideration of submissions received on the application, with resultant consideration of various options (as outlined in Section 3) to address the issues raised, it is proposed to make some amendments to the proposal which are considered to provide a further improved outcome for the site.

The revised proposal is not a significant departure from the originally submitted proposal, retaining the position of the vehicular access and car parking area to the rear, and retaining the same number of on-site car parking spaces (12). However, changes are proposed of a more detailed nature which further improve the proposal.

When balancing all considerations on the site, the revised proposal is considered to be the best outcome for the site.

Amended architectural plans (**Attachment 8**) and Landscape Plan (**Attachment 2**) are provided which illustrate the revised proposal, and a full description of the proposed amendments are outlined below (noting that these also include whether further detailed information has been provided).

The following are provided in support of the amendments:

- Vehicle turning paths, prepared by Varga Traffic Planning (**Attachment 1**);
- Addendum Heritage Report, prepared by Heritage 21 (**Attachment 3**);
- Addendum to Arboricultural Impact Assessment Report, prepared by Earthscape Horticultural Services (**Attachment 4**); and
- Acoustic statement, prepared by NG Child & Associates (**Attachment 6**).

4.2 DETAILS OF PROPOSED AMENDMENTS

4.2.1 Changes to Plans

Table 7. Proposed Changes to Plans

Area	Plan Change	Comment
Car Parking & Associated	Car park layout change	Safer and more direct position for pedestrian access
	- layout of carpark flipped	
	- pedestrian pathway moved to the eastern side of the carpark	Further distances car door noise away from 1A Rosemead Road boundary
	Remove metal fence and gate that previously separated the car park from excursion area	Safety during the day to be managed by closing loop driveway when excursion areas in use
	New decomposed granite permeable pedestrian pathway in carpark	Avoid use of concrete on heritage site
	New decomposed granite permeable carpark surface with brick edging to match existing	Elegant heritage finish in keeping with house and workable for disability access
	New bicycle parking area – 6 bike spaces	To encourage green / active travel modes to and from the school
Brick edging to driveway slightly re-aligned	To retain additional plantings	





	New drop off landing in decomposed granite with a brick edge to match existing kerb of driveway, to heritage architect's detail	To avoid use of concrete on site
	Waste storage enclosure finish in Surf Mist to match existing garage wall colour	More recessive colour to match backdrop of garage wall
	Amendment of site management and stormwater concept plan	To accommodate design amendments
Fencing & Gates	Front fence and pedestrian gates proposed as timber picket style to heritage requirements	Refer to elevation Rosemead Road, Drawing No. A220 Item 3
	New wider gates to driveway entry to match existing gates detail and finish	
	Existing main gate posts removed and replaced to match existing detail and finish	
	New gates to new driveway exit to match existing gates detail and finish	
	Removal of new timber fence along eastern boundary	Existing fence to remain as it satisfies acoustic requirements set out in the proposal
	Fence to William Street boundary changed to a more open style timber paling fence	Improves views in and out of the site, lapped fencing not required for acoustic purposes Supported by acoustic consultant (refer statement at Attachment 6)
	2.1m lapped timber fencing on boundary shared between 1A Rosemead and the proposed carpark reduced to 1.8m timber lapped fence	Not needed for acoustic reasons, dropped to 1.8m to replicate a standard residential boundary fence Supported by acoustic consultant (refer statement at Attachment 6)
	1.8m timber lapped fence proposed between 1A Rosemead Road and 1 Rosemead that runs alongside the garage now proposed to rake down, starting from behind the garage towards front fence on Rosemead Road	To improve the outlook and amenity from 1A Rosemead Road (Elevation West Boundary) Supported by acoustic consultant (refer statement at Attachment 6)
Landscaping & Trees	Existing tennis court interpretive landscape element to be included, to future detail in consultation with heritage architects and arborist	To be finalised and scoped out through detailed consultation at a later stage to allow time for student, family, community and heritage consultation during the design process
	Existing gates to be restored if possible and interpreted elsewhere on site, in consultation with heritage architects	Interpretation strategy to be confirmed once the tennis court interpretive historic walkway details finalised
	Narrow planting alongside boundary between carpark and 1A Rosemead Road	The previously proposed deeper planting area needed to be reduced to make this design workable with no additional tree impact. This approach ensures the protection of high value Tree T40
	Tree T87 removed	Changes to car park area has slightly increased encroachment to this tree which was already over the accepted encroachment level (29% vs 10%)
	Existing pedestrian entry from Rosemead Road noted on Site Plan	For consistency and reference
	Minor increase in outdoor play area 972m ² to 976m ²	Following adjustment of car parking fence





	Decrease in indoor unencumbered space for preschool from 138m ² to 109m ²	Continues to satisfy required 3.25m ² requirement set out in the Child Care Planning Guideline
	Allowance of indoor learning space for primary students now noted in 'Key Data' on Architectural Site Plan (124m ²)	Further elaboration on the intended use of space for primary students has been mapped out on the Schematic Plans (refer Attachment 7)
Exterior	Existing slate roof to be fully replaced to heritage architect's specifications	Storm damage and continual leaks since the previous submission have led to this addition in the proposal
	Fire Stair (ND5) repositioned on heritage advice to utilise existing opening of window. Existing window and sill removed and stored to heritage requirements. Minor amendment to landing platform geometry.	Changed based on recommendation from DPIE heritage feedback and in consultation with heritage architects Refer to detailed plan of new fire egress, Drawing No. A231, Item 1
	New skylight to bring light into School Room 4 to heritage architect's specifications	In response to significant reduction in natural light caused by above change to fire door position
	Additional details included to show design of new entry for school	Designed to match detail of the existing front entry door Refer to detail on Drawing No. A231, Items 2 and 3
	Additional detail provided of entry ramp handrail	Refer to detail on Drawing No. A231, Item 5
Ground Floor	Children's Room 4 (previous naming) on ground floor room allocated for primary school and renamed "School Room Ground Floor"	Ideally situated with direct access to outdoor playground and the fire egress access to first floor primary spaces
	Polycarbonate protection to leadlight on doors and wallpaper only (not to windows or fireplaces)	Changed based on recommendation from DPIE heritage feedback and in consultation with heritage architects
	Detail added: Existing covered porch enclosed to create new administration space. Detail to match existing adjacent enclosed western verandah. Existing timber fascia and timber verandah detailing to be retained.	Additional information to note added in response to submission
	Additional details for proposed changes to W18 included	Refer to detail on Drawing No. A231, Item 4
	G2 and entry foyer flooring – retain and restore existing original timber flooring	Requested to show treatment of floor in this area
	Calculation of areas for Verandah G.1 and Verandah G.2	For consistency and reference
	Staff lockers to be provided in craft / preparation room	To provide for end-of-trip facilities for bicycle use and staff amenity
First Floor	Partial wall nibs of School Room 4 retained to interpret position of wall to be removed	Changed based on recommendation from DPIE heritage feedback and in consultation with heritage architects
	New timber floating floor with acoustic underlay	Floor to be replaced due to age and old borer damage
	New 1200 high glass balustrade in landing (single panel at top landing)	Safety measure
	Information: Schematic Floor Plans for Primary School areas now provided	As requested by DPIE



4.2.2 Operational Changes

The following operational changes are also proposed:

- **School years accommodated in primary school changed from K-6 to K-2**

The primary school is now proposed to cater only for Kindergarten to Year 2 (previously to Year 6). This was an educational/operational decision based on internal discussions and consultation with the NSW Education Standards Authority (NESA) as part of the formal school registration process.

This change does not present any particular planning impacts.
- **Change to pre-school enrolment options**

Previously three (3) enrolment options were proposed, comprising standard day (9.30am-3.30pm), mid day (8.30am-4.30pm) and full day (8am-6pm).

This has been simplified, to provide for only two (2) enrolment options of either a standard pre-school day (8am-3.30pm) or a long day (8am-6pm).

The overall hours of 8am-6pm remain. Therefore, this change does not present any particular planning impacts.
- **Change to primary school staggered pick up times**

The previously proposed pick-up times for primary school students have been amended to align to the revised pre-school enrolment options, to ensure siblings can arrive and leave at the same time, thus minimising wait time by families on site.

The pick-up period will be 3pm-3.30pm (previously 2.50pm-3pm), with associated adjustment to the 10 minute staggered pick up times as follows:

 - Group A (max 16 students)* - pick up between 3:00 and 3:10
 - Group B (max 16 students)* - pick up between 3:10 and 3:20
 - Group C (max 16 students)* - pick up between 3:20 and 3:30

** more likely 8-12 in each group, 16 is the maximum*

This change does not present any particular planning impacts, given it retains the staggered pick-up arrangement with only a change to that period commencing at 3pm.

4.3 SUMMARY OF STUDENT/CHILDREN NUMBERS AND HOURS OF OPERATION

For clarification purposes, the following is a summary of the student / children numbers that are proposed, as well as the proposed hours of operation and weeks of operation per year.

- **Primary School (K-2)** – 48 children – operating for 40 weeks / year, hours 9am-3pm Monday to Friday
- **Preschool (3-5yr olds)** – 32 children – operating for 40 weeks / year, hours 8am – 3.30pm Monday to Friday
- **Out-of-hours School Care** – maximum 48 children – operating for 49 weeks / year:
 - *During term time:* 8am - 8.30am (16 x 5-8 year olds only) and 3.30pm – 6pm (48 of mixed age 3–8 year olds), Monday to Friday
 - *During vacation periods:* 8am – 6pm (max 48 children, 3-8 year olds), Monday to Friday

4.4 OUTCOMES OF REVISED PROPOSAL

The 'flipping' of the carpark layout represents an improvement over the previous arrangement, moving car parking bays away from the 1A Rosemead Road boundary and therefore further reducing potential acoustic impacts. The previously proposed 2100mm acoustic fence along this boundary has been reduced to 1800mm which it has been confirmed will continue to provide acoustic protection (refer to Acoustic Advice Letter at **Attachment 6**) and allows for a standard residential height fence.

With the pedestrian path now located on the eastern side of the car park, the revised car park layout provides a far more logical and safer pedestrian connection between the car park and the building than the former layout. In terms of trees, the revised car park also provides a greater setback to Tree T40 (a Blackbutt of high retention value, located to the east of the proposed car park) and reduces the encroachment to the Tree Protection Zone (TPZ) of this tree (which is an improvement over the previous layout).

The retention of the car parking area at the rear of the site where it is not visible from the street frontage minimises visual and heritage impacts. Importantly, the location of the carpark in this area impacts trees of the least significance, being mostly classified as 'very low' or 'low' value (with some relatively small trees of moderate value and no trees of high retention value). All of the trees to be removed have been planted within the last 20-30 years. They are not remnant of the original vegetation community, nor do they have any heritage significance, unlike much of the other vegetation within the site. This area of the site is also relatively flat (due to the former tennis court), therefore it requires minimal cut and fill to achieve a level platform, minimising the potential footprint of the proposed works. As such, this location is considered the preferred option for the position of the car park despite the number of trees to be removed to accommodate it.

The site contains a considerable number of trees in comparison to surrounding properties in the area and any other residential property of an equivalent size. The proposed development has been designed to minimise tree loss and to maintain the best quality and most significant trees within the site and within the adjoining road reserves. A total of one-hundred and sixteen (116) trees are located within and adjacent the site, which has a total area of 3,623m². This is roughly four times the size of a typical residential allotment in this area, which would typically support 10 to 15 trees. Of the forty-one (41) trees to be removed, twenty three (23) are of low or very low retention value, sixteen (16) are of moderate retention value and only two (2) are of high retention value (being T111 and T112). In contrast, twenty-three (23) trees of high retention value and thirty-four (34) trees of moderate retention value are proposed to be retained as part of the proposed development, which is considered to be a positive outcome compared with other potential types of development that the site may otherwise be subjected to. Furthermore, replacement planting of three (3) new trees capable of attaining a height of at least ten metres at maturity is proposed, as per the recommendations of the Arboricultural Impact Assessment (Section 11) submitted with the development application.

Every effort has been made to retain Trees T111 and T112, however this has not been able to be achieved. With consideration to the above, it can be seen that the site retains a substantial degree of high quality tree cover. Further, from a heritage perspective, the removal of Trees T111 and T112 would open up views to the primary facade of the building from the public domain and hence provides what may be significant positive benefits.

With regards to heritage impact, the revised proposal introduces additional elements that result in an even better heritage outcome for the site over that already achieved, with the following of note:

- A timber picket fence is to be installed along Rosemead Road presenting an improved visual outcome which is consistent with the heritage value of the site.
- The front posts and gates, which are in poor condition, are to be replaced with new gates which are visually consistent with the existing and a matching gate is to be installed on the exit driveway.
- Decomposed granite is proposed for the driveway and carpark area, with brick edging to the driveway, in keeping with the heritage values of the site.



- The former tennis court area is acknowledged in a revised landscape plan identifying the tennis court dimensions.
- Changes are made to the fire egress door to make use of an existing opening (rather than creating a new opening) will minimise the overall impact upon significant fabric.
- An extensive historical interpretation strategy is proposed which will likely include an interpretative walk from the carpark to the school entry.

The proposal allows for adaptive reuse of the existing heritage dwelling that allows for its restoration and future appreciation. More members of the community will be able to enjoy the heritage item, children will learn to value heritage architecture and learn about the history of the area, and the gardens will be revived and able to be enjoyed.

As with all adaptive reuses, some impacts to the heritage item are expected. However, in this case the required changes and impacts on the heritage building are very minimal. As such, the heritage dwelling is to be protected in close to its original form. The following points are noted:

- No changes (only heritage restoration) are proposed to the majority of rooms (Children's Room 1, Children's Room 2, Children's Room 3, Reading Room, Activity Room 1 and 2, School Room Ground Floor, Kitchen, Store, Entry Lobby, Verandahs G1, G2, G3, Kitchen, Staff Room School Room 1, 2 and 3 and the first floor common room).
- The newly proposed fire stair (which is reversible) ensures the existing heritage stairwell can remain intact with only minimal reversible alterations to meet BCA requirements.
- All heritage detailing is being retained as part of the site e.g. pull cord lights, gas lamp fittings, original floorboards, fireplaces, timber windows and doors and associated fixtures, and existing door widths and window heights retained.
- The overall layout of the house remains intact, with the removal of only two walls and one wall widened (which could be reversed).





5. Conclusion

The purpose of this report has been to respond to the submissions received during the public exhibition of the development application, as per the request from the Department of Planning, Industry and Environment (DPIE).

A total of sixty-three (63) submissions were received in response to the public exhibition of the development application, broken down as follows:

- Eight (8) submissions from public authorities;
- One (1) submission made on behalf of an organisation; and
- Fifty-four (54) submissions from members of the public.

In addition, comments were received from the Department of Planning, Industry and Environment (DPIE) based on their preliminary assessment of the application, which have also been addressed in this report.

A response to all issues raised by submissions has been provided in this report.

On the basis of the submissions received, options have been considered which have centred around alternative options for on-site car parking provision and vehicle access. A summary of the options considered is outlined in this report and demonstrates the balancing act that has been undertaken in terms of key aspects of the proposal including parking and traffic, heritage and impact on trees, in arriving at a revised proposal which is also outlined in this report.

The revised proposal is not a significant departure from the originally submitted proposal, retaining the position of the vehicular access and car parking area to the rear, and retaining the same number of on-site car parking spaces (12). However, changes are proposed of a more detailed nature which further improve the proposal.

The 'flipping' of the carpark layout represents an improvement over the previous arrangement, moving car parking bays away from the 1A Rosemead Road boundary and therefore further reducing potential acoustic impacts.

The retention of the car parking area at the rear of the site where it is not visible from the street frontage minimises visual and heritage impacts. Importantly, the location of the carpark in this area impacts trees of the least significance.

The site contains a considerable number of trees in comparison to surrounding properties in the area and any other residential property of an equivalent size. A total of one-hundred and sixteen (116) trees are located within and adjacent the site. Of the forty-one (41) trees to be removed, twenty three (23) are of low or very low retention value, sixteen (16) are of moderate retention value and only two (2) are of high retention value (being T111 and T112). In contrast, twenty-three (23) trees of high retention value and thirty-four (34) trees of moderate retention value will be retained.

The revised proposal introduces additional elements that result in an even better heritage outcome for the site over that already achieved, with the following of note:

- A timber picket fence is to be installed along Rosemead Road, presenting an improved visual outcome which is consistent with the heritage value of the site.
- The front gates which are in poor condition are to be replaced with new gates which are visually consistent with the existing and a matching gate is to be installed on the exit driveway.
- Decomposed granite is proposed for the driveway and carpark area, with brick edging to the driveway, in keeping with the heritage values of the site.
- The former tennis court area is acknowledged in a revised landscape plan identifying the tennis court dimensions.



- Changes are made to the fire egress door to make use of an existing opening (rather than creating a new opening) will minimise the overall impact upon significant fabric.
- An extensive historical interpretation strategy is proposed which will likely include an interpretative walk from the carpark to the school entry.

The proposal allows for adaptive reuse of the existing heritage dwelling that allows for its restoration and future appreciation. In this case the required changes and impacts on the heritage building are very minimal and the heritage dwelling is to be protected in close to its original form.

When balancing all considerations on the site, the revised proposal is considered to be the best outcome for the site.

We trust that the information contained in this report is sufficient to allow DPIE to finalise the assessment of the development application.

