

**DPIE Submissions Response**

State Significant Development SSD-17424905  
Pymble Ladies College – Grey House Precinct  
20 Avon Road, Pymble (Lot 1 DP 69541)



**Table 1 RESPONSE TO INFORMATION REQUEST**

<b>Matters Raised</b>	<b>Response</b>
<b>Bulk, Scale, and visual impact</b>	
<p>The design of the building does not fully address the principles of Schedule 4 of the <i>State Environmental Planning Policy (Educational Establishment and Child Care Centres) 2017</i> (Education SEPP) in the bulk and scale of the building is not compatible with the low-density character of the dwellings immediately adjoining the precinct to its south (facing Pymble Avenue).</p>	<p>Amendments to the design of the building have been incorporated, to further reduce the overall scale and bulk of the building. As outlined in the EIS, the proposed development is of a compatible bulk and scale to the surrounding area. Due to the topography, the building has various elements of three, four and five storeys. It is understood that this comment relates specifically to Principle 7 – aesthetics, which aims to ensure the built form responds to existing or future desired context, having a positive impact on the neighbourhood. The design of the building has been designed to minimise any impacts on the surrounding low density residential context, including façade articulation, varied materials, landscaping and additionally has introduced a setback upper level. Importantly, the building has been designed to ensure it relates to the internal school context and has been designed to optimise any future development within the school campus. As shown within the Design Report (<b>Appendix B</b>), there are significant site constraints across the school campus, and the location and design responds directly to these limitations, while ensuring a sympathetic approach to the neighbouring residential buildings.</p> <p>As shown in the Visual Impact Assessment (<b>Appendix 11</b> of the EIS), there are minimal public vantage points where the development would be seen or impact on the overall streetscape of Pymble Avenue. The character of the area has undergone recent change with medium to high density residential housing located to one end of Pymble Avenue. The houses within close proximity to the development are of a low density, and those at 57A and 59B are also at a lower topography, however extensive planting and the design of the building ensure that the visual amenity of these residences are maintained. The Pymble Avenue streetscape has minor changes due to the proposal, due to topography. The design has incorporated a brick base in keeping with the residential design character of the surrounding area, with a lighter materiality to the upper levels to minimise the bulk and scale. Further, planting and landscaping and façade articulation reduces the overall bulk and scale of the building.</p> <p>The design of the building is considered to meet the principles of Schedule 4 and has further been developed to be sympathetic with the low density character through additional design changes (Attachment A) including:</p> <ul style="list-style-type: none"><li>▪ Increased brick podium base;</li><li>▪ Reduced picture windows on the northern elevation;</li></ul>



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	<ul style="list-style-type: none"> <li>▪ Setback upper level to northeast elevation;</li> <li>▪ Widened scalloping for the middle atrium entry on the northern elevation; and</li> <li>▪ Additional horizontal detailing and awning.</li> </ul> <p>It is considered that these changes significantly reduce the bulk and scale of the building and increase the compatibility with the character of the area.</p>
In this regard, the SDRP have advised that the design of the brick podium should be re-considered, as stepping down the brick base to the east appears to intensify the perceived scale of the proposal's four-storey ceramic façade. More horizontal elements should be introduced to tone down the scale.	The brick base has been reconsidered and the brick base has been increased so that it no longer steps down instead continuing along to create a solid base. Additional horizontal elements, including an awning have been introduced to further articulate and break up the building façade. Additionally, the building has been setback at the upper level north-eastern elevation, to further reduce the scale of the building. These design changes are shown in the revised architectural plans and design addendum at <b>Attachment A and B</b> .
Per the SDRP advice, the five-storey bulk of the proposed development would also alienate the junior school students, who would use the south-eastern part of the site. This impact should be explored further and mitigated to integrate the uses/buildings within the campus.	<p>Design amendments have been made to reduce the perceived height of the building (<b>Attachment A and B</b>). The upper level is now setback to the north-east elevation, and the existing scalloped atrium entry has been increased in width and depth to give a greater open area. The recessing of the upper level has significant reduction in overall height, as this is the elevation that experiences the greatest height due to topography. It is</p> <p>While the overall scale of the building has been reduced, it is not considered that a building of this scale would alienate students. The proposed building has various spill out spaces and landscaping elements that allow for interaction in and around the built form, to ensure that the junior school students and all students have a positive experience on campus. The proposed building has been designed to be user friendly to all students on the campus, with the overall height of the building not dissimilar to many other schools across NSW. The building is designed to integrate into the school campus in its existing form and into the future.</p> <p>The advice provided after the most recent SDRP meeting was largely supportive and a response to their comments has been provided at <b>Attachment M</b>.</p>
The proposed glazing treatment should be complimented with more horizontal shading strategies to improve daylight and enable access to natural ventilation.	Additional horizontal shading has been provided through the extension of the window hoods, which improves solar protection while still allowing ample natural daylight within the teaching spaces. A horizontal shelf/awning is also incorporated into the façade breaking up the verticality of the building at the mid point ( <b>Attachment A and B</b> ).



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	<p>Natural ventilation has been considered in the overall building design, with the large atrium spaces being open and allowing natural ventilation, as well as terraces opening off classrooms throughout the building. Windows throughout the development will be openable to allow some natural ventilation as detailed in the Ecologically Sustainable Design Report (<b>Appendix 27</b>).</p>
<p>The submitted Heritage report states that there is no visual or physical impact of the development on the adjoining heritage item(s). However, the Department considers that a complete assessment of the impacts of the bulk of the proposed building on the adjoining low-density environment and the heritage items, has not been conducted. Please note that the Department is currently conducting an independent heritage assessment of the proposal. Additional information in relation to the heritage impacts of the development may be requested once the assessment is completed.</p>	<p>It is noted that Heritage NSW provided commentary noting that no further heritage comments are required, however due to the local conservation area in close proximity advice should be sought from Council. Council also did not provide any commentary regarding heritage. The site does not adjoin the Pymble Avenue Conservation Area, and views from the conservation area have been modelled and updated (<b>Attachment C</b>).</p> <p>The Independent Heritage response prepared by GML Heritage Pty Ltd concludes that proposed development will not result in any substantive impacts on the heritage significance of the Pymble Avenue Heritage Conservation Area, listed heritage items or significant buildings within the school. The independent assessment outlines details which the Heritage Impact Statement should address which have been provided in an additional Heritage Addendum (<b>Attachment H</b>). It is considered that there are no additional heritage considerations for the proposed development and that no conditions would be required on any consent.</p>
<b>Amenity Impacts</b>	
<p>The Department is concerned that the windows of the classrooms within the building would have direct overlooking opportunities to the swimming pool and courtyards of the residential properties to the south (facing Pymble Avenue).</p> <p>The visual privacy diagrams are unclear and do not demonstrate that measures are proposed to reduce such overlooking opportunities. You are requested to address this issue and provide additional diagrams and/or mitigation measures to demonstrate that adverse visual impacts are reduced where possible.</p>	<p>Additional sections have been included in the Design Report Addendum (<b>Attachment B</b>), which show the sightlines from the windows. A reduction in the number of picture windows on the south-eastern façade (due to the increase in the brick podium) reduces the potential for overlooking into the neighbouring residential properties. The existing fins on the façade also limit the range of view from each side, and the brick podium base also further limits the ability of views into the rear garden area of the adjoining property. The upper level of the building would have a small, limited view into the back garden area of the neighbouring property, however this level is the least populated being the health consulting rooms and would not be regular classrooms.</p> <p>The existing back garden terraced wall of the neighbouring property also obscures and limits any direct sightline into the residential property. Further extensive planting and tree canopy would obscure views along this boundary. It is considered that there would</p>



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	be no privacy impacts from the proposed development to neighbouring residential properties.
According to the Ku-ring-gai Development Control Plan, a building should be sited to maintain solar access to north facing windows and rear yards of adjoining properties of at least four hours between 9am and 3pm on 21st June. The proposed development does not comply with this requirement. Please address this issue and demonstrate how the development would maintain an appropriate level of solar access to the impacted properties (to its south) during winter solstice.	<p>It is noted that under Clause 11 of the <i>State Environmental Planning Policy (State and Regional Development) 2011</i> (SRD SEPP) Development Control Plans (DCP) do not apply to State significant development. Notwithstanding this an assessment has been made against the requirements of the Ku-ring-gai DCP 2021 (KDCP 2021) (<b>Attachment J</b>).</p> <p>Solar access is an important consideration for neighbouring amenity and has been considered in the design. Some additional design changes, including stepping the building back to the south-eastern elevation has further improved solar access to the neighbouring properties. As shown in the Design Report Addendum (<b>Attachment B</b>), shadowing to the gardens of properties at 57A and 59B starts after 12pm on 21 June. Shadows fall onto the building at 57A at around 1pm, and to 59B at around 2pm. It is considered that these properties receive at least 3 hours of daylight from 9am on the 21<sup>st</sup> June, in line with State guidance from the Apartment Design Guide and mixed use development stipulated under the KDCP 2021. The key living areas and front/side garden spaces of the two neighbouring residential properties are also able to still gain up to 4 hours of solar access. Overall, it is considered that these properties will still receive adequate solar access and clearer solar diagrams have been prepared to demonstrate this compliance (Attachment B).</p>
Traffic Impacts	
The submitted Transport Impact Assessment report (TAR) (section 9.3 SIDRA assessment) has considered only two signalised intersections (Pacific Highway/Livingstone Avenue and Pacific Highway/Beechworth Road). However, the Department notes that there are several intersections (not signalised) that are located closer to the site and would likely be impacted by increase in traffic movements along Pymble Avenue. These include (but not limited to) Pymble Avenue/Rand Avenue and the roundabout at Avon Road/Everton Road/Pymble Avenue.	<p>The roundabout between Avon Road/ Everton Road/ Pymble Avenue has been modelled using SIDRA 9.0.</p> <p>Due to the Covid-19 pandemic and the Omicron variant which resulted in many people working from home and the school summer holiday period, collecting traffic counts at the roundabout was not considered appropriate as it would not reflect normal school peak conditions. As such, similarly to the assessment of the signalised intersections along Pacific Highway, the modelling had to rely on historical data gathered in 2012. In order to baseline the growth in traffic since 2012, an assessment of the historical data available from TfNSW’s Traffic Volume Viewer was undertaken.</p> <p>The assessment looked at four counters around the College as shown in the figure below. The historical average daily traffic volumes are summarised in <b>Table 1</b> of the TIA.</p>



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<p>Several community submissions have raised significant concerns regarding the impacts of the development on these intersections and the surrounding road network in general. Noting the concerns in the submissions and the nature of the future traffic flow, the Department requires you to undertake SIDRA modelling of the other nearby intersections in close proximity to the location of the Grey House Precinct.</p>	<p>The comparison only assessed average daily traffic volume data from 2012 to 2019 as this would represent the pre-Covid trend in traffic.</p> <p>The forecasted additional traffic generated by the proposed ELC has been applied to the base case and modelled using SIDRA 9.0. The results are shown in the table below. Detailed SIDRA results have been added to Appendix G and H of the TIA.</p> <p>The SIDRA results indicate that the forecasted traffic generated from the ELC will have minor impact to the existing conditions of the roundabout with Level of Service (LoS) maintained and minor increments in average delays. Stantec does not believe that a SIDRA assessment is necessary for the intersection between Pymble Avenue and Rand Avenue, when considering the small volume of additional traffic that will be travelling through the junction. As mentioned in the TIA and further within this memo, the Grey House Walk will only be accessible for local students who live along Pymble Avenue (currently permits are required to be shown to staff members who monitor the entrance). As such, the additional traffic along Pymble Avenue, as a result of the ELC, is expected to be made up of those travelling from the south such as South Turramurra &amp; West Ryde.</p> <p>When analysing the postcode data received by PLC approximately 12% of existing students live south of the College and may use Pymble Avenue to travel to/ from the campus. The ELC is estimated to generate 72 trips in the AM peak and 63 trips in the PM peak (based on RMS trip rates). This will equate to approximately 9 vehicles in the AM peak and 8 vehicles in the PM peak. An additional 9 vehicles is expected to have insignificant impact to the existing roadway conditions along Pymble Avenue and minor intersections along this roadway.</p>
<p>The Department notes that the SIDRA analysis concludes that the delays at one of the signalised intersections is currently &gt;70 secs and this would be maintained in the future. This is not considered an acceptable result as it does not provide any details of how much increase of delays at this intersection is expected due to the proposed increase in vehicular movements. You are requested to provide clear figures to indicate how much increase in delays (if any) is expected.</p>	<p>The SIDRA results have been updated to provide clear figures to indicate how much increase in delays is expected. See Table 3 and Table 4 of the TIA.</p> <p>As shown in the tables, the proposed development will have minor impact to the existing conditions of the signalised intersections along Pacific Highway.</p>



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The traffic modelling does not consider the ultimate development year plus 10-year background growth of the intersections. It is requested that the TAR should include background growth of the intersections in the 10-year horizon.

A meeting was held with TfNSW to discuss SIDRA modelling requirements and consideration for the ultimate development year plus 10-year background growth of the intersections. Considering the minor traffic impact expected from the Grey House Precinct it was agreed with TfNSW that modelling for the additional 10-year background growth will not be required as long as justification is provided within the assessment. This is summarised in Section 9.3.3 of the TIA and repeated below. Refer to Appendix E for correspondence with TfNSW.

Stantec considers that the proposed development does not constitute the need to assess the 10-year horizon based on the following reasons:

- The ELC is expected to have a peak generation of approximately 72 trips. When factoring in the trip distribution, this will result in approximately 25 additional trips through the Pacific Highway/ Beechworth Road intersection and 63 additional trips through the Pacific Highway/ Livingstone Avenue intersection. This is equivalent to approximately 1 trip per 2.5 minutes and 1 trip per minute respectively which is considered a minor increment in traffic;
- Trips associated with ELCs are generally spread throughout the peak hours, particularly in the afternoon where some children may be picked up during the after-school peak, and others may be picked-up during after-work peak (i.e. working parents picking up their children). As such, due to the spreading out of trips, the overall impact that the ELC will have on the wider road network will not be as significant, when comparing additional trips generated by the increase in student numbers for Kindergarten-Year 12; and
- A peak traffic generation of 72 trips is also considered an overestimation, when reality, the traffic generated by the development is expected to be lower (estimated to be 34 trips in the AM peak and 29 trips in the PM peak1). Primary reason for the ELC being set up is to allow the College to provide early learning services for staff who have children, which in turn, will allow the College to retain its staff members. As such, many of the children attending the ELC will have parents who are staff members of the College and will not contribute to generating additional traffic.

When considering the above, the proposed development is expected to have a minor impact to overall traffic conditions and an assessment of a 10-year horizon is not considered necessary.



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<p>The proposed development does not include provisions for car parking. The EIS and the TAR state that the aquatic centre (outside of the subject precinct area) includes a number of car spaces, out of which 37 car parking spaces would be utilised for the purpose of the early learning centre (ELC).</p>	<p>This is correct. The proposed development does not include provision of any additional car parking spaces to what is currently provided within the College campus. The intention is for the 37 car parking spaces, currently allocated to the aquatic centre and is not available to the rest of the staff as it is sectioned off via boom-gates, to be shared between the ELC and the aquatic centre.</p>
<p>While the EIS notes that the ELC will operate from 7am to 6.30pm, the aquatic centre closing time has not been mentioned in the EIS (opening time being 9:30am). In the absence of this data, the Department cannot ascertain as to how 37 car spaces would be available for exclusive ELC use in the PM within this centre. Although, the Department acknowledges that 42 students of the ELC are expected to be children of staff and thus not generating the need for parking, this cannot be guaranteed in the future operationally. You are requested to address this matter in detail and provide a detail profile of usage of the aquatic centre, the ELC and then explain how the proposed shared use of the car parking spaces would be managed in the future so that parents do not park on the nearby streets and then walk to the site.</p>	<p>The parking provision has been calculated based on Ku-ring-gai Council's requirements for Child Care Centres: - 1 space per 4 children in care (Rate includes staff parking. Bulk of parking should be in a convenient location, allowing safe setdown/ pick-up and movement of children. Provision is also to be made for bus services).</p> <p>Based on the rate above, the ELC is required to provide a minimum of 23 car parking spaces. The development proposes to provide 37 existing spaces in the Centenary Car Park, currently allocated for aquatic use, for ELC drop-off and pick-up.</p> <p>The Learn to Swim operates in the morning from 9:00am to 12:00pm and in the afternoon from 3:30pm to 6:00pm Monday to Saturday. The morning learn to swim programme is open to the wider community whilst the afternoon programme is only open to College students, thus not requiring separate parking.</p> <p>The ELC will open from 7am with peak drop-off expected to occur between 7:00am to 8:00am. As such, overlap between the ELC and Aquatic Centre use is not expected to be an issue in the morning.</p> <p>In the afternoon, peak pick-up for the ELC is expected to occur between 4:30pm to 6:30pm. Seeing as the afternoon Learn to Swim programme is only open to College students, the parking demand is not expected to be significant, as most College students will already be on campus. However, there will be a demand for parking at the end of each Learn to Swim programme and students are being picked up by parents/guardians. Nonetheless, normal school time will be over and majority of the spaces within the Centenary Car Park, which has a capacity of 212 parking spaces (excluding the 37 spaces within the boom-gated area proposed to be shared between the ELC and the aquatic centre in the morning periods), will be available for use.</p>



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	<p>A new accessible space (with associated shared bay) will also be provided within the boom-gated area which satisfies the Council DCP's minimum requirement of one accessible space.</p>
<p>Additionally, the ELC staff would need parking for the entire day. This cannot be provided within the aquatic centre. Please specify the location of the parking spaces for the ELC staff.</p>	<p>37 parking spaces will be allocated to the ELC, which is 14 more spaces than what is required by the Ku-ring-gai Council DCP. It is also noted that the Council DCP requirements also includes staff parking.</p> <p>20 parking spaces will be provided for drop-off and pick-up, whilst 17 parking spaces will be provided for staff. A parking space is currently provided for the Head of Early Learning which is located outside the boom-gated area</p>
<p>The location of the disabled car parking spaces is not clear in the submitted plans. The parking spaces would be located about 74m away from the proposed buildings, which is not conducive for the persons with disability. You are requested to address this issue</p>	<p>Plan has been prepared by BVN which shows the locations of the accessible car parking space in relation to the Grey House Precinct. Refer to Attachment B of this memo. Morris Goding Access Consulting have provided a markup of acceptable accessible path of travel from the parking spaces to the Grey House Precinct. The access consultant has indicated that the existing accessible path is longer than the non-accessible path due to the existing topography, ramps (length of the 1:20 ramp) and gradients. Refer to Attachment B of this memo and Memo prepared by Morris Goding Access Consulting.</p>
<p>The pedestrian connection from Pymble Avenue, the Grey house walkway, would be used significantly during operation of the precinct. However, the walkway is very narrow. The TAR does not include an assessment of the pedestrian volume that would use this walkway and whether the current width is suitable for such use. You are requested to address this issue.</p>	<p>The number of people using the Grey House walkway will not increase during the operation of the precinct.</p> <p>Permits are required to enter via the Grey House walkway with staff monitoring at the entrance. The ELC parents manual will also stipulate that the pick-up and drop-off is within the Aquatic Centre that has been designated for the ELC. All ELC parents will be given an access remote for the boomgate.</p>
<b>Accessibility</b>	
<p>SDRP have requested that details of accessibility at all levels of the building be provided, noting the massive change of levels within the site.</p>	<p>Accessibility details have been provided in the amended architectural drawings provided by BVN at <b>Attachment A and Attachment B</b> and the updated Access Statement (<b>Attachment E</b>).</p>
<p>The submitted Building Code of Australia (BCA) report (Table 14) states that a part of the building does not have continuous access pathway which does not comply with AS14.28.1-2009, The submitted BCA report recommends that the Access consultant would address with performance solution. However, the</p>	<p>As the School precinct has developed over time, parts of the areas and buildings that were approved under previous regulatory standards have now become outdated to current regulatory requirements and partially inaccessible for wheelchair users within parts of these older historical areas of PLC.</p>





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<p>Access consultant's report does not provide any satisfactory comments regarding this issue. You are requested to provide satisfactory details to demonstrate that the building and all of the proposed uses would have satisfactory and accessible connections</p>	<p>The school is aware of their obligations to the DDA and people with disability and have been working towards improving accessibility; as the proposed Grey House Precinct is a part of the whole of the accessibility scheme, this is an ongoing process as with any larger development precincts such as schools, universities, hospitals and the like.</p> <p>PLC has a Management Plan in place to cater for people with a disability. Section 23 of the DDA recognises that it may not be possible to enforce the requirements of access to premises in all situations. Further information is provided in the Access Addendum (<b>Attachment E</b>).</p>
<p>The Department notes that the ELC parking would be provided within the aquatic centre. In this regard, you are requested to provide details of an accessible pedestrian pathway (for strollers as well) from the centre to the ELC including shaded paths for the amenity of the future users.</p>	<p>An accessible pathway is provided through the school to the proposed GHP building. There is no requirement for paths to be shaded, and it is not considered that a fully shaded pathway could be achieved through the school site given the existing development and site constraints. An appropriate path to the GHP is provided from car parking that ensures pedestrians with strollers can reach the development.</p>
<b>Biodiversity Impact Assessment (BDAR)</b>	
<p>The submitted BDAR does not include an assessment against the Biodiversity Assessment Method (BAM) 2020</p>	<p>The relevant assessment is provided in the BDAR, Appendix VI refer to <b>Attachment F</b>.</p>
<p>In accordance to the recent amendments to the legislation, any BDAR must include calculations under BAM 2020. The BDAR must be revised to comply with this requirement and address all the requirements raised by the Biodiversity and Conservation group of the Department.</p>	<p>Calculations have been updated and finalised on 18/02/2022, Bam data version 50 last updated 24/11/21 (most recent update). Refer to BAM-C reports in appendix IV of the BDAR (<b>Attachment F</b>).</p>
<p>The identified Tree 402 is a hollow bearing tree. The submitted Arborist Report does not indicate any details of threatened species habitation within this tree or any impacts due to the proposed development. This matter should be addressed in the revised BDAR and/or Arborist Report.</p>	<p>The hollow is not considered to provide suitable habitat for threatened or any species. The branch failure appears to be the result of previous storm damage. The remaining part of the limb is facing upwards and lacks the ability to provide shelter from rain and wind. However, using the cautionary principle the tree will be included in the pre-clearance inspection for fauna and the presence of hollows has been added to the BAM-C for vegetation zone one.</p>
<b>Delineation of the site area and relationship with the masterplan</b>	
<p>The Grey House precinct area has not been defined clearly in the EIS. If the precinct is part of the Masterplan of Pymble ladies College, please provide</p>	<p>The Grey House Precinct (GHP) has been clearly identified within the EIS. The area for which proposed landscaping and building works has been clearly defined in the Design Report (<b>Attachment B</b>).</p>



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<p>details of inter relationship with the Masterplan, shared parking areas, overall traffic generation, pedestrian connections and shared drop-off/pick-up spaces (if any).</p>	<p>The GHP while a stand-alone application, forms part of the wider existing school campus for which there is initial future materplanning being undertaken. School wide masterplanning is ongoing and the GHP has been designed as the first element of potential future development across the school campus.</p> <p>Further detailed whole of site plans demonstrate the links to parking and pedestrian links (<b>Attachment B</b>). The school will continue to operate as a whole entity with GHP a new facility. There is ample onsite parking and pick-up/drop-off locations utilised by the school. While GHP will be a new purpose-built facility, the overall arrangements of the school would not be impacted.</p> <p>Bus pick up and drop off is located on Avon Road, with parking located internally in two places across the campus. These parking and drop-off zones are all connected by pedestrian pathways and allows access to all facilities across the wider school campus.</p>
<p>The overall Masterplan for the site (prepared in 2019) should be meaningfully tied to the proposed Grey House Precinct plan and landscaping. Further details in this regard should be provided</p>	<p>The 2019 masterplan is being development by Pymble Ladies College for the future strategic planning of the campus. This masterplan has not been submitted or approved by any consent authority and has been presented as part of this submission for background information and to outline the various constraints across the campus. Landscaping and the location of the GHP have been integrated directly into the overall masterplan for Pymble Ladies College and the same consultants are involved in both GHP and the masterplan. The landscaping as part of GHP provides the first new contemporary landscaping on-site, which is anticipated to continue throughout future campus development. It is considered that any future landscaping and development on the site can integrate easily with the proposed GHP. This application is for the GHP and surrounding landscaped area only and does not seek permission for any future masterplanning on the site.</p> <p>As outlined in the EIS as Section 1.8, the previous approved 2013 masterplan was only partially built and the other additional items no longer required. The 2019 masterplan is an ongoing masterplan being developed for the school and has not been approved or submitted to DPIE. The GHP has been incorporated into this masterplan and</p> <p>Include some overall masterplan and landscape areas etc – improved landscape works. GHP is first section of future landscaping strategy</p>



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<b>Social Impact Assessment (SIA)</b>	
The SIA report says, there are no sensitive receivers within 500m of the Grey House Precinct. However, there are a number of childcare services, parks and places of worship within this radius. The SIA should include additional assessment of the impacts of the development on these facilities.	An addendum to the Social Impact Assessment (SIA) ( <b>Attachment G</b> ) has identified the relevant sensitive receivers within a 500m and 1km radius of the proposed development. These receivers were identified within the original assessment and as such the impacts on these have been considered. For clarification a map has been included that shows the location of these
The SIA does not identify the impacts of the intensification of the use of Grey house walkway on the daily lives of the adjoining and surrounding residents on Pymble Avenue, especially residents at 57, 57(A), 59 and 59B Pymble Avenue.	As outlined in the TIA and throughout the EIS, there will be no increased use of the Grey House walkway. This walkway is specifically for local students and the gate at the end of the walkway requires a keycard that allows access. No additional pick up and drop off is proposed in this location. This has further been outlined in the SIA addendum ( <b>Attachment G</b> ).
<b>Details on the plans</b>	
You are requested to submit amended floor plans showing the RL and the setbacks of the building from the boundaries.	Setbacks and RLs have been clearly shown on the revised Architectural Plans as requested ( <b>Attachment A</b> ).

