



northern
beaches
council

PRELODGE MENT ADVICE

Application No: PLM2019/0083

Meeting Date: 16/05/2019

Property Address: 800 Pittwater Road DEE WHY, and
224 Headland Road DEE WHY

Proposal: Alterations and additions including change of use of premises for an educational establishment.

Attendees for Council: Alex Keller (Principal Planner)
Anthony Powe (Landscape Architect)
Patrick Bastarous (Traffic Engineer)
Lea Lennon (Urban Designer)
Robert Barbuto (Principal Engineer)

Attendees for applicant: Jane Hughes (St Luke's School Business Manager)
Peter Tonkin (TZG Architects)
Ian Thompson (Midson Group)
Dannis Macan (Anglican Schools Corporation)
Stephen Earp (DFP Planning)
Amy Cropley (DFP Planning)

General Comments/Limitations of these Notes

These notes have been prepared by Northern Beaches Council (within the former Warringah Council area) on the basis of information provided by the applicant and a consultation meeting with Council staff. Council provides this service for guidance purposes only. These notes are an account of the specific issues discussed and conclusions reached at the pre-lodgement meeting. These notes are not a complete set of planning and related comments for the proposed development and are subject to the Department of Planning "SEARS". A determination can only be made following the lodgement and full assessment of the development application.

In addition to the comments made within these notes, it is a requirement of the applicant to address ALL relevant pieces of legislation including (but not limited to) any SEPP and any applicable clauses of the Warringah LEP 2011, and Warringah DCP 2011 within the supporting documentation of a development application including the Statement of Environmental Effects.

You are advised to carefully review these notes. If there is an area of concern or non-compliance that cannot be supported by the Consent Authority you are strongly advised to review and reconsider the appropriateness of the design of your development for your site and the adverse impacts that may arise as a result of your development prior to the lodgement of any development application.



Site context:

The proposed development is for a change of use at No.800 Pittwater Road Dee Why for occupation by the St Luke's Grammar – Senior School Campus. The proposal includes extensive new works primarily for alterations, additions and extensive refurbishment to 800 Pittwater Road, Dee Why (new senior school campus) as well as additional works within No. 224 Headland Road, North Curl Curl (new sporting facilities).

SPECIFIC ISSUES RAISED BY APPLICANT FOR DISCUSSION

Issue/s Raised	Council Response
<p data-bbox="277 653 354 678">Issue</p> <p data-bbox="277 720 459 779">Heritage considerations</p> <p data-bbox="277 821 505 879">Warringah LEP 2011 Clause 5.10</p>	<p data-bbox="537 680 1256 772">The building at No.800 Headland Road is heritage listed to conserve the semi-circular section in the north-east corner, building front entry and clock tower.</p> <p data-bbox="537 810 1338 930">The proposed building conversion works are extensive and an opportunity exists to re-instate / restore elements of the originality of the main western façade. See Image 1 and Image 2 in Section 2.5 the SEARS analysis by TZG.</p> <p data-bbox="537 968 1344 1087">A heritage report will be required and consideration given to complementing the western façade with landscaping, shading and removal of previously unsympathetic glazing / fenestration that concealed the front pillars and articulation of the street façade.</p> <p data-bbox="537 1125 1325 1215">The bus shelter at the front of the site is heritage listed within WLEP 2011 as item "I5" and 800 Pittwater Road is listed as item "I45".</p>



<p>Issue</p> <p>Urban Design</p>	<p>The site sits adjacent the Stony Range Botanic Garden, is at the confluence of three main arterial roads therefore being within a topographically prominent position. The building is at once viewed as a monolithic structure from ground level and as a building nestled in the backdrop of surrounding residential, industrial, business and urban uses.</p> <p>The proposal meets the criteria for State Significant Development pursuant to clause 15(2) having a Capital Investment Value (CIV) exceeding \$20,000,000. Therefore Council has also made urban design comments for the <i>NSW Department of Planning Secretary's Environmental Assessment Requirements (SEARS)</i>.</p> <p>The PLM information, plans and supporting documentation presented by the applicant describe the spatial qualities and opportunities to be explored by the school. The precedents acknowledged demonstrate the desired expectations of both the architect and the client by virtue of their collaboration to achieve excellence in terms of planning and design. The expectations of Council for the new built form and expressions of these spaces are such that the proposed use can be supported and further collaboration with Council encouraged as the design is progressed. The heritage integrity of the clock tower and semi-circular northern extension are to be maintained.</p> <p>Council encourages the design to embrace or celebrate the original design intent of the building and pursue options to unveil the unsympathetic commercialized changes that have cloaked the mass of the original building. The applicant is encourage to include restoring the integrity of the previously altered proportions, scale, materiality, recesses and expression of the original colonnaded façade to the once awarded (<i>Sulman Medal 1950</i>) - architectural icon.</p>
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Issue	Comments
<p data-bbox="280 352 415 382">Carparking</p> <p data-bbox="280 422 475 480"><i>Part C3 Parking Facilities</i></p>	<p data-bbox="539 348 1308 407">The proposal includes reduction in some of the existing parking areas for the internal changes at 800 Pittwater Road.</p> <p data-bbox="539 443 1325 625">A traffic and parking study will be required. This should include diagrams to clearly identify the total number of parking spaces, the location of each space and to whom each space is allocated. This will include bus parking, visitors, students, pickup/ drop-off zones, teachers and other staff, deliveries, maintenance personnel.</p> <p data-bbox="539 661 1325 814">An analysis will be required to demonstrate traffic movements, including buses entering and leaving the site. The study should also address off site impacts such as the need for cars to use Harbord road and turn into the slip lane at No.242 Harbord Road to cross Pittwater Road.</p> <p data-bbox="539 850 1344 974">The applicant will need to liaise with the RMS to address traffic management issues including “school zone” markings, bus transit, signage, stormwater connections, pick-up / drop-off zones and pedestrian / traffic safety.</p> <p data-bbox="539 1010 1336 1224">A comparison of existing traffic movement and new traffic movements, including the re-distribution of school parking and traffic from No.210 Headland Road. The parking and traffic report (including cars & buses) should provide an overview of the traffic impact between the proposal and the schools facilities at No.210 Headland Road, No.224 Headland Road and No.800 Pittwater Road.</p>



Issue	Comments
<p data-bbox="277 327 444 384">Development Engineering</p> <p data-bbox="277 422 423 478"><i>Part C4 Stormwater</i></p> <p data-bbox="277 516 513 573"><i>Part C5 Erosion and Sedimentation</i></p>	<p data-bbox="542 348 1351 436">The proposal is required to the proposal is designed to comply with the following policies of Council with regard to civil engineering and stormwater management:</p> <ul data-bbox="558 474 1256 617" style="list-style-type: none"><li data-bbox="558 474 1235 506">• Council's PL 850 Water: Water Management Policy<li data-bbox="558 516 1243 573">• Part C4 of the Warringah Development Control Plan (DCP) 2011<li data-bbox="558 583 1256 617">• Warringah Development Specification AUS-SPEC #1 <p data-bbox="542 655 1198 686">Stormwater management requirements are to include:</p> <ol data-bbox="574 686 1351 1251" style="list-style-type: none"><li data-bbox="574 686 1338 743">1) A stormwater management plan is to be prepared addressing <i>Councils Water Management Policy</i> (PL350).<li data-bbox="574 743 1351 936">2) In particular On-site stormwater detention (OSD) will be provided unless the previous redevelopment had provided OSD. If the previous redevelopment of the site provided OSD then a report is to be provided to determine the functionality of the system and how it complies with the current water management policy.<li data-bbox="574 936 1351 1129">3) If the current building has not provided OSD then the stormwater management plan is to detail the provision of OSD in accordance with Councils OSD Technical specification. Please note all post development flows up to the 100 year ARI are to be less then pre developed state of nature flows.<li data-bbox="574 1129 1284 1251">4) Additionally water quality treatment devices are to be incorporated into the stormwater management plan to achieve the water quality objectives of the Water Management Policy. <p data-bbox="542 1289 1289 1377">Stormwater discharge into RMS infrastructure along Pittwater Road must ensure appropriate connections / management to avoid potential traffic hazards.</p>



<p>Traffic Engineering</p> <p><i>Part C2 Traffic, Access and Safety</i></p>	<p>It is recommended that the application include matters addressing the impact of trips generated by the development on nearby intersections. This should include consideration of the cumulative impacts from other approved development in the vicinity, and the need/associated funding for, and details of, upgrades or road and associated footpath improvement works, if required (traffic modelling is to be undertaken using SIDRA network modelling for current and future years).</p> <p>It is recommended that the application include the identification of infrastructure required to ameliorate any impacts on traffic efficiency and road safety impacts associated with the proposed development. This should include details on improvements required to affected intersections (including footpath, road widening, pedestrian refuge islands, etc), additional school bus routes along bus capable roads (i.e. minimum 3.5 m wide travel lanes, and provision of on street kerb side parking), additional bus stops or bus bays.</p> <p>It is noted that the proposal includes changes to the forecourt of No.800 Pittwater Road to include a bus bay for rigid buses. Therefore swept paths must comply with current standards and include details of marshalling areas and details of loading / unloading buses. No private vehicle collection of students is to occur from the street frontage (i.e. Pittwater Road or Harbord Road). The applicant needs to demonstrate no queuing will occur onto Harbord Road or Pittwater Road.</p> <p>Measures to prevent north bound vehicles turning right into No. 800 Pittwater Road and vehicles exiting the site from turning right into Harbord Road should also be considered.</p> <p>It is recommended that pedestrian connectivity with the existing footpath network (e.g. .Tango Avenue) be provided for students active travel needs.</p>
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Transport and pedestrian links

Surrounding residents near St Luke's Grammar School have expressed ongoing concerns over recent years with the increasing traffic and parking congestion in the streets near the school including, Headland Road (to the intersection with Harbord Road), Quirk Street and Tango Avenue. The concept plans should canvas options that ensure adequate facilities in terms of parent pick-up drop-off facilities and student parking that would resolve residents' concerns. Council requests that the concept plans be reviewed to allow ample area / facilities for parents to park at the site or drive safely into the school carpark to drop off / pick up children..

The existing traffic, during school terms, surrounding No.210 Headland Road frequently experiences congested situations on the adjacent road frontages to the school. Access to and from the site at No.800 Pittwater Road is also restricted to northbound traffic and eastbound traffic (onto Harbord Road crossing over Pittwater Road.) Therefore, potential increases in the school enrolment, despite the additional carparking availability at No.800 Pittwater Road, will exacerbate traffic impacts without a proper expansion in off-street parking and pick up / drop off facilities, including bus parking.

The lack of a direct internal access link between No.210 Headland Road and No.800 Pittwater Road raises concerns for pedestrian safety in the daily movement expected between the two sites along Headland Road. It is therefore considered that the future options be pursued to link the two sites properly through the rear of No.222 Headland Road (including No.224 Headland Road as proposed) or the Senior School and Junior School campuses created so they are almost entirely independent.



The impact of trips generated by the development on nearby intersections should include consideration of the cumulative impacts from other approved developments in the vicinity, and the need/associated funding for, and details of, upgrades or road and associated footpath improvement works, if required (traffic modelling is to be undertaken using SIDRA network modelling for current and future years).

The identification of infrastructure is also required to assess methods to ameliorate any impacts on traffic efficiency and road safety impacts associated with the proposed development. This should include details on improvements required to affected intersections (including improved footpath links, road widening, pedestrian refuge islands, etc), additional school bus routes along bus capable roads (i.e. minimum 3.5 m wide travel lanes, and provision of on-street kerb side parking), additional bus stops or bus bays.

It is noted that the proposal includes changes to the forecourt of No.800 Pittwater Road to include a bus bay for rigid buses. Swept paths must comply with current standards and include details of marshalling areas and details of loading / unloading buses. No private vehicle collection of students is to occur from the street frontage of Pittwater Road or Harbord Road. The applicant needs to demonstrate no queuing will occur onto Harbord Road or Pittwater Road.

Measures to prevent north bound vehicles turning right into 800 Pittwater Road and vehicles exiting the site from turning right into Harbord Road should also be considered.

It is recommended that pedestrian connectivity with the existing footpath network (e.g .Tango Avenue) be provided for students active travel needs.

The proposal will be required to address any changes to Council's road assets to address safety improvements or works required to assist parking and traffic management. This may include road widening along Headland Road to accommodate two way traffic, kerb side parking and bus movements, provision of traffic and pedestrian safety measures at the corner of Headland Road and Harbord Road to improve the efficiency of the road network and improve pedestrian safety, works along Pittwater Road (such as pedestrian fencing) and the implementation of a 40km per hour zone. In the longer term, to assist this issue an internal link through the back of No.222 Headland Road would prove valuable and more convenient for safe pedestrian access.

Discussions with Council's Traffic Engineer and further consultation with Council's Traffic committee may be required as the proposal is subject to future development of the design phase.



WARRINGAH LOCAL ENVIRONMENTAL PLAN 2011 (WLEP 2011)

Note: WLEP 2011 can be viewed at [Council's website](#).

Zoning and Permissibility	
Definition of proposed development: (ref. WLEP 2011 Dictionary)	Change of use to existing premises to an educational establishment, including alterations and additions. <i>educational establishment means a building or place used for education (including teaching), being:</i> (a) a school, or (b) a tertiary institution, including a university or a TAFE establishment, that provides formal education and is constituted by or under an Act.
Zone:	B5 Business Development Zone – No.800 Pittwater Road IN1 General Industrial – No.224 Headland Road
Permitted with Consent or Prohibited:	Permitted with consent

Principal Development Standards:	
4.3 Height of Buildings	
Standard	Proposed
11m	To be shown as a single measurement on the section diagrams.
Comment Some areas of the roof will need to be replaced and other sections will be extended for the alterations and additions. Works also include the installation of the lift structure to connect (pedestrian link) between No.224 Headland Road and No.800 Pittwater Road. Changes to No.224 Headland Road principally involve internal refurbishment of the industrial units for sports facilities and associated storage. Note: Building heights are measured from existing ground level.	



WARRINGAH DEVELOPMENT CONTROL PLAN 2011 (WDCP 2011)

Note: The WDCP can be viewed at [Council's website](#).

Part B: Built Form Controls	
Side Boundary Setbacks	
Control/Requirement	Proposed
B6 Merit Assessment of Side Boundary Setbacks	Design details under preparation.
<p>Comment</p> <p>The proposal includes some elements along the side boundary, in particular to create the pedestrian link between No.800 Pittwater Road and No.224 Headland Road. The replacement of the existing carparking and redesign for open space areas enables opportunities for improved treatment of the side setback areas.</p>	
Front Boundary Setbacks	
Control/Requirement	Proposed
<i>Part B8 Merit Assessment of Front Boundary Setbacks</i>	Design details under preparation.
<p>Comment</p> <p>The applicable front boundary setback requires a merit assessment for the front setback to be consistent with adjacent land. The proposal will generally maintain the existing setback line to Pittwater Road and no change is proposed to the setback for Headland Road. The existing front setback is elevated from Pittwater Road and the proposal should address any reconstruction of the footpath connections / vehicle crossover levels. The use of landscaping integrated with the forecourt area (used for bus bay and car access) is supported to ensure a degree of visual connectivity with the adjacent bushland reserve.</p>	
Rear Boundary Setback	
Control/Requirement	Proposed
<i>Part B10 Merit Assessment of Rear Boundary Setback</i>	Design details under preparation.



<p>Comment</p> <p>As with the side boundary setback the proposal includes retaining existing building elements along rear and also creating the pedestrian link between No.800 Pittwater Road and No.224 Headland Road.</p> <p>The replacement of the existing pool and redesign for open space areas enables opportunities for improved treatment of the rear setback. The new structures should be well integrated into the adjacent urban form to reduce their prominence. The lift / stair link may be particularly prominent and opportunities for natural screening in front should be considered to avoid this being silhouette feature at the rear of the site.</p>	
<p>Traffic and Parking</p>	
<p>Control/Requirement</p>	<p>Proposed</p>
<p><i>Part C2 Traffic, Access and Safety</i> <i>Part C3 Parking Facilities</i> <i>Part C3 (A) Bicycle Parking and End of Trip Facilities</i></p>	<p>The majority of parking areas within No.800 Pittwater Road will be reconfigured and a proportion of the existing parking will be converted for new facilities for the Senior Campus. Parking will also be available at No.224 Headland Road. It is expected that a full complement of parking for all teachers and students will be available for the Senior Campus.</p>
<p>Comment</p> <p>Refer to Traffic Engineering and Development Engineering comments on vehicle access and parking, including bus facilities. The DCP supports the provision of bicycle facilities at 2 per 100 full time students. However it is understood that riding bicycles to the school is not encouraged due to the narrow / busy local road network and associated traffic risks in the vicinity of the site.</p>	
<p>Stormwater and Erosion</p>	
<p>Control/Requirement</p>	<p>Proposed</p>
<p><i>Part C4 Stormwater</i> <i>Part C5 Erosion and Sedimentation</i> <i>Part C6 Building over or adjacent to Constructed Council Drainage Easements</i></p>	<p>Design details under preparation.</p>
<p>Comment</p> <p>Detailed stormwater design plans are required and erosion control plans for the site works.</p> <p>A boundary survey will be required to identify the location of site and any easement lines. The WDCP 2011 does not support the construction of buildings over any Council drainage easements.</p>	



Excavation and Landfill	
Control/Requirement	Proposed
<i>Part C7 Excavation and Landfill</i>	Design details under preparation.
<p>Comment</p> <p>The proposal will require excavation and landform changes for site preparation, changes to driveways, carparking and building works. A geotechnical report will be required to address building works and in particular risks where there is excavation close to the boundary and significant structural work.</p>	
Demolition and Waste	
Control/Requirement	Proposed
<i>Part C8 Demolition and Construction Part C9 Waste Management</i>	Design details under preparation.
<p>Comment</p> <p>A detailed demolition plan will be required including staging requirements for different phases of demolition and construction. The School must factor in appropriate time frames for each phase to avoid any “out of hours” work and provide adequate project planning to address amenity / traffic access to ensure minimal disruption to local roads and residents. A detailed construction management plan will be required for each phase of works between the two site.</p> <p>Waste management details are to be provided for the application including the location of waste / bin service areas for the school. A waste management and recycling plan for the demolition and construction period to minimise landfill disposal.</p>	
Landscaping	
Control/Requirement	Proposed
<i>Part D1 Landscaped Open Space and Bushland Setting</i>	<p>New outdoor open space areas and landscaping works within No.800 Pittwater Road.</p> <p>A detailed landscape design under preparation.</p>



Comment

The DCP control for landscaping does not apply to either No.800 Pittwater Road or No.224 Headland Road. However, a landscaping setting is an important amenity and recreational element for educational establishments including considerations to enhance the streetscape (see detailed recommendations within NSW government design guidelines for schools). The PLM plans show substantial works to improve and enhance the landscape setting for No.800 Pittwater Road and limited opportunities for 224 Pittwater Road. Landscaping will form part of the northern setback to the site and the street frontage to Pittwater Road. Some landscape sections may be used to break up the carparking row along the western boundary of No.224 Headland Road.

Selected periphery area of the site will have more or enhanced landscaped open space by the removal of hard surface and redesign of existing landscaping. A lot of the building work is visually prominent due to the location at the intersection of major roads, as well as being between the major centres of Dee Why and Brookvale. Therefore consideration needs to be given to the visual amenity of the development from public places / roads, in addition to functional requirements of the school and heritage conservation.

Landscape treatments need to provide high quality outcomes from all aspects presenting to the streetscape whilst being in harmony with the character of the heritage items of the sites and the Stone Range Reserve. These outcomes should be clearly demonstrated in the proposed works.

Additional landscape areas will provide benefit to both the public domain and the image of the school to large volumes of people / public exposure of the site from Pittwater Road and the surrounding visual catchment.

Noise

Control/Requirement

Proposed

Part D3 Noise

Design details under preparation.

Comment

Potential noise issues are to be addressed within the documentation provided. This should include management of noise during demolition works and potential noise issues from new plant equipment's. A preliminary BCA assessment should be submitted with the development application to ensure noise sources from fixed plant can be adequately integrated to ensure no adverse noise impacts from any nearby sensitive receivers.

Building Bulk

Control/Requirement

Proposed

Part D9 Building Bulk

Design details under preparation.



<p>Comment</p> <p>Building height and scale needs to relate to topography. Large areas of continuous wall planes are to be avoided by varying building setbacks and using appropriate techniques to provide visual relief.</p> <p>Landscape plantings are to be provided to reduce the visual bulk where practicable including edge planting within carparking areas and building setbacks.</p>	
<p>External Colours and Materials</p>	
<p>Control/Requirement</p>	<p>Proposed</p>
<p><i>Part D10 Colours and Materials</i> <i>Part D11 Roofs</i> <i>Part D12 Glare and Reflection</i></p>	<p>Design details under preparation.</p>
<p>Comment</p> <p>A detailed colours and materials scheme will be required. External colours and materials should not detract from the heritage element of the building and opportunities to replace / alter unsympathetic cladding should be pursued.</p> <p>The extensive use of unprotected continuous glazing will require architectural treatment to reduce glare and solar reflection. Changes to the roof profile will similarly require consideration of glare and reflection as the site is overlooked by dwellings on the western side of Pittwater Road and is visible from higher residential land toward Pine Avenue. See previous comments regarding urban design and heritage, including appropriate opportunities to restore the integrity of building's western façade.</p>	
<p>Front Fences</p>	
<p>Control/Requirement</p>	<p>Proposed</p>
<p><i>Part D13 Front Fences and Front Walls</i></p>	<p>Design details under preparation.</p>
<p>Comment</p> <p>Fences are to be constructed to allow casual surveillance, except where there is excessive noise. Gates are not to encroach over the property boundary when opening or closing.</p> <p>Fences should complement the architectural period of the building and be compatible with the streetscape.</p>	
<p>Site Facilities and Side / Rear Fencing</p>	
<p>Control/Requirement</p>	<p>Proposed</p>



<i>Part D14 Site Facilities</i> <i>Part D15 Side and Rear Fences</i>	Design details under preparation.
<p>Comment</p> <p>Site facilities such as bin enclosures are to be fully screened and adequate space provided to ensure waste items can be contained in the waste storage area without items spreading into carparking areas or loading docks. Therefore, the design details should ensure adequate space for school service facilities including fire protection, waste handling and recycling.</p> <p>Any changes to side and rear fencing details should be shown on the plans. Side fences along public land should be open style to assist visual connections to public open space areas.</p>	
<p>Swimming pools and courts</p>	
<p>Control/Requirement</p>	<p>Proposed</p>
<i>Part D16 Swimming Pools</i> <i>Part D17 Tennis Courts</i>	Design details under preparation.
<p>Comment</p> <p>The proposal includes the replacement of the existing indoor pool. This is a major element of the existing building and affects the design and allocation of space at the rear of the site. Additional section plans will be required to be prepared for the pool structure.</p> <p>The refurbishment of outdoor areas include new recreational facilities (sports courts) at No.224 Headland Road within the existing industrial units. Additionally the concept plans for the PLM include an outdoor court in the north-east corner of No.500 Pittwater Road, to replace concrete carparking. The use of synthetic grass for outdoor courts with some perimeter planting is supported if the location is not suitable for natural grass surface.</p>	
<p>Accessibility and Safety</p>	
<p>Control/Requirement</p>	<p>Proposed</p>
<i>Part D18 Accessibility and Adaptability</i> <i>Part D20 Safety and Security</i>	Design details under preparation.



<p>Comment</p> <p>A Building Code of Australia (BCA) report will be required for the proposal, including details addressing disabled persons access. Disabled persons carparking spaces should also be located in appropriate access points.</p> <p>The use of lighting and casual surveillance are appropriate for the site to manage security rather than the use of extensive high fencing that 'walls out' the streetscape. The use of an open forecourt with security fencing behind the building line is considered more suitable for the site.</p>	
<p>Utility Services and Energy conservation</p>	
<p>Control/Requirement</p>	<p>Proposed</p>
<p><i>Part D21 Provision and Location Utility Services</i> <i>Part D22 Conservation of Energy and Water</i></p>	<p>Design details under preparation.</p>
<p>Comment</p> <p>Where utilities are located above ground near the front or side of the site, screening devices should include materials that complement the streetscape or visible areas along the side setbacks. Service structures such as hydrants and electricity substations should be planned for at the design stage so appropriate space is provided within the site / building.</p> <p>Fittings and fixtures should include water and energy savings (including light fittings / sensor lighting and solar panels). Solar panels should be located in the design so that they do not create amenity impacts for residential land or the roofscape.</p>	
<p>Signs</p>	
<p>Control/Requirement</p>	<p>Proposed</p>
<p><i>D23 Signs</i></p>	<p>Design details under preparation.</p>
<p>Comment</p> <p>The use of digital signage boards that may distract traffic on Pittwater Road near the major intersection with Harbord Road and Warringah Road. The applicant should consider the removal of all existing advertising signs on the building and the large illuminated pylon structure at the Harbord / Pittwater road intersection. New signage should be appropriate to the landscaped front setback shown and similar to the style and design the School has used for the main entry off Headland Road.</p>	
<p>Preservation of Trees</p>	
<p>Control/Requirement</p>	<p>Proposed</p>



<p><i>E1 Preservation of Trees or Bushland Vegetation</i></p> <p><i>E7 Development on land Adjoining Public Open Space</i></p>	<p>Design details under preparation.</p>
<p>Comment</p> <p>The site is adjacent Stony Range Flora Reserve and therefore works along the edge of the site (including fencing, excavation and construction) should address the requirements of these parts of the DCP. The applicant will require arborist advice there are mature trees that may be affected by the works. Landscaping along the interface with the adjacent reserve should include endemic plant species to complement the biodiversity of the Stony Range Flora Reserve.</p>	
<p>Landslip</p>	
<p>Control/Requirement</p>	<p>Proposed</p>
<p><i>E10 Landslip Risk</i></p>	<p>Design details under preparation.</p>
<p>Comment</p> <p>The proposal will require detailed geotechnical and engineering advice to address excavation and building works. This includes the creation of the pedestrian link between No.224 Headland Road and No.800 Pittwater Road</p>	

<p>Specialist Advice</p>	
<p>Referral Body</p>	<p>Comments</p>
<p>Referral Body</p> <p><u>Relevant MDCP Clause</u> <i>Roads and Maritime Service</i></p>	<p>Preliminary advice from the RMS regarding traffic management of Pittwater Road, connection to road assets such as stormwater, and any signage fronting the Main road.</p> <p>The use of LED / illuminated signs near main roads is not advisable particularly adjacent busy intersections and bus / pedestrian crossing points and that the adjacent intersection has had a number of serious accidents in recent years.</p>
<p>Referral Body</p> <p><u>Relevant MDCP Clause</u> <i>Transport NSW</i></p>	<p>Any change that may affect the adjacent bus stop or affect service for transit buses near the site due to school traffic should be addressed</p>



Other matters	<p>In the past Council has placed limitations on further incremental increases to the school enrolments.</p> <p>This has been principally due to associated school traffic management problems and insufficient school carparking. Therefore, the any pre-lodgement advice provided by the Northern Beaches Council, should be considered in association with the SEARS to associated with the development application for St Luke's Grammar School.</p> <p>It is recommended that the the school to engage with surrounding residents in order to clarify issues that are of critical concern to them so that the proposal can address and incorporate the appropriate design response</p> <p>The site is also with the area of influence for the <i>Brookvale Structure Plan</i> which should be taken into consideration with the design preparation and supporting documentation</p>
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Relevant Council Policies
<p>You are advised of the following (but not limited to all) Council's policies available at Council's website:</p> <ul style="list-style-type: none">• Applications for Development - Policy for the handling of unclear, non-conforming, insufficient and Amended applications: PDS-POL 140• Stormwater drainage for low level properties PDS-POL 135• Vehicle access to all roadside development: LAP-PL 315• Waste PL 850

Documentation to accompany the Development Application
<ul style="list-style-type: none">• All documents required by the SEAR's for the Department of Planning.• This may include but not be limited to:• Electronic copies (USB)• Request to vary a development standard• Cost of works estimate/ Quote• Site Plan• Floor Plans• Elevations and sections• A4 Notification Plans



- Survey Plan (boundary survey)
- Site Analysis Plan
- Staging / phasing of works plan
- Demolition Plan
- Excavation and fill Plan
- Waste Management Plan (Construction & Demolition)
- Waste Management Plan Ongoing
- Certified Shadow Diagrams
- Schedule of colours and materials schedule
- Landscape Plan and Landscape Design Statement
- Photo Montage and Model (note that council will likely be an enquiry point for the proposal so the model or photomontage should be held at council for the duration of the exhibition period.
- Statement of Heritage Impact
- Driveway design plan for refurbished driveway areas including basement ramps.
- Advertising Structure / Sign Plan
- Erosion and Sediment Control Plan / Soil and Water Management Plan
- Stormwater Management Plan / Stormwater Plans and On-site Stormwater Detention (OSD) Checklist
- Stormwater Drainage Assets Plan
- Geotechnical Report
- Acoustic Report
- Water Sensitive Urban Design Strategy
- Flora and Fauna Assessment
- Traffic and Parking Report
- Traffic Management Plan (operational)
- Construction Traffic Management Plan
- Construction Methodology Plan
- Access Report
- Fire Safety Measures Schedule
- Contaminated / hazardous materials (include potential asbestos materials)
- Environmental Impact Statement
- Social Impact Statement
- Reports, plans and any additional requirements of the NSW Department of Planning for the SEAR's

Please refer to Development Application Checklist for further detail.

Concluding Comments

These notes are in response to a pre-lodgement meeting held on 16/5/2019 to discuss alterations and additions and change of use for an educational establishment at No.800 Pittwater Road and No.224 Pittwater Road. The notes reference preliminary plans prepared by *TonkinZulailakhaGreer* Architects dated 3/4/2019.

Council supports the detailed requirements of the NSW Department of Planning and Environment (the Department) in relation to the built form and urban design to ensure



the proposal maintains and enhances the visual and heritage integrity of the main building at No.800 Pittwater Road, Dee Why. Consideration to the heritage listed bus shelter located adjacent to the front boundary should also be a factor in the context of the broader site circulation strategy. The concept proposal should consider appropriate pedestrian access and landscape strategy connecting the bus shelter to the new senior school. The use of high 'palisade' metal fencing along the Pittwater / Harbord Road frontage would not be considered appropriate by Council and an alternative solution at the building line should be factored in.

Additional considerations are available from the Government Architect (GA) NSW Environmental Design in Schools

The proposal shows the extensive use of glass toward Pittwater Road which is likely to have an impact on the heritage integrity of the building and create visual glare to Pittwater Road. Treatment of this façade requires careful consideration of the material and element treatment, which may include any or a combination of, shading devices or screening treatments. The architectural response should address the heritage nature of the building in its context and environmental surrounds, landforms and topography, both built and natural to provide a sympathetic architectural and urban design response. It is noted that the front elevation was subject to alterations that replaced a front wall with extensive glazing that detracted from the original architectural design.

Based upon the above comments you are advised to satisfactorily address the matters raised in these notes prior to lodging a development application.