

Appendix 1 – Inner West Development Control Plan Assessment

Trinity Grammar School. Summer Hill Campus – The Renewal Project
119 Prospect Road, Summer Hill

| Table 1. Inner West Development Control Plan Assessment | | |
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| Control | Compliance | Comment |
| Chapter A Miscellaneous | | |
| Part 8 Parking | | |
| Bicycle and Motorcycle Parking | | |
| <p>The Inner West Council strongly encourages the use of bicycles and motorcycles as a contribution to more environmentally sustainable transport. Local trips by cycle are often a realistic form of transport. In all areas new development must make adequate provision for cycles to ensure this sustainable mode of transport can be easily used by occupiers of new residential and commercial property.</p> <p>Bicycle and motorcycle parking is to be as detailed below. If your use is not specifically mentioned the nearest comparable use will apply.</p> <ul style="list-style-type: none"> ▪ 1 per 20 employees ▪ Schools: 1 per 5 full time students over year 4. Colleges: 1 per 20 full time students | On Merit | <p>Currently, less than 1% of staff and students ride to school. This is significantly less than recommended by Austroads Guidelines and the IWCDCP. A total of 37 bicycle spaces are proposed. The proposed amount is less than that recommended by the relevant guidelines, however due to the very low demand at present, it is considered appropriate.</p> <p>Bike parking facilities are to be designed in accordance with Standards Australia AS2890.3 (Bicycle Parking Facilities) and are to be provided in well-lit, sheltered and secure locations. Shower facilities in the gym and aquatic centre will be available for those that require the use of an end of trip facility.</p> |
| Parking rates for specific land uses | | |
| <p>Primary Schools - 1 space per equivalent full time employee. Pick-up/set down space for students required on site at a rate of 1 space per 40 students.</p> <p>Space for bus parking on-site is required.</p> <p>Secondary Schools -</p> | On Merit | <p>The school's target population of 2,100 students and projected 321 staff requires 411 car parking spaces. The number of car parking spaces required under the DCP is considered to be excessive and is not consistent with government policies encouraging the use of active and sustainable transport.</p> <p>The proposed development will result in a revised provision of 324 car parking spaces. To support the provided car parking provision, a Green</p> |

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| <p>1 space per equivalent full time employee. Plus 1 space per 8 year 12 students</p> <p>Pick-up/set down space for students required on site at a rate of 1 space per 40 students. Space for bus parking on-site is required</p> | | <p>Travel Plan and Workplace Travel Plan have been developed to contribute to the appropriate use of alternative transport modes and the efficient operation of the parking facility and the surrounding road network.</p> <p>To ensure the proposed kiss and drop facilities operate with high levels of efficiency and safety, the following management practices will be implemented:</p> <ul style="list-style-type: none"> ▪ Traffic control by school staff at internal pedestrian crossing locations; ▪ Traffic control by school staff to direct queued vehicles into vacant kiss and drop spaces; ▪ Organisation of students into general kiss and drop areas by year-group to speed pick-up operations; ▪ Assistance of school staff to load vehicles with children and bags. <p>All car parking and vehicular circulation areas have been designed in accordance with the relevant Australian Standards.</p> |
| Service Areas/ Waste Removal | | |
| <p>Service areas are to be separate from associated car parking</p> <p>Service areas must be able to be accessed off the street by vehicles entering and leaving the site in a forward direction</p> <p>The size and number of service areas and loading docks are to be suitable for the scale and intensity of the use which they serve.</p> | On Merit | <p>Two (2) delivery and maintenance areas, including waste pick up, will be created to service the school.</p> <p>The primary delivery area will be located at the southern side of the existing staff car park. Vehicles will access this area via entrance near</p> |

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| Internal circulation roadways need to be adequate for the largest vehicles anticipated to use the site. | | Yeo Park. Service vehicles will enter and exit the facility from Victoria Street in a forward direction. |
| Service vehicles turning into or out of a road or driveway must be able to complete their turning manoeuvres without crossing the centre line of the public road. | | A secondary delivery and maintenance area will be created on Seaview Street, across the properties owned by the School at 48 and 50 Seaview Street. |
| The number of service areas and loading docks is to relate to the scale and intensity of use proposed. This should be quantified through appropriate use-specific surveys, with the onus on the applicant to justify the facilities proposed. The size of vehicles likely to service the site should be determined. | | In order for delivery vehicles to access the new loading facility adjacent to Yeo Park, the traffic island located opposite the southern access will be removed to accommodate access. It is proposed that a painted island is installed in replacement of the traffic island. In light of the above, the <i>left hand turn only</i> will need to be modified to permit delivery and service vehicles to turn right out of the driveway. |
| In general, long haul transport of bulk goods and multiple destination chain store deliveries such as to supermarkets and major fast-food outlets tends to encourage maximum size vehicles such as articulated vehicles. Local deliveries and small business consignments tend to be delivered in vans, station wagons and small/medium trucks. | | Due to the revised access across the Site, maintenance access will be provided between the two delivery and maintenance areas, via maintenance carts, accessed only by staff. |
| Australian Standard 2890.2-2002: Part 2 Off-street Commercial Vehicle Facilities specifies different design vehicles and their dimensions, covering Small Rigid Vehicles (SRVs), typically about 6.4 m long and with turning circles of about 15.3 m, Heavy Rigid Vehicle (HRV) 12.5 m long and with turning circles typically of about 27.8 m, and Articulated Vehicles (AV), with a total length of about 19 m with turning circles typically of about 26.6 m. Figures 7 and 8 set out the swept paths of Small Rigid Vehicles and Heavy Rigid Vehicles respectively. | | Swept paths analysis have been undertaken to confirm that delivery vehicles can appropriately access both facilities. |

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| <ul style="list-style-type: none"> ▪ For the removal of trade waste, the truck type typically used has a length of 8.8m, width of 2.4m, and turning circle of 21.0m. Figure 9 shows the swept path of this type of vehicle ▪ For residential flat buildings, the position of waste storage bins and access to them by garbage collection vehicles including adequate headroom for mechanical lifting mechanisms is critical and must take into account the type of collection truck and method of collection currently used by Council. ▪ Dimensions of service bays/loading docks are to be in accordance with Section 4 of Australian Standard 2890.2-2002: Part 2 Off-street Commercial Vehicle Facilities. The designer must ensure that the proposed design meets the needs of the proposed development. The design of the apron area in front of the service bays/loading docks is to take into account the type of vehicle to be used. | | |
| E1 Heritage Items and Conservation Areas (excluding Haberfield) | | |
| 2 Heritage Items | | |
| 2.2 External Form and Setting | | |
| <p>C1 Retain features (including landscape features) that contribute to the significance of the item.</p> | | <p>The Headmaster’s Residence and Chapel would be retained in their entirety.</p> <p>The Dining Room, the elevations of the Quad building which front the quad and the quad itself are considered to have contributory value to the place overall. The new development would facilitate the retention of the quad and reinforce is at the heart of the school. The Dining</p> |

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| | | <p>Room and the primary elevations of the Quad Building (to the quad) would be retained in their entirety.</p> <p>The immediate context of the Headmaster’s Residence and the Chapel is defined by mature landscaping. Review of historical aerials of the site indicates that there has consistently been a formal garden in this area of the site. The landscaping has been altered since the construction of the elements however the general landscape character as well as the Chapel Garden and Courtyard and Hurlstone Court contribute to the significance of the items. There are no works proposed within the definable setting of the significant items on the site including to the items themselves.</p> |
| C2 Remove unsympathetic elements and reconstruct significant elements where possible or appropriate. | | <p>The Headmaster’s residence which is one of the two most significant elements on the site is a building originally designed by Horbury Hunt. The building has been substantially altered internally. There may be an opportunity in the future to undertake further research and reinstate the original design intent. However, this area is currently outside the scope of the works and given the primary significance of the building is to the north facade it is not considered necessary at this stage that unsympathetic elements are required to be removed.</p> |
| C3 New work is to be consistent with the setback, massing, form and scale of the heritage item. | | <p>The definable curtilage around the significant items on the site, which is defined by their garden settings would be entirely retained, therefore the setbacks maintained by the appropriately scaled development is considered to be appropriate.</p> <p>There would be no works in the setback of the Headmaster’s Residence from Prospect Road.</p> |

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| | | The separation between the most substantial new development (Teaching and Learning Building – 5 storeys) and the significant items on the site (Headmaster’s Residence and Chapel) would ensure that the higher scale would not dominate the items. The separation is established by the Quad Building, the Quad and the Dining Hill. |
| C4 Retain significant fabric, features or parts of the heritage item that represent key periods of the item. | | There are no works proposed within the definable setting of the significant items on the site including to the items themselves as discussed above. |
| C5 Alterations and additions are to be generally located away from original and intact areas of the heritage item. | | The entire site is within the listed curtilage of the heritage item. However, there are no works proposed within the definable setting of the significant items on the site including to the items themselves as discussed above. The most substantial development would be concentrated to the centre of the site and would have no physical impact on the significant items. |
| C6 Maintain the integrity of the building form (including the roof form and profile) so that the original building is retained and can be clearly discerned, particularly when viewed from the public domain. | | The definable curtilage around the significant items on the site, which is defined by their garden settings would be entirely retained, therefore the setbacks maintained by the appropriately scaled development is considered to be appropriate. |
| 2.3 Interior Elements of Heritage Items | | |
| C1. Minimise change to significant internal room configurations, layouts and finishes of heritage items. | | <p>There are no changes proposed to significant buildings including the Headmaster’s Residence or to the Dining Room which is considered to be a contributory item.</p> <p>The Quad Building has some significance which is vested in its presentation to the quad. It is considered that the proposed changes</p> |

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| | | to the internal room layout is acceptable given it is not identified to be of significance. |
| C2 Generally retain original significant building entrances and associated hallways. | | Not applicable. |
| C3. Locate changes away from main rooms that have intact or significant features. | | Not applicable. |
| C4. New openings in internal walls must retain the structural integrity of the building and should retain significant ceilings and cornices. The ability to interpret original wall positions and room proportions is desirable. | | Not applicable. |
| C5. Retain internal original or significant features including joinery, door sets, fireplaces, flooring, decorative plasterwork, ceilings, etc. | | Not applicable. |
| C6. Avoid locating kitchen, bathroom or laundry fitouts within primary rooms of significance. | | Not applicable. |
| C7. Allow for reversibility of internal changes to significant areas where possible. | | Not applicable. |
| 8.1 Demolition affecting heritage items or within heritage conservation areas | | |
| Heritage Items and Contributory Buildings | | |
| C1. The demolition of heritage items and contributory buildings will not be supported by Council. | | The mapped curtilage of the heritage item includes the entire school however the accompanying Heritage Impact Statement (Appendix 15) has determined that the significant items on the Site are confined to the Headmaster's Residence and the Chapel. Contributory areas are confined to those mapped at Figure 115. No demolition of these items or areas is proposed as part of this application. |

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Trinity Grammar School. Summer Hill Campus – The Renewal Project
119 Prospect Road, Summer Hill

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| C2. Where in exceptional circumstances a development application proposes the full or substantial demolition of a heritage item, or a contributory building the Heritage Impact Statement is to: | | Not applicable. |
| a. the demolition must adequately justify why the demolition is warranted and is acceptable, including the impacts of demolition on the significance of the place or Heritage Conservation Area. include a report by a suitably qualified structural engineer if the demolition is proposed on the basis of poor structural condition; and | | Not applicable. |
| b. include a pest inspection report if the building is a weatherboard building and the condition of the building is cited as a reason for demolition. | | Not applicable. |
| c. Note: Council reserves the right to commission independent heritage, structural engineers or other expert reports in relation to any proposed demolition of a heritage item or contributory building in order to assist with proposal assessment. | | Not applicable. |
| C3. Where partial demolition to facilitate alterations and additions (or similar) is proposed include in the SOHI an assessment of the impact on heritage values of that work, including any alternative solutions that may have been considered. | | Not applicable. |
| C4. If demolition is approved Council will require a full archival recording of the property to NSW OEH Heritage Division standards | | Not applicable. |