

Wilkinson House

Stage 1 of the Campus Masterplan is the redevelopment of Wilkinson House.

The existing Wilkinson House was originally built as an apartment building and later modified as learning spaces. These spaces no longer meet the educational requirements of the school. To enable the delivery of a world class level of education, SCEGGS require new, open and flexible learning spaces.

Due to the limitations of the school footprint and the constraints to the adaptive reuse of the existing Wilkinson House building, the redevelopment of Wilkinson House has been identified as the most appropriate way of delivering these new learning spaces.

The removal and replacement of the building would allow:

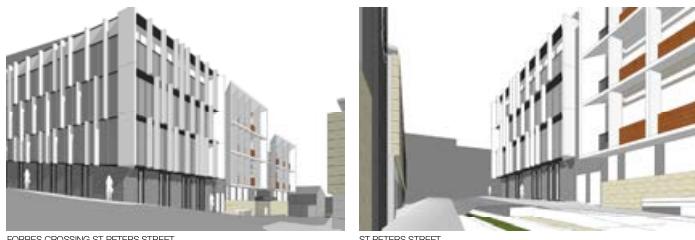
- reconfiguration to provide large open spaces
- flexible and collaborative learning spaces with good access to natural ventilation and light
- alignment of floor levels with the Joan Freeman Building for efficient campus integration
- an additional floor to provide extra learning space
- efficiently integrated services
- improved accessibility, security and amenity.

Heritage considerations

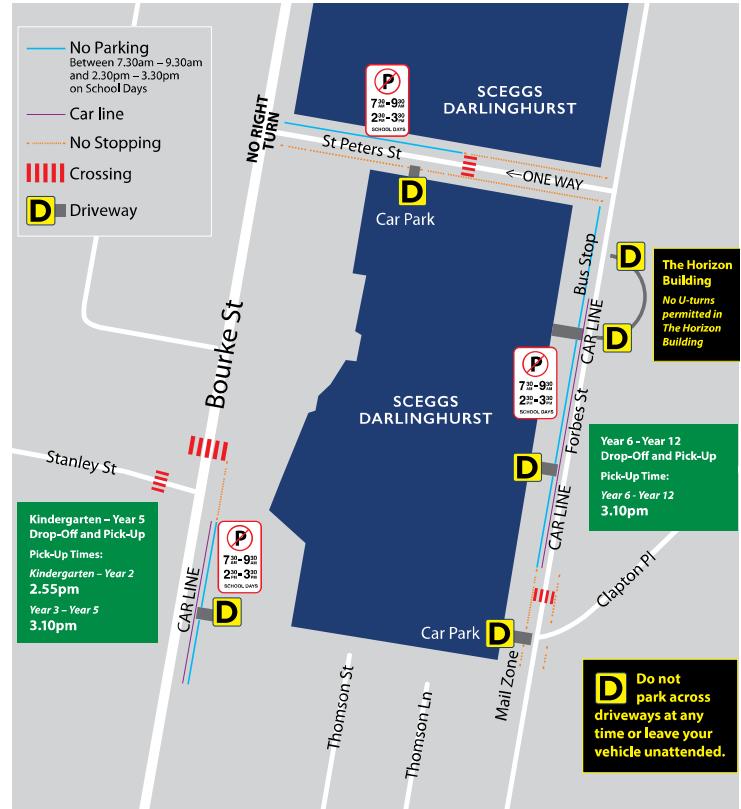
Wilkinson House is a locally listed heritage item and sits within two heritage conservation areas, East Sydney Heritage Conservation Area and William Street South Conservation Area. These will be considered in the State Significant Development Application and a Heritage Impact Statement will be submitted as part of the Environmental Impact Statement.

New Wilkinson House Proposal

- A small increase in height is required to fully integrate the building and conceal the roof plant and services within the roof. The roof plant would be set back from the street and would sit under the approved height of 15 metres.
- Views have been considered as part of the planning process and a view analysis will be submitted as part of the Environmental Impact Statement.
- External lighting would be minimal as the learning spaces would be internal and used primarily during school hours.



Current traffic and parking



SCEGGS Darlinghurst is mindful of our neighbours and aims to ensure safety and minimal disruption of traffic to neighbours.

In response to feedback from our neighbours we have:

- Engaged expert traffic consultants to develop a Traffic and Pedestrian Management Plan, the plan;
 - considers neighbours and reiterates that neighbouring driveways are not to be used as a U-turn bay or for parking
 - encourages safe behaviour, which includes no double parking, illegal overtaking, U-turns or stopping on pedestrian crossings
 - supports ongoing parent /carer education in relation to traffic infringements and signage.
- Encouraged buses to turn engines off when waiting for pick-up/drop-off to minimise air borne pollutants.
- Arranged for traffic control whenever additional buses are required for offsite transportation to events.

- The school currently provides two (2) off-street car parking areas and several on-street parking spaces. These are summarised as follows:
 - Primary School car park – Provides 22 off-street parking spaces, with access via Bourke Street;
 - Secondary School car park – Provides 82 off-street car parking spaces, with access via St Peters Street; and
 - 18 leased on-street parking spaces in a neighbouring private car park on Forbes Street.
- The school also utilises the following on-street pick-up and drop-off parking spaces:
 - Primary School – Provides nine (9) on-street parking spaces on Bourke Street; and
 - Secondary School – Provides nine (9) parking spaces on Forbes Street.



Traffic and access

Traffic and parking has been considered in the planning process.

- An increase of up to 16 additional on-site parking spaces for staff and visitors, reducing reliance on local on-street parking.
- To improve traffic flow a new Primary School pick-up /drop-off area is proposed on-site with access from Bourke Street. This additional on-site pick-up / drop-off area includes 8 short term parking spaces located in the basement car park.
- In attempt to ease congestion, SCEGGS will dedicate a member of staff as a traffic controller at each pick-up and drop-off point to assist the students in efficiently disembarking from vehicles in a safe manner and to usher parents along to ensure a steady flow is maintained.
 - » Drop-off in mornings on Bourke Street has:
 - a dedicated crossing supervisor supplied by school
 - a traffic warden to monitor and enforce drop-off zone supplied by school
 - a member of primary staff to help with a time efficient exit of car to gate.
 - » Pick-up Bourke Street has:
 - a dedicated crossing supervisor supplied by school
 - a traffic controller to monitor traffic and try to ensure smooth flow of traffic supplied by the school
 - two primary staff to load cars and control car pick-up line.
 - » Student Pick-Up Tags identifying students will be displayed in vehicles for Kindergarten to Year 5, allowing cars to be asked to rejoin the queue if students are not ready.
 - » Operate staggered pick-up times
 - Kindergarten to Year 2 pick-up between 2:55pm and 3:10pm
 - Years 3 to 12 pick-up from 3:10pm onwards
 - Year 6 students pick-up from Forbes Street to alleviate traffic congestion on Bourke Street.
 - » Offsite activities are scheduled across all weekdays to dilute the impact of drop-off and pick-up.

- There is no proposal to increase the student numbers, capped at 942.
- The Masterplan proposes a minor increase in Gross Floor Area, with larger classrooms and ancillary uses proposed such as potential for a swimming pool.
- The new Wilkinson House would be used as a learning space and is not expected to generate additional traffic.

Construction Traffic Management

- A comprehensive Construction Traffic Management Plan (CTMP) for Wilkinson House would be finalised on approval of the development application and appointment of contractors, and would be implemented throughout construction. Development of the CTMP would consider feedback from neighbours during consultation.
- Detailed traffic management advice will be included as planning progresses. Development applications will include traffic advice for the further stages of delivery of the Masterplan.
- A Construction Traffic Management Plan will be developed and implemented for each stage of delivery of the Masterplan. Plans will consider the preliminary advice provided as part of the master planning process which will require:
 - » separation of truck movements from any student drop-off/pick-up peak times in the morning or afternoon during school term
 - » delivery trucks to turn off their engines whilst making deliveries at the Forbes Street gates
 - » St Peters Street access maintained to support traffic flow during peak school periods and only used for construction vehicle access outside of these times
 - » relocation of existing on-street drop-off/pick-up areas away from construction areas
 - » provision of works zones to ensure on-street public parking is not utilised
 - » all construction vehicles to park in nearby private parking stations.
- Major delivery days would be programmed (where possible) to occur on special event days (such as swimming carnivals) or outside of school term.



elton
consulting

www.elton.com.au