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David Gibson
Team Leader Social Infrastructure Assessments
Department of Planning & Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Megan Fu

GJY(CIS)

Your ref: SSD7507

29 August 2016

Dear Sir,

**Re: Sydney Church of England Grammar School (Shore)
Physical Education Centre (SSD7507)
Blue & William Streets and Hunter Crescent, North Sydney**

I refer to your letter received on 26 July 2016 inviting Council to comment on the above project.

The following comments are provided:

1. Traffic and parking

Car Parking

The proposed development involves the demolition of existing buildings and construction of a Physical Education Centre and a carpark resulting in a net increase of 38 parking spaces.

The report indicates that approximately 70% of staff travel to and from the site by car. This is a high proportion of staff particularly for a site with excellent access to public transport.

The existing parking provisions already significantly exceed the maximum requirements set out in the North Sydney DCP 2013 (269%). The development proposes an additional 38 parking spaces above the existing provision, which will further exceed the maximum requirements set out in the North Sydney DCP 2013. This is 338% of what is permitted under the DCP.

Council has developed this section of the DCP in accordance with its policies on traffic minimisation. Further, Council's adopted Community Strategic Plan aims to minimise the impact of the private motor vehicle. By restricting the supply of parking, employees are encouraged to consider other forms of transportation which in turn reduces congestion which benefits all road users, particularly pedestrians, cyclists and public transport users.



Permitting any development to increase their parking spaces by 3 times the DCP would entirely undermine the intent and purpose of Council's DCP. North Sydney Council has recognised that increased traffic flow, congestion and parking demand can lead to a loss in residential amenity. Further, congestion leads to reduced levels of service for public transport, through longer journey times and loss of fleet efficiency. For pedestrians and cyclists increased traffic means more difficulty in walking and increased noise levels on roads. This can result in roads that are intimidating environments for pedestrians and cyclists.

It is strongly recommended that the car parking provision be reduced to comply with the limits set out in North Sydney DCP 2013.

Existing Pick-up and Drop-off Facility

The Traffic Report does not assess the operation of the existing pick-up and drop-off facility. Inspections by Council staff have found that vehicles queue significantly onto Union Street during the afternoon pick-up. The internal pick-up queue exceeded the capacity with up to 9 vehicles queuing on Union Street. There are serious safety concerns with these operations as the queue blocks eastbound traffic on Union Street. East-bound vehicles were forced to overtake the queue of 9 vehicles on the wrong side of the road.

This operation should be reviewed as part of the proposed development and plans should include a reconfiguration of the drop-off and pick-up facility to ensure that all queuing occurs on site.



Fig. 1 Queues for pick-up facility extending onto Union Street. Other vehicles overtaking on wrong side of road.

Green Travel Plan

The Shore School Transport Access Guide should be reviewed to place more emphasis on alternatives to driving. The first line of the TAG should state that the School is conveniently located close to public transport hubs. Car parking should be listed at the bottom of the TAG as a last resort, rather than the top.

Conclusion

1. THAT there be no net increase in parking above existing levels (148 spaces)
2. THAT the School be required to review the operation of the existing drop-off and pick-up facility and include a reconfiguration of the drop-off and pick-up facility to ensure that all queuing occurs within the School site and not onto the public road, as part of the proposed development.
3. THAT the Shore School Transport Access Guide be reviewed to place more emphasis on alternatives to driving.
4. THAT a Demolition and Construction Management Program be prepared and submitted to Council for approval by the North Sydney Traffic Committee prior to the issue of a Construction Certificate. Any use of Council property shall require appropriate separate permits/ approvals.

2. Heritage

Heritage Significance

The subject property, being the Shore School, is listed as a heritage item within NSLEP 2013, significant for being: *"Important private school regionally and occupying the property mostly associated with Bernhard Holtermann. Contains a replica of Holtermanns Tower rebuilt in the early twentieth century. A range of buildings occupy the site, the chapel being the most interesting architecturally, the others of less design merit but typical of the type and period, including interesting Inter-War buildings. The newly acquired Graythwaite estate is State-heritage listed. Significance of the school is largely sociological and symbolic. Traces of the original house are believed to be incorporated into one of the buildings. The landscape setting of the school adjacent to the chapel and in front of the Holtermann tower as well as the original Graythwaite site is of significance."*

Significant buildings on the site include:

- The Chapel
- The Dining Hall
- Middle Block
- War Memorial Hall
- School House
- Upton Grange
- Robson House
- Hodges House
- Barry House
- State Listed Graythwaite House is located on a separate site at the western side of the Shore School Campus, physically separated by some distance from the development area.
- The Chapel and Chapel Lawns are adjacent to the development site on its western side

- Robson House is within the development site at the north western corner
- Hodges and Barry Houses are immediately to the north of the development site
- Heritage items in the vicinity include St Peters Presbyterian Church, Church Manse and Grounds (218 Blues Point Road) and Waiwera Terraces at 6 – 8 William Street.
- The site is not located within a Conservation Area. However, the Union/Bank/Thomas Streets Conservation Area is located at the Union Street boundary of the Shore School site
- The buildings at 16 William Street and 4 – 6 Hunter Street are not listed as heritage item and are not located within a Conservation Area

The Proposal

The proposal involves the demolition of a 1970s swimming pool and ancillary structures including a gymnasium, change and weight rooms, and squash courts, and the demolition of the residential flat buildings at 16 William Street and 4- 6 Hunter Street. These buildings will be replaced with a Physical Education Centre comprising an aquatic centre, Multi-purpose Sports complex, classrooms, alterations to the existing 'BH Travers' Building, additional car parking and loading facilities.

Heritage Impact of the Proposal

The applicant has provided a detailed Heritage Assessment and Impact Statement with the Application. This document has been considered in addition to Council's inventory sheets for the significant buildings on the Shore site.

The proposal is not considered to have a detrimental impact on the heritage significance of the Shore School. There will be no impact on the fabric of the significant buildings on the site and minimal impact on their setting. The major views of the significant buildings from the public domain will generally be retained. The buildings that are proposed to be demolished are not considered to be of a particular heritage significance. The structures on the Shore school site originate largely from the 1970s. The flat buildings in William and Hunter Streets originate from the 1940s, and whilst they are intact, they are modest, and are not considered to be particularly good examples of development of that era.

The proposed new buildings is of a contemporary design that is easily able to be distinguished as new works, whilst incorporating design elements and materials that reference the character of the school site. The proposed building, whilst larger in scale than the structures it replaces, is not considered to have any unacceptable heritage impact on the Shore site, the heritage items in the vicinity or the nearby Conservation Area.

Recommendations

The Heritage Assessment and Impact Statement submitted with the application, written by GML Heritage, conclude with a number of recommendations for mitigating any adverse impact on the site.

It is recommended that all of the recommendations of Section 8.0 of the GML report be attached to any approval as conditions of consent. These include recommendations in relation to Built Heritage and Historical Archaeology.

3. Landscaping

1. There are no Street Trees impacted upon by the proposed redevelopment of the properties other than a mature Brushbox growing in William Street outside the entrance to the property near the William and Blue Street. The tree should not be threatened by proposed works and placement of a small financial bond on the tree should ensure that no damage comes to the tree.
2. Whilst there are numerous trees and shrubs to be removed the only trees of significant amenity values, habitat values or horticultural values are trees 18, 33 and 93 of the Arboricultural Impact Statement. The trees are the aforementioned Brush Box (tree 33), a mature Cypress Pine (tree 18) and a mature Spotted Gum (tree 93).

It is proposed to remove tree 18 which whilst a mature specimen is growing in a planter box adjacent to a retaining wall and there is little doubt it will threaten the integrity of both structures in the future, therefore I raise no objections to its removal.

However it would be desirable if the development can be re-designed to accommodate the Spotted Gum. The Arborist has provide commentary on what setbacks from the tree are required for its retention.

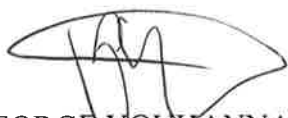
3. The Landscape Plan is lacking any information or detail enabling an accurate assessment of the proposed new plantings. However should the landscape plan include any green walls on the common boundary with the footpath in William Street I would strongly advise that the concept not be supported for a number of reasons, not least of which is risk management on Councils footpath.
4. In conclusion if it is possible to redesign the proposed development to accommodate the Spotted Gum tree it would retain one of the most significant native plantings on the property it would be a good outcome.

4. Planning Controls

The consent authority should be satisfied that the proposed height non-compliance in relation to the multipurpose sports complex is acceptable with regard to the objectives of the control and the adequacy of the clause 4.6 request, in addition to giving detailed consideration to the amenity and other impacts of the proposed non-compliance.

Should you wish to discuss the issues, please do not hesitate to contact the undersigned on **9936 8100**. Draft conditions will be provided under

Yours faithfully,



GEORGE YOUGHANNA
EXECUTIVE PLANNER