



Heritage Council

of New South Wales

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File No: EF14/24005
Job ID: DOC14/239915
Your Ref: DA201400370 CLEN4

Ms Judy Clark
Manager Development Assessment
Marrickville Council
PO Box 14
PETERSHAM NSW 2049

ATTN: JAMES GROUNDWATER

Dear Ms Clark

RE: Heritage Council comments on DA201400370– 200-244 Stanmore Road, Stanmore.

I refer to your letter dated 1 October 2014 requesting comments from the Heritage Council of NSW (the Heritage Council) regarding the above Development Application (DA).

It is noted that this DA relates to demolition of the existing chaplain's residence and Glasson Pavilion, excavation to accommodate new underground Old Boys Sporting Complex & car parking for 219 spaces, reconstruction of Old Boys Oval with synthetic turf, new tennis pavilion, raised tennis court over new vehicle access from Stanmore Road, new college entry forecourt and new signage and landscaping works.

Attached to your letter was a CD containing electronic copies of relevant DA documentation including a Statement of Environmental Effects prepared by Worley Parsons dated 1 August 2014 with its 18 Appendices and a copy of the DA documentation.

I understand that this application relates to a development categorised as being of Regional Significance. In this instance I understand that the Sydney East Joint Regional Planning Panel is the consent authority for the purposes of determining this application.

As Delegate of the Heritage Council I wish to advise Marrickville Council that the Heritage Council has previously issued a S139 Exception, under the *Heritage Act 1977*, for impacts to archaeology related to the above development works in August 2014.

Conditions included in the S139 Exception are:

1. Should any Aboriginal objects be uncovered by the work, excavation or disturbance of the area is to stop immediately and the Office of Environment & Heritage (Enviroline 131 555) is to be notified in accordance with Section 89A of the *National Parks and Wildlife Act, 1974* (NPW Act). Aboriginal objects in NSW are protected under the NPW


Act. Unless the objects are subject to a valid Aboriginal Heritage Impact Permit, work must not recommence until approval to do so has been provided by the Office of Environment & Heritage.

2. This exception does not allow the removal of State significant relics.
3. Where substantial intact archaeological relics of State or local significance, not identified in the archaeological assessment or statement required by this exception, are unexpectedly discovered during excavation, work must cease in the affected area and the Heritage Council must be notified in writing in accordance with section 146 of the Heritage Act, 1977. Depending on the nature of the discovery, additional assessment and possibly an excavation permit may be required prior to the recommencement of excavation in the affected area.
4. Anything done pursuant to this exception must be specified, supervised and carried out by people with knowledge, skills and experience appropriate to the work.

The Heritage Council would have no issue should the Sydney East Joint Regional Planning Panel wish to replicate the above conditions in any approval they may issue for DA201400370.

Inquiries on this matter may be directed to Abi Cryerhall, Senior Archaeologist at the Heritage Division, Office of Environment and Heritage, on (02) 9873 8543 or via email at Abi.Cryerhall@environment.nsw.gov.au.

Yours sincerely



Rochelle Johnston
Manager Conservation
Heritage Division
Office of Environment & Heritage

As Delegate of the Heritage Council of NSW

04 November 2014

SECTION "A" – TOWN PLANNING MATTERS

Item No: A1
Subject: 244 STANMORE ROAD, STANMORE (CENTRAL WARD)
PROPOSED NEW SPORTS COMPLEX & CAR PARK AT
NEWINGTON COLLEGE
File Ref: DA201400370
Author: Ramy Selim – Engineer, Traffic Services

SUMMARY

A Development Application has been received to demolish the existing Chaplain's residence and Glasson Pavilion at the Newington College campus located at 244 Stanmore Road, Stanmore and excavate to accommodate new underground Old Boys sporting complex and car parking for 219 spaces, reconstruction of Old Boys Oval with synthetic turf, new tennis pavilion, raised tennis court over new vehicular access driveway from Stanmore Road, new college entry forecourt and new signage and landscaping works.

It is recommended that the comments of the Pedestrian, Cyclist and Traffic Calming Advisory Committee be received and noted.

OFFICER'S RECOMMENDATION

THAT the following comments of the Pedestrian, Cyclist and Traffic Calming Advisory Committee be received and noted:

The proposed development is supported in its current form, subject to the concurrence of the Roads and Maritime Services to the proposed vehicular crossing, as Stanmore Road is classified as a State Road and is under the jurisdiction of the RMS.

BACKGROUND

A Development Application has been received to demolish the existing Chaplain's residence and Glasson Pavilion at the Newington College campus located at 244 Stanmore Road, Stanmore and excavate to accommodate new underground Old Boys sporting complex and car parking for 219 spaces, reconstruction of Old Boys Oval with synthetic turf, new tennis pavilion, raised tennis court over new vehicular access driveway from Stanmore Road, new college entry forecourt and new signage and landscaping works.

The application is required to be referred to the Pedestrian, Cyclist and Traffic Calming Advisory Committee for consideration under State Environmental Planning Policy (Infrastructure) 2007.

DISCUSSION

Site location & road network

The Newington College Campus is located on the southern side of Stanmore Road at property No. 200-244 and is situated between Middleton and Wemyss Streets, Stanmore (Refer to the attached locality map). The site is in close proximity to Stanmore Railway Station and has frontages to Stanmore Road from the north, Newington Road from the south and College Lane from the west.

Stanmore Road is a two-way State Road that runs east-west between Crystal Street, Petersham and Enmore Road, Enmore. Its intersections with Crystal Street, Merchant Street, Liberty Street and Enmore Road are controlled by traffic signals. It also has a mid-block traffic signal outside Newington College and west of Holt Street, with a pedestrian overpass.

Newington Road is a two-way local road that runs east-west between Albert Street and Enmore Road and is parallel to Stanmore Road. It intersects with a number of local streets including Wemyss Street where this junction is controlled by a roundabout. On-street parking utilisation on Newington Road is usually high due to adjacent Newington College where staff and students tend to park their vehicles during school hours and other sporting events.

Proposed Development

The proposed development is for the provision of new sporting facilities under which there will be a single level car park accommodating a total of 219 vehicles and provision for drop-off and pick-up. The proposal also seeks approval for the provision of a new vehicular access driveway from Stanmore Road to the basement parking level.

Current travel behaviour of college staff and students:

The applicant's traffic consultant report stated that travel questionnaires were completed by a large sample of both staff and students at the College. The key findings of the survey were as follows:

Staff

- There are 177 staff at the college (including permanent and casual staff) and of these, about 130 drive to college (as a car driver), and therefore require parking.
- Approximately 80 staff parked on the college site and approximately 50 staff parked elsewhere, presumably in the streets surrounding the college.
- The average car occupancy for staff arriving at the college was 1.3 people.
- The remaining staff used alternate travel modes, with most of these travelling by public transport (train and bus).
- For the purpose of reviewing trip arrival patterns, 52% of staff (i.e. 92 staff) arrived at the college between the hours of 7:30am and 8:30am.

Students

- The majority of student travel is by public transport, with 53% using buses and trains in the morning and 61% using buses and trains in the afternoon;
- Reliance on private cars for travel is significant, with 38% travelling by private car in the morning and 26% in the afternoon;
- In the morning, 34% of students arrived by car as a passenger, with an average car occupancy of 2.2 persons. In addition, 4% of students arrived as a car driver. The overall 'car demand' is therefore conservatively estimated to be 37 cars per 100 students (noting that a small proportion of students may have arrived in a vehicle with a sibling who was also a student, and therefore the vehicle arrival rate per student may be slightly lower when taking the vehicle occupancy into consideration). If this rate is applied to the total 1,316 student population, this equates to 487 car arrivals and departures in the morning.
- Of these students that arrived at the college by car, 54% arrived between the hours of 8:00am and 8:30am, which equates to 263 car arrivals and departures for the full student population during the peak half hour period, prior to the start of school in the morning.

Traffic Generation & Impacts:

The applicant's traffic consultant report stated that the proposed modifications are intended to cater more efficiently and more safely for the existing requirements of the college. It is expected that the car park will cater for traffic which may be generated by the college, but which is currently parking in the local streets surrounding the college due to a limited parking supply within the site itself.

Furthermore, the existing sports facilities do not meet the college's current demands or requirements, so that external leased sporting facilities are currently required, with staff and students transported to these external facilities by private bus. The improved sports facilities on-site will substantially reduce the need to use external facilities, thereby reducing the external traffic impacts associated with the transfer of staff and students by bus, while also improving the efficiency and convenience of college operations.

The report also determined that the access driveway is expected to operate well within capacity limits, at Level of Service B for the critical movements, and under 50% degree of saturation for the intersection. A kerbside parking restriction on the inbound side of the road of approximately 60m upstream and downstream of the driveway may be required during the PM peak, to enable eastbound traffic to pass traffic turning right into the new car park. It is noted that a clearway exists on this side of the road morning peak, therefore no modifications to kerbside parking arrangement on this side of the road during the morning peak would be required.

The report stated that an assessment of the impact of the development of the intersections of Stanmore Road / Holt Street, Stanmore Road / Liberty Street and Stanmore Road / Enmore Road was undertaken. This assessment assumes that 50% of the traffic entering and exiting the car park is 'new' traffic on the road network. This is considered to be a very conservative assumption, given that the car park is expected to simply relocate demands that presently occur on-street in proximity to the site.

The results of the assessment demonstrated that the proposed development will have a negligible impact upon the operation of these intersections, even based on the conservative assumption that 50% of the traffic entering and exiting the car park is 'new' traffic on the road network. In summary, the impacts of the proposal on the surrounding road network are expected to be positive.

Parking Provision:

The applicant's traffic consultant report stated that the total existing on-site parking provision is 79 vehicles. This is consistent with the results of the travel questionnaires, which indicated that 80 staff parked within the college campus on the survey day.

This compares with a DCP requirement for 90 staff parking spaces but is less than the demand for 130 spaces if on-street staff parking is taken into account. In response, the proposal will substantially increase on-site parking provision by a further 219 parking spaces, which may be used by staff and visitors (including parents) to the college. As such, the proposal will substantially exceed the parking requirements of Council's DCP as well as the current daily staff parking demand. This will significantly improve on-street parking conditions in the locality with the potential removal of all 50 staff cars that are presently parked on-street, which is a significant public benefit.

The additional parking will also serve the expected demands for events at the college. Specifically, the 219 spaces combined with the existing 79 spaces results in a total of almost 300 spaces which will accommodate the vast majority of events throughout the year which for the most part presently rely mainly on on-street parking. This also delivers a substantial public benefit, with significantly reduced reliance on kerbside parking in the locality, to the benefit of local residents.

Vehicular Access:

The applicant's traffic consultant report stated that vehicular access to the new car park under the sports centre is proposed onto Stanmore Road, approximately 110 metres to the west of the Merchant Street intersection and 100 metres to the east of the existing entry to the setdown area and staff car park (see figure below).



This access location on Stanmore Road has been selected for the following reasons:

- It will avoid increasing traffic flows on local streets surrounding the college (e.g. Newington Road and College Lane), and in fact is likely to reduce traffic volumes on these roads, assuming there is some displacement of staff parking and student pick-up and drop-off into the new car park facility;
- It provides separation from pedestrian movements, which will tend to be concentrated around the forecourt near the Holt Street overpass;
- It is the optimum location with respect to level the difference between Stanmore Road and the proposed car park level; and
- It maximises separation from adjacent intersections and driveways on Stanmore Road.

The report also stated that preliminary discussions have been held with RMS regarding the proposed new access driveway onto Stanmore Road, and RMS has advised that it is generally supportive of the proposed driveway, subject to the following issues being addressed and/or considered:

- Predicted turning volumes into and out of the college during the AM and PM peaks.

The car park will completely fill (i.e. 219 entry trips) in the PM peak hour. These trips have been distributed according the existing directional split on Stanmore Road (63% westbound, 37% eastbound).

10% of the car park will empty in the PM peak hour (i.e. 22 exit trips). This is based upon the assumption that significant weekday events (e.g. concerts) will generally be held in the afternoon / evening period and the proportion of traffic entering during the evening commuter peak will therefore be low. These trips have been distributed according the existing directional split on Stanmore Road (63% westbound, 37% eastbound).

- Banning parking opposite the proposed driveway for an acceptable distance, for vehicles turning right into college.

As stated previously, a kerbside parking restriction on the inbound side of the road of approximately 60m upstream and downstream of the driveway may be required during the PM peak, to enable eastbound traffic to pass traffic turning right into the new car park. It is noted that a clearway exists on this side of the road morning peak, therefore no modifications to kerbside parking arrangement on this side of the road during the morning peak would be required.

- Separation of the proposed driveway from the bus zone on Stanmore Road.

The proposed driveway will be located approximately 120 – 130m to the east of the bus zone on Stanmore Road, which is considered to be a more than adequate separation from a safety and an operational perspective.

- Acceptable grading of the driveway.

The driveway has been positioned along Stanmore Road so as to minimise the level difference between the car parking level and the road. The level difference between Stanmore Road and the proposed car park level is approximately 3m – 3.5m, however provision has been made for a ramp into the car park in excess of 35m in length. Driveway grading requirements (including a 6m section at 1:20 inside the property boundary) are therefore expected to be able to be satisfied, but in any case, could be conditioned accordingly.

Parking layout and manoeuvring:

The internal layout of the car parking area is considered to be satisfactory and in accordance with AS2890.1 and AS2890.6.

CONCLUSION

The following comments are to be referred to Council's Planning Section for consideration in determining the development application:

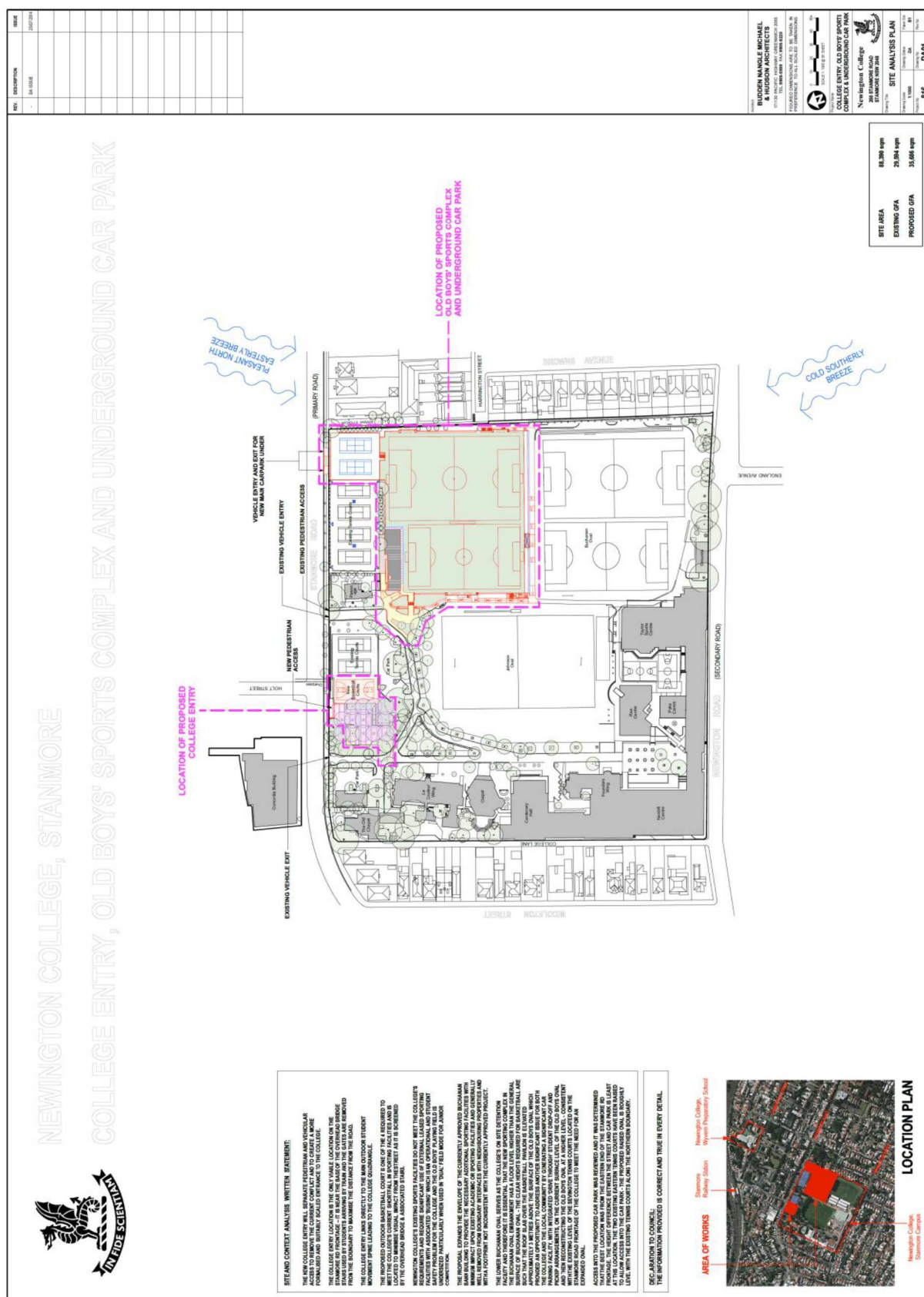
The proposed development is supported in its current form, subject to the concurrence of the Roads and Maritime Services to the proposed vehicular crossing, as Stanmore Road is classified as a State Road and is under the jurisdiction of the RMS.

CONSULTATION

Consultation/notification would normally be undertaken by Council's Development and Planning Services as part of the development application process.

Locality Map – Newington College at 244 Stanmore Road, Stanmore











NSWP TRIM: D/2014/277321

26th August 2014

James Groundwater
Assessing Officer
Marrickville Council
PO Box 14
Petersham NSW 2049



Dear James,

NOTICE OF PROPOSED DEVELOPMENT
APPLICATION NO: DA201400370
APPLICANT NAME: THE COUNCIL OF NEWINGTON COLLEGE
PREMISES: 200-244 STANMORE ROAD, STANMORE

I refer to the Development Application **DA201400370**, to demolish existing chaplain's residence and Glasson Pavillion, excavation to accommodate new underground Old Boys Sporting Complex and car parking for 219 spaces, reconstruction of Old Boys Oval with synthetic turf, new tennis pavilion, raised tennis court over new vehicle access from Stanmore Road, new college entry forecourt and new signage and landscaping works.

In April 2001, the NSW Minister for Planning introduced Crime Prevention guidelines to Section 79C of the Environmental Planning and Assessment Act 1979. These guidelines require consent authorities to ensure that development provides safety and security to users and the community. 'If a development presents a crime risk, the guidelines can be used to justify modification of the development to minimise risk or refusal of the development on the grounds that crime risk cannot be appropriately minimised.

This police response is based on Crime risk, safety and security aspects of the development with regards to the proposed Development Application.

Police have made a number of recommendations in relation to the development site at 200-244 Stanmore Road, Stanmore.

Recommendations

Surveillance

Natural surveillance is achieved when normal space users can see and be seen by others. This highlights the importance of building layout, orientation and location; the strategic use of design; landscaping and lighting. Natural surveillance is a by product of well planned, well designed and well used space.

Police recommend the installation of CCTV to cover the car park and entrances. These areas in general attract potential motor vehicle theft and steal from motor vehicle offences due to there concealment from natural surveillance. Therefore installation of CCTV is recommended and should provide clear footage, with the additional recommendation that the system should be capable of storing up to 14 days of footage. This will assist police with any investigation that may occur.

General comments:

- Entry points should be designed so as to maximise surveillance opportunities to and from these areas from both inside as well as outside.
- Laminated glass walls and windows facilitate supervision of common entry areas.
- Internal car park structures such as service rooms and enclosed fire exits can create significant visual obstruction in car parks. From a criminal's perspective, obstructions reduce supervision and provide opportunities for cover and entrapment.
- The fences around the boundary and throughout the development should not restrict surveillance opportunities and should be constructed of optically permeable materials for this reason.
- Security mirrors should be installed within corridors and on blind corners to enable users to see around blind corners.

Lighting

Lighting should meet minimum Australian standards 1158.1. Effective lighting contributes to safety by improving visibility, increasing the chance that offenders can be detected and decreasing fear.

General comments:

- Lights should not create dark patches which could provide potential concealment areas.
- The walls and ceilings of the car park areas should be painted a light colour. This can assist in reducing power consumption in order to comply with the Australian New Zealand Standards- Lighting.

Landscaping

Landscaping can be used to enhance the appearance of the development and assist in reducing opportunities for vandalism. However, landscaping can also provide concealment or entrapment areas for people involved in criminal behaviour.

General comments:

- Some predatory offenders, particularly rapists, seek pockets and enclosures created by vegetation/landscaping. When selecting and maintaining vegetation, consideration should be given to the possibility of areas becoming entrapment sites in the future.
- A safety convention for vegetation is: lower tree limbs should be above average head height, and shrubs should not provide easy concealment.
- Landscaping close to the building should be regularly maintained to ensure branches cannot act as a natural ladder to gain access to higher parts of the building.

Territorial Re-enforcement

Criminals rarely commit crime in areas where the risk of detection and challenge are high. People who have guardianship or ownership of areas are more likely to provide effective supervision and to intervene in crime than passing strangers. Territorial Re-enforcement uses actual and symbolic boundary markers, spatial legibility and environmental cues to connect people with space, to encourage communal responsibility for public areas and facilities and to communicate to people where they should be/not be and what activities are appropriate.

General comments:

- The boundaries of the development are reasonably well defined and re-enforced by fencing or walls.
- Entries should be legible and inviting.
- Car park design and definitional legibility can help (or hinder) way finding. Knowing how and where to enter, exit and find assistance can impact perceptions of safety, victim vulnerability and crime opportunity. Signage should reinforce (not be an alternative to) effective design.
- Signage needs to be provided at entry/exit points and throughout the development to assist users and warn intruders they will be prosecuted.
- Signage also needs to be provided on the fire exit doors warning users that the doors are to be used for emergency purposes only.

Environmental Maintenance

All space, even well planned and well designed areas need to be effectively used and maintained to maximise community safety. Places that are infrequently used are commonly abused. There is a high correlation between urban decay, fear of crime and avoidance behaviour.

General comments:

- As malicious damage (graffiti) is often an offence caused to such developments, strong consideration must be given to the use of graffiti resistant materials, particularly on the fences, ground floor and areas which are accessible by other structures to reduce such attacks or assist in the quick removal of such attacks.
- A graffiti management plan needs to be incorporated into the maintenance plan for the development. Research has shown that the most effective strategy for reducing graffiti attacks is the quick removal of such material generally within a 48 hour period.

Access Control

Access control is used to increase the time and effort required to commit crime and to increase the risk to criminals. Natural access control includes the tactical use of landforms and waterways features, design measures including building configuration; formal and informal pathways, landscaping, fencing and gardens.

Technical/Mechanical access control includes the employment of security hardware

and Formal (or Organised) access control includes on site guardians such as employed security officers.

General comments:

- The main entry/exit points for this development should be fitted with single cylinder locksets (Australian and New Zealand Standards-Locksets), which comply with the Building Code of Australia.
- Fire exit doors to the development should also be fitted with single cylinder locksets (Australia and New Zealand Standard- Lock Sets) to restrict unauthorised access to the development.
- Any windows should also be fitted with key operated locksets (Australia and New Zealand Standard- Lock Sets) to restrict unauthorised access to the development.

Conclusion

The New South Wales Police have a vital interest in ensuring the safety of members of the community and their property. By using the recommendations contained in this evaluation, any person who does so acknowledges that:

1. It is not possible to make areas evaluated by the NSW Police absolutely safe for members of the community or their property.
2. It is based upon the information provided to the NSW Police at the time the evaluation was made,
3. The evaluation is a confidential document and is for use by the consent authority or organisations referred to on page 1 only,
4. The contents of this evaluation are not to be copied or circulated otherwise that for the purposes of the consent authority or organisation referred to on page 1.

The NSW Police hopes that by using the recommendations contained in this document, criminal activity will be reduced and the safety of members of the community and their property will be increased. However, it does not guarantee that all risks have been identified, or that the area evaluated will be free from criminal activity if its recommendations are followed.

Thank you for the opportunity to comment on this development application. Please contact me via email at heat1aly@police.nsw.gov.au if you require further information relating to this submission.

Yours sincerely,

Alyssa Heath
Constable
Crime Prevention Officer
Marrickville Local Area Command
9568 9259

9 September 2014

Our Ref: SYD14/00926 (A7489376)
Your Ref: DA201400370

The General Manager
Marrickville Council
PO Box 14
PETERSHAM NSW 2094

Attention: James Groundwater

**MODIFICATION TO NEWINGTON COLLEGE STANMORE CAMPUS
200-244 STANMORE ROAD, STANMORE**

Dear Sir/Madam,

I refer to your letter dated 8 August 2014 (Council Ref: DA201400370) with regard to the abovementioned development proposal, which was referred to Roads and Maritime under Section 138 of Roads Act 1993 for concurrence.

Roads and Maritime has reviewed the submitted application and would provide concurrence under Section 138 of the Roads Act 1993, subject to the following conditions being included in any consent issued by Council:

1. The access driveway width is to be minimum of 5.5 metres for at least 6 metres from the property line as per AS2890.1:2004.

The design and construction of the vehicular crossing on Stanmore Road shall be in accordance with Roads and Maritime requirements. Details of these requirements should be obtained from Roads and Maritime Project Services Manager, Traffic Projects Section, Parramatta (Telephone 8849-2496).

Detailed design plans of the proposed vehicular crossing are to be submitted to Roads and Maritime for approval prior to the commencement of any road works.

A plan checking fee (amount to be advised) and lodgement of a performance bond may be required from the applicant prior to the release of the approved road design plans by Roads and Maritime.

2. All vehicles are to enter and exit the site in a forward direction.

It should be noted, the proposed driveway is to provide access to the tennis courts only and deny access to any other internal access road within the development.

Any inquiries can be directed to Jana Jegathesan by telephone on 8849 2313.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Pahee Rathan', with a long horizontal stroke extending to the left.

Pahee Rathan
Senior Land Use Planner
Network and Safety Management