

COUNCIL ASSESSMENT REPORT

Panel Reference	2018SNH018
DA Number	DA56/2018
LGA	Lane Cove
Proposed Development	Construction of a two storey education facility on an existing school site, removal of onsite parking, removal of trees, relocation of multipurpose outdoor sports court, relocation of Outside of School Hours facility, landscaping and all associated works.
Street Address	72A Greenwich Road, Greenwich
Applicant/Owner	Applicant- TSA Management Owner - Department of Education
Date of DA lodgement	27 March 2018
Number of Submissions	Total 28 unique submissions
Recommendation	Recommended for Approval subject to draft conditions
Regional Development Criteria (Schedule 7 of the SEPP (State and Regional Development) 2011	The Development Application is referred to the Sydney North Planning Panel as the development is declared to be regionally significant development pursuant to Schedule 7 of State Environmental planning Policy (State and Regional Development) 2011. The development is classified as Crown Development pursuant to division 4.6 of the EP&A Act 1979 and has a capital investment value of more than \$5 Million.
List of all relevant s4.15(1)(a) matters	<ul style="list-style-type: none"> • Lane Cove Local Environmental Plan 2009 • State Environmental Planning Policy (Vegetation in Non-Rural Areas) • Biodiversity Conservation Act, Environmental Protection and Biodiversity Act • State Environmental Planning Policy No.55 – Remediation of Land • State Environmental Planning Policy (Educational Facilities and Childcare Facilities) 2017 • State Environmental Planning Policy (Infrastructure) 2007 • Development Control Plan, pursuant to clause 35 of State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017.
List all documents submitted with this report for the Panel's consideration	<ul style="list-style-type: none"> • Plans • Notification Map • Existing and Proposed on-street Parking Restrictions • Tree Protection Plan • Combined Submissions • Pick-up and Drop-off Parking • Applicant's feedback to Draft conditions of consent. • Council's response to Applicant's feedback to Draft conditions of consent. <p>Schedule 1 - Draft conditions of Consent</p>
Report prepared by	Michael Stephens
Report date	14 November 2018

Summary of s4.15 matters

Have all recommendations in relation to relevant s4.15 matters been summarised in the Executive Summary of the assessment report? Yes

Legislative clauses requiring consent authority satisfaction

Have relevant clauses in all applicable environmental planning instruments where the consent authority must be satisfied about a particular matter been listed, and relevant recommendations summarized, in the Executive Summary of the assessment report? Yes

e.g. Clause 7 of SEPP 55 - Remediation of Land, Clause 4.6(4) of the relevant LEP

Clause 4.6 Exceptions to development standards

If a written request for a contravention to a development standard (clause 4.6 of the LEP) has been received, has it been attached to the assessment report? Not Applicable

Special Infrastructure Contributions

Does the DA require Special Infrastructure Contributions conditions (S7.24)? Not Applicable

Note: Certain DAs in the Western Sydney Growth Areas Special Contributions Area may require specific Special Infrastructure Contributions (SIC) conditions

Conditions

Have draft conditions been provided to the applicant for comment? Yes

Note: in order to reduce delays in determinations, the Panel prefer that draft conditions, notwithstanding Council's recommendation, be provided to the applicant to enable any comments to be considered as part of the assessment report

Sydney North Planning Panel Meeting 14 November 2018
GREENWICH PUBLIC SCHOOL - 72A GREENWICH ROAD, GREENWICH

Subject: Greenwich Public School - 72A Greenwich Road, Greenwich
Record No: DA18/56-01 - 35229/18
Division: Environmental Services Division
Author(s): Michael Stephens

Property:	72A Greenwich Road, Greenwich Lot 1 in DP 213755, Lot 1 in DP 930301, Lot 6 in DP 1532, Lot A in DP 930344 and Lot 2 in DP 1045301
DA Ref:	DA56/2018
SNPP Ref:	2018SNH018
Date Lodged:	27 March 2018
Cost of Work:	CIV >\$5,000,000 (Redacted for integrity of public tender process)
Owner:	Department of Education
Applicant:	TSA Management

Description of the proposal to appear on determination	Construction of a two storey education facility on an existing school site, removal of onsite parking, removal of trees, relocation of multipurpose outdoor sports court, relocation of Outside of School Hours facility, landscaping and all associated works.	
Zone	R2 Low Density Residential	
Permissible Use	Yes, Clause 35 (1) of SEPP (Educational Facilities and Childcare Facilities) 2017 states that development for the purpose of a school may be carried out in a prescribed zone. A prescribed zone includes the R2 Low Density Residential zone as specified in Clause 33.	
Heritage Status	Yes - Local Item I73 in Schedule 5 of LCLEP2009 "Greenwich Infants School" The site is not located within a Heritage Conservation Area	
Adjacent to Bushland	No - The site is not located adjacent to SEPP 19 Bushland	
Foreshore Area	No - The site is not located within the Foreshores and Waterways Development Area as indicated in the Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005	
BCA Classification	Type 9b (Assembly Building), 10b (non-habitable structure)	
Stop the Clock used	Yes - 54 Days	
Notification	Neighbours	Refer to Neighbour Notification Map (Attachment 1)
	Progress Association	Greenwich Progress Association

Executive Summary

The development application proposes the construction of a two storey education facility on an existing school site, removal of onsite parking, removal of trees, relocation of multipurpose outdoor sport court, relocation of Outside of School Hours care facility, landscaping and all associated works.

The application is required to be referred to the Sydney North Planning Panel for determination as it is considered regionally significant development pursuant to Clause 20 of SEPP (State and Regional Development) 2011).

In accordance with Council's Notification Policy the application was notified to surrounding properties and a total of 31 unique submissions were received. The main concerns related to the heritage significance of the site, removal of trees, justification for the demand for increased student capacity, removal of staff parking and traffic / parking congestion.

The site is zoned R2 Low Density Residential in which permissibility for a school is gained by the State Environmental Planning Policy (School Facilities and Childcare Centres) 2017. The proposed development meets the development standards of the Lane Cove Local Environmental Plan 2009 and is consistent with the Design Quality Principles of the SEPP (School Facilities and Childcare Centres) 2017.

The facilities would cater for an increase in student capacity from 206 to 276, with an increase in staff from 13 to 18. The increased capacity seeks to meet the growing demands of the catchment area given the development within the Greenwich Village and surrounding areas.

The likely impacts of the development have been considered in the context of the R2 Low Density Residential and the adjoining B1 Neighbourhood Centre zones and are sought to be ameliorated or considered reasonable in the context in which the development is proposed.

Draft conditions of consent have been provided to the applicant and agreement reached as to their appropriateness.

The proposed development is suitable for the site and in the public interest. The Application is recommended for approval by the Sydney North Planning Panel subject to draft conditions of consent.

Referral to the Sydney North Planning Panel

The Development Application is referred to the Sydney North Planning Panel as the development is declared to be regionally significant development pursuant to Schedule 7 of State Environmental planning Policy (State and Regional Development) 2011. The development is classified as Crown Development pursuant to division 4.6 of the EP&A Act 1979 and has a capital investment value of more than \$5 Million.

SITE DESCRIPTION

Greenwich Public School caters for primary school aged children and is split over two campuses. The subject site, being the southern campus caters for years K-1, whilst the northern campus, subject of a separate application, caters for years 2-6.

The campus is located within the generally low density residential area of Greenwich. The school fronts Greenwich Road and has secondary frontages to Wardrop Street to the South and Chisholm Street to the east. The primary school is located opposite a row of shops zoned B1 Neighbourhood Centre which provide for small scale retail and business uses that serve the needs of the people who live or work in the surrounding neighbourhood.

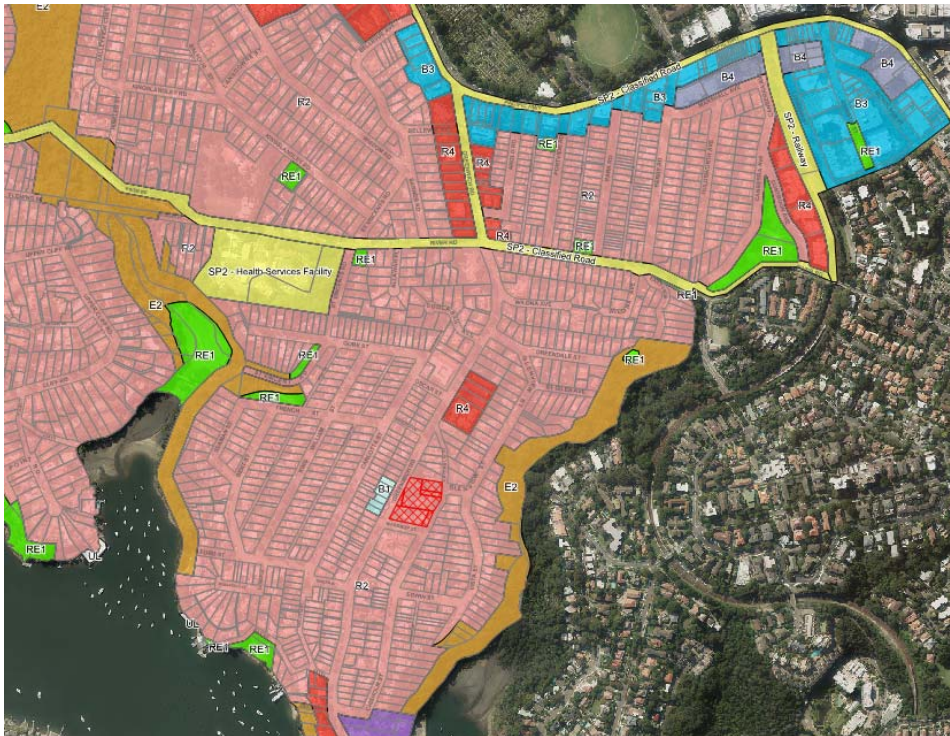


Figure 1. The subject site shown crosshatched in red within the context of the LCLEP 2009 Land Zoning map of the surrounding area. Source - Council's GIS mapping.

The site has an area of 6,237m² and is generally rectangular in shape with an average width of 85m and depth of 70m.

The existing school site comprises the main school building which is two storeys in height and fronts Greenwich Road, a covered outdoor learning space, a multipurpose outdoor sports court, a staff car park for 15 vehicles, an Outside of Hours School care facility (OOSH) and areas of landscaping that include a number of mature trees. It is noted that the existing school is currently operating with three demountable classrooms spread across the site.

The school is located approximately 1.5km from St Leonard's train station and 750m from Wollstonecraft train station. There are bus stops located on Greenwich Road in front of the school that service the 265 bus route which operates between North Sydney Station and the Lane Cove Village via Greenwich.

PREVIOUS DEVELOPMENT

BA1995/339 - Covered Assembly Area

DA2000/63 - Erection of a temporary Demountable Building for an Out of School Hours care facility.

Previous development on the site is not considered to have a bearing on the proposed development given their nature.

BACKGROUND

The upgrades to the Greenwich Public School over both campuses have been proposed by the *Department of Education and Communities* as a part of their \$6 billion investment (previously \$4.2 billion when this project was conceived) in school infrastructure over the next four years (2018-2021).

The State Government introduced School Infrastructure NSW to coordinate asset management across the State.

PROPOSAL

Existing Site Plan

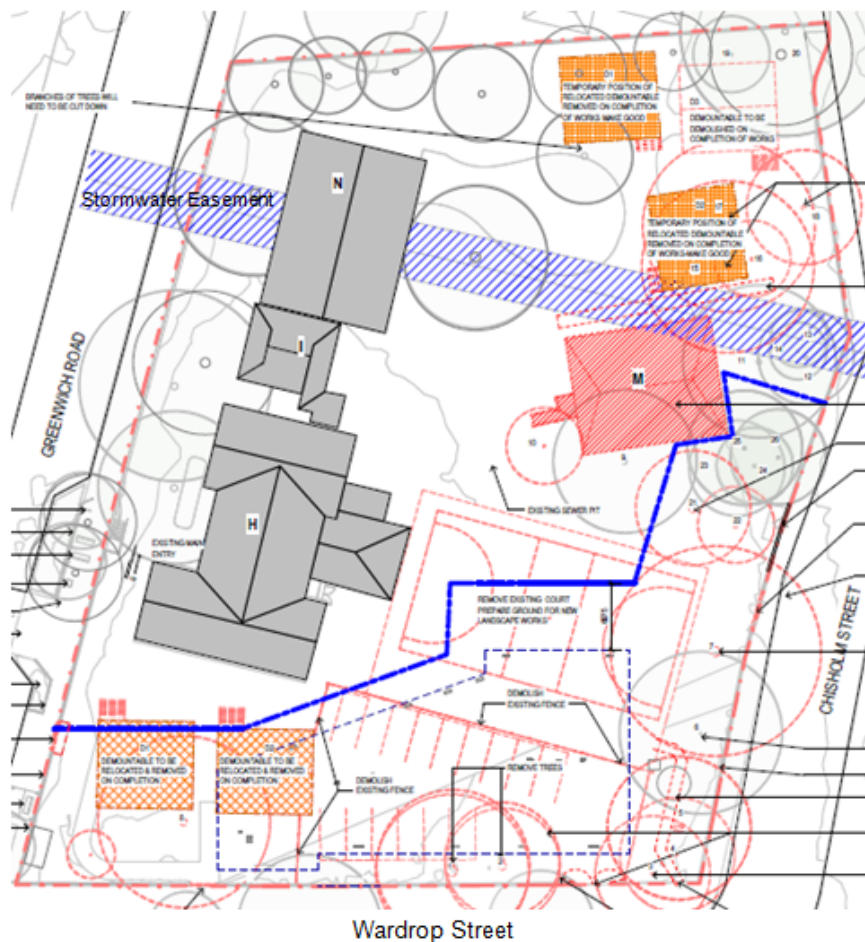


Figure 2. The existing site plan of the school's campus.

Proposed Site Plan

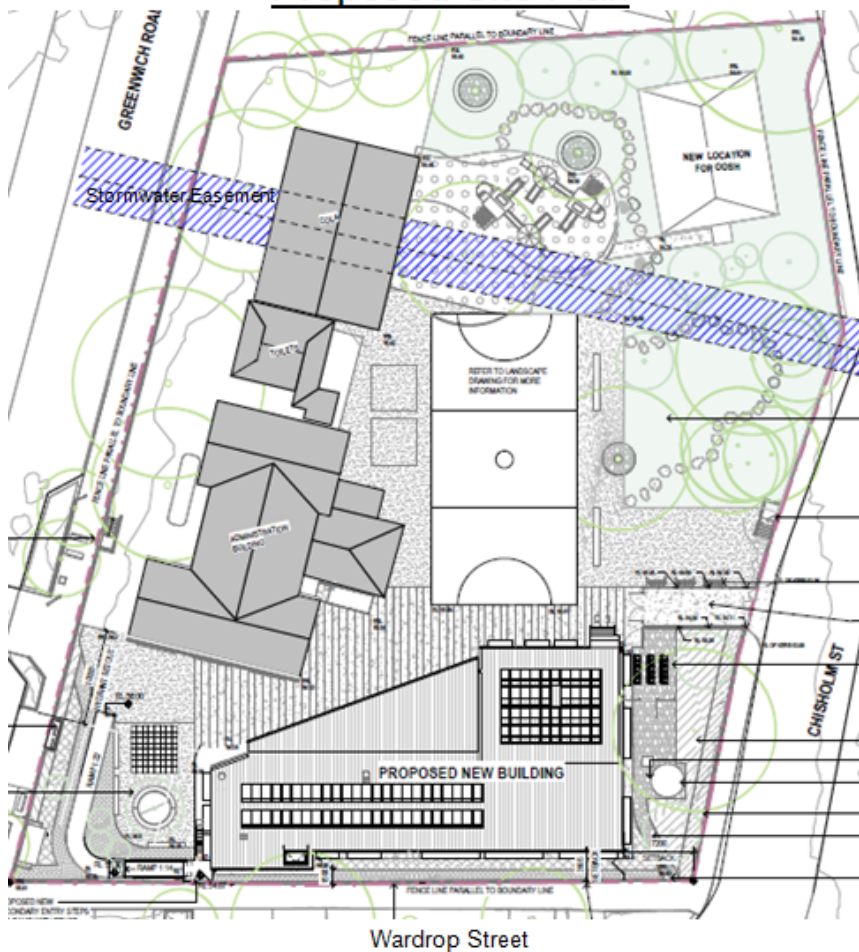


Figure 3. The proposed site plan of the school's campus

The proposal seeks consent for the following works to be undertaken:

- Construction of a two storey education building on the existing at grade car park at the southern side of the site. The building contains 8 homebase rooms (classrooms), four maker spaces (wet areas), two indoor amphitheatres, four group spaces of varying sizes, WC amenities, lift and stair access, storage, and maintenance rooms. 85 solar panels on the roof and rainwater reuse tank provided for use on site.





Figure 3: The proposed street elevations of the new teaching building in context with the existing heritage building.

Proposal continued...

- Conversion of an existing room within the administrative building into a staff room with basic kitchen amenities.
- Temporary relocation of two demountable classrooms from the southern side of the site to the northern side during construction. Followed by the removal of all three demountable classrooms at the completion of the works.
- Relocation and reduction in size of the Outside of School Hours care building from the centre of the site towards the north eastern corner. (Demand reduced as additional OOSH to be constructed at the Kingslangley Campus - DA57/2018)
- Removal of 12 trees throughout the site to which are not retainable due to the proposed development.
- Construction of a new outdoor multi-purpose sports court within the centre of the site to replace the existing court.
- New vehicular access from Chisholm Street for maintenance and service vehicles.
- Two new pedestrian access points to the site from Wardrop Street and Chisholm Street.
- Landscape works throughout the site to allow for replacement canopy plantings, screen planting along Wardrop Street, consolidation of recreation areas, pathways and surface treatments.

The upgraded facilities would cater for an increase in the student population by 69 (25%) from 206 to 275.

The increase in student population would also result in an increase in staff from 13 to 18 (28%) comprising of an additional 4 teachers and 1 administrative staff member.

Crown Development

As the development application was made on behalf of the Department of Education it is classified as Crown Development under the provisions of section 4.6 of the EP&A Act 1979.

REFERRALS

Development Engineer

Council's Development Engineer raises no objection to the proposed development. The new stormwater concept plan which includes an on-site detention system and rainwater reuse system is proposed and draft conditions recommended for its implementation. The on-site detention system would be subject to the creation of a positive covenant registered on the title of the property to ensure its protection and ongoing maintenance.

A new driveway on Council's land is proposed and draft conditions have been recommended.

A total of 18 draft conditions have been recommended should development consent be granted.

The Applicant has raised objection to the imposition of an Infrastructure Bond to the amount of \$10,000. The bond is imposed in accordance with section 4.17(6) of the EP&A act and provides sufficient flexibility for the applicant. A bank guarantee may be accepted in lieu of a cash bond. The applicant has proposed an alternative condition that would require a dilapidation report and any remediation works to be undertaken under the guidance of the Principal Certifier. It would not be appropriate for the principal certifier to oversee works on Council land and would be outside the scope of the Development Consent. Council would accept, however an appropriate bank guarantee to the value of \$10, 000 as an alternative.

Traffic, Transport and Parking

Councils Traffic Engineer has considered the submission of the Roads and Maritime Services and is generally satisfied that the proposed increase in the capacity of the school would increase demand for on street parking, however not have an unreasonable impact on the traffic and parking provisions within of the surrounding area.

The following issues have been considered:

Pick-up and Drop-off Parking

A review of the traffic information highlights that while there would be additional congestion in both morning and afternoons, such is reasonable and within the capacity of the road system to accommodate safe and efficient movement of traffic.

The detailed comments are provided as Attachment 5

Staff Parking

The removal of the staff-parking area raises concern although is not considered to be a determinative issue. The existing car park can accommodate 15 vehicles. It is noted that this was a considerable oversupply for the existing requirements of the site. Based on staff levels and the parking rates provided in *Part R - Traffic, Transport and Parking* of the Lane Cove DCP 2009, the existing school would require just 7 parking spaces. Once the development is complete parking for 9 staff or alternative arrangements would be required. This shortfall in parking can be offset by the use of active transport, public transport and on-street parking in the surrounding streets. Given the limited reliance on on-street parking sought, the proposed development is not considered to unduly impact the availability of on street parking in the surrounding area. The site is considered to be accessible by public transport and the Applicant has proposed to implement a Green Travel Plan.

A Green Travel Plan is a Travel Demand Management mechanism that seeks to encourage a shift from single occupant private vehicle trips and provide solutions for improving transport efficiencies. The intent of a Green Travel Plans for schools is to encourage greater use of public transport, cycling and walking by both staff and students. A draft condition requiring the development and implementation of a Green Travel Plan has been recommended.

Congestion

An analysis of the SIDRA modeling results indicate that the intersections would operate in a similar capacity or condition with the new development.

Planning Comment: In summary, whilst concerns have been noted regarding the traffic and parking arrangements the proposed increase in staff and students numbers can be accommodated subject the implementation of a Green Travel Plan and consultation with the Local Traffic Committee to amend on street parking restrictions.

Arboricultural

Council's Tree Assessment officer is satisfied that the proposed removal of trees is justified given the extent of the development and the degree of replacement planting. There are 26 trees within the site that may be impacted by the proposed development. These trees are a mix of species, mostly native and are generally in good health and structure. It is noted that many of these trees are of high amenity value particularly due to their prominent location. The Applicant's Tree Protection Plan has been included as Attachment 3.

Council's Tree Assessment officer is accepting that 12 trees would be required to be removed in order to facilitate the development due to their conflicting location or high impact created by the buildings footprint and ancillary development such as stormwater services. There would be an expectation that the detailed replacement planting scheme be implemented in order to compensate for the loss in canopy cover and the general landscaped quality of the area. Furthermore the retention, monitoring and protection of the remaining trees on the site is to be carried out in a manner that would allow these trees to be retained in a viable and healthy condition in the long term.

The original proposal required the removal of Trees 15 and 16 to facilitate the relocation of the Outside of School Hours care facility although the Applicant has amended the plans to enable their retention subject to pruning which is acceptable to Council's Tree Assessment officer.

Council's Tree Assessment Officer does not raise objection to the approval of the proposed development and has recommend draft conditions that would ensure that the development at completion would retain a reasonable landscaped quality.

The Applicant has raised objection to the imposition of a Tree Protection Bond to the amount of \$10,000. The bond is imposed in accordance with section 4.17(6) of the EP&A act and provides sufficient flexibility for the applicant. A bank guarantee may be accepted in lieu of a cash bond. The applicant has proposed an alternative condition that would replacement plantings to be installed under the guidance of the Project Arborist and Principal Certifier. It would not be appropriate for the principal certifier to oversee works on Council land and would be outside the scope of the Development Consent. Council would, however, accept an appropriate bank guarantee to the value of \$10, 000 as an alternative.

Landscape Architecture

Council's Landscape Architect is generally satisfied that the proposed landscape plan is suitable for the proposed development and has recommended draft conditions where appropriate to address concerns relating to the planting schedule and ongoing maintenance.

Two of the proposed tree replacement species being *Eucalyptus scoparia* and *Eucalyptus ficifolia* 'Summer Red' (total 10 trees) are not consider appropriate for the site given that they are not locally native, are known to be susceptible to structural weaknesses and would provide insufficient landscape amenity. Council's Landscape Architect recommends that these species be substituted with locally indegionous species such as *Angophora costata* (Sydney Red Gum), *Eucalyptus resinifera* (Red Mahogany) or *Syncarpia glomulifera* (Turpentine). Whilst it is recommended that larger trees are planted in their place it is noted that the applicant has proposed a greater number

of replacement plantings than the 1:1 ratio of removals required. Council would be satisfied with a replacement ratio of 1:1 provided the species listed above are utilised.

Council's Landscape Architect raises no objection to the approval of the proposed development and has recommended draft conditions that would ensure the landscaped character of the area and the school is reasonably maintained.

Planning Comment: The recommend draft conditions have been provided to the Applicant who have not raised any concerns to the required changes to the Landscape Plan.

Building Surveyor / Access

Council's Senior Building Surveyor is satisfied that the proposed development is capable of achieving compliance with the Performance Requirements of the Building Code of Australia (2016) based on the Deemed-to-satisfy provisions. It would be appropriate that any outstanding technical compliance matters are addressed during the preparation of detailed Crown Certificate plans pursuant to section 6.28 of the Act.

The assessment outlined that disabled access must be provided from the main allotment boundary to the new building and linked to the administrative building, outdoor recreation areas and OOSH building by accessible ramps or pathways. It is also indicated that disabled access *should* be provided from the Chisholm street frontage.

Planning Comment: It is considered that the provision of disabled access from Chisholm Street would not be viable as the location of the excavation required would conflict with significant trees that are to be retained. The Wardrop Street entry is most appropriate given the proximity to the disabled parking space on Wardrop Street and the central location that the ramp access provides disabled access into the core area of the school.

The Applicant's Traffic Impact Assessment has also recommended that the existing Disabled Parking Space located on the southern side of Wardrop Street be relocated to the northern side of the street to improve the access arrangement. A Draft Condition has been recommended in order to have this considered by the Local Traffic Committee and implemented by the proponent.

Disabled access has been provided within the school including all areas normally used by the school patrons in accordance with part D of the BCA and complying with the 'Design and Construction' requirements of Australian Standard AS1428.1-(2009)

Certain fire safety upgrades and infrastructure are to be incorporated into the site including; a fire hydrant system, smoke detection and alarm system, emergency lighting, illuminated exit and directional exit signage, portable fire extinguishers, construction standards and the provision of two exit staircases providing egress from the new building.

Council's Principal Building Surveyor raised no objection to the proposed development and has outlined draft conditions of consent should an approval be granted.

Environmental Health and Waste

Council's Manager of Environmental Health has commented on the following issues:

Acoustic

The Acoustic Report by GHD has considered both the intrusive noise impacts for students and emission noise impacts for the surrounding residents and made recommendations that are to be implemented as conditions.

Contamination

An environmental site assessment was undertaken by JBS&G utilising a desktop review and soil sampling in conjunction with geotechnical investigations already undertaken. The site has been used as a school since 1907. Investigations within the area of the proposed new building discovered approximately 300-400mm of fill material consisting of brown silty clay with some trace gravel and organic matter. There was found to be no unacceptable contamination risks based on the sampling undertaken. The presence of two contaminants were attributed to the asphalt material covering the parking area and not soil impacts.

JBS&G confirm that no further investigation or management of contamination is required.

Waste storage and collection

The weekly functioning of the School and Outside of School Hours care facility would result in the accumulation of waste at the following rates:

- 6 x 240L recycling bins and;
- 9 x 240L waste bins.

The proposed development includes a storage bay for the required number of bins with access to Chisholm Street for weekly kerb-side collection by a commercial contractor. Given the limited volume and collection frequency this solution is considered to be adequate. It is recommended that collection of the waste receptacles is restricted to the hours of 7am to 7pm given the location within a low density residential area.

The recommended draft conditions have been provided to the Applicant who have not objected to the restriction in collection hours.

Heritage

Council's Heritage Advisor is satisfied that the proposed development responds to the heritage significance of the existing school building and other items in the surrounding area.

The site is listed as Item 173 in Schedule 5 of LCLEP2009 and is also listed on the Section 170 Stage Agencies Register (Heritage Act 1977). There are also three other local heritage items in the vicinity of the school being;

- 70 Greenwich Road, a two storey Federation residence immediately to the north of the school site'
- Streetscape elements in Greenwich Road, Robertson Street and Bay Street
- 111/113 Greenwich Road, pair of semi detached dwellings.

The heritage significance of the site is gained due to the original two storey brick classroom and admin building and its extension to the north. There are various ancillary elements on the site including demountables, a cover outdoor learning space and various landscape elements that bear no heritage significance.

The siting of the proposed building in respect to the location and prominence of the original building is critical and maintains the heritage significance of the site. The new building provides separation between the two buildings and is setback from the Greenwich Road building alignment

reducing its visual prominence from the more critical streetscape. The siting and lower ridge line of the new building is considered to be appropriate in order to allow the original building to be the dominant element as viewed from Greenwich Road. The proposed building clearly delineates itself as a modern element although is complementary to the original. The truncated roof form, general articulation, small scale window opening and sun awnings assist in breaking down the bulk and scale of the new element.

The extent of landscaping to be removed should be minimised, however the proposed replacement planting particularly the focal planting at the corner of Greenwich Road and Wardrop Street would provide screening to the new element and compliment the original when viewed from Greenwich Road.

The proposed building is considered to have no adverse impact on heritage items in the vicinity of the site given that there is no visual link with these properties.

Council's Heritage Advisor raised no objection the proposed development and has not outlined the need for any conditions of consent where an approval is to be granted.

Environmental Planning and Assessment Act 1979 - Section 4.15 Evaluation

(a)(i) Provisions of any Environmental Planning Instrument

Lane Cove Local Environmental Plan 2009

Zone Objectives and Land Use Table

The site is zoned R2 Low Density Residential pursuant to the Lane Cove Local Environment Plan 2009. *Schools* are not a permitted use within the R2 zone by the LCLEP2009, however the development is permissible as the R2 zone is a 'prescribed zone' within the SEPP (Educational Facilities and Childcare Facilities) 2017. Development for the purpose of a School is permitted within a prescribed zone.

Clause 4.3 Height of Buildings - Complies

The site has a maximum building height of 12m.

The proposed development has a maximum height of 11.3m and would therefore comply with the development standard.

Clause 4.4 Floor Space Ratio - Complies

The site has an area of 6474m² and has a maximum permitted Floor Space Ratio of 0.5:1 which equates to a GFA of 3237m².

The proposed Gross Floor Area would consist of:

- New Building: GFA = 672.70m²
- Existing Building: GFA = approximately 850m²
- OOSH: 175m²

Floor Space Ratio = approx GFA 1697.7m² / site area 6474m²
= approx 0.26:1

The proposed development has a FSR of 0.26:1 and would therefore comply with the development standard.

Clause 5.10 - Heritage Conservation

The relevant objectives of the clause are to:

*“(a) to conserve the environmental heritage of Lane Cove,
(b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,...”*

Schedule 5 of the Lane Cove Local Environmental Plan 2009 identifies the site as a local heritage item. The item is recorded as having the following statement of significance:

“The earliest remaining school built for the suburb belonging to its period of suburban consolidation with development occurring along the peninsular away from the Point and up towards the railway. The school building is a fine building of substantial quality, typical of many of Sydney’s suburban educational facilities of its day”

The impact of the proposed development on the heritage significance of the school has been assessed by Councils Heritage Advisor above. The design of the proposed education building is considered to have regard to its context in proximity to the item. The scale and setback of the new building would remain subservient to the prominence of the original building particularly when viewed from the streetscape of Greenwich road. The use of neutral and recessive toned finishes is sympathetic to the bolder red brick and sandstone materials of the main building.

Furthermore, works to the site to remove demountables would have a positive impact to the heritage significance whilst the landscape planting throughout the site seeks to maintain the overall environmental character of the site and assist in softening the new buildings by providing proportional screening.

It is noted that some minor internal works are proposed to the original school building to convert a classroom to a staff room. The internal alterations are of no consequence.

Section 7.11 Development Contribution Plan

The proposed development is exempt from Council’s Section 7.11 Development Contribution Plan.

State Environmental Planning Policy (Vegetation in Non-Rural Areas)

The proposed development seeks consent to the removal of 12 Trees as identified in the Arborist Report by ‘Birds Tree Consultancy’ dated 4 December 2017 and amended plans dated 14 May 2018. The report has identified the species, size and location of each tree and discussed the impact of the proposed development making recommendations as to which trees are to be retained, pruned or removed. Council’s Tree Assessment officer has reviewed the information provided and raises no objection to the revised proposal.

Biodiversity Conservation Act, Environmental Protection and Biodiversity Act

The vegetation on the site is highly disturbed and with a large proportion consisting of historic plantings. The vegetation generally does not include mid storey or ground cover vegetation and would have limited resilience to enable regeneration. Holistically the site does not represent any Plant Community Type listed under the Biodiversity Conservation Act.

It is noted that one individual species listed as threatened; being the *Eycluptus Scoparia* (Tree 7) is proposed to be removed. The specimen is planted and is not endemic to the Sydney Region. The single tree does not make up a community and its removal would not have a significant impact on the viability of the species. A referral under the Biodiversity Conservation Act or Environmental Protection and Biodiversity Act would not be required.

No threatened fauna were recorded on site and no limiting habitat was present. Appropriate draft conditions have been recommended that would ensure that in the unlikely event that nests or fauna are located in trees approved to be removed, that this would be undertaken by a fauna ecologist and those animals suitably relocated.

State Environmental Planning Policy No.19 – Bushland in Urban Areas

N/A

State Environmental Planning Policy No.55 – Remediation of Land

Pursuant to clause 7(1)(a) of the SEPP the consent authority can be satisfied that the land is not contaminated.

An Environmental Site Assessment was undertaken by JBS&G utilising a desktop review and limited intrusive investigations. The site has been used as a school since its construction in 1907. The specific building area is used as a staff car park and appears to have been filled in order to create the on grade parking. The bore hole samples within the proposed building footprint indicate that fill to a depth of 300-400 mm is present. The fill is characterised as brown sandy silty clay with some trace gravel and organic matter. There was a presence of TRH and PAH (Hydrocarbons) within the sampling which is attributed to the asphalt surface and not the soil.

It is concluded that there are no unacceptable contamination risks based on the sampling results at the campus and for abundant caution Draft Conditions have been recommended to ensure that potentially contaminated soils are stored safely and disposed of accordingly.

State Environmental Planning Policy No.64 – Advertising and Signage

No advertising or signage is proposed.

State Environmental Planning Policy (Educational Facilities and Childcare Facilities) 2017

Part 4 Schools - specific development controls.

Clause 35 - Schools- development permissible with consent

Pursuant to clause 35(1) development for the purpose of a school is permissible within a prescribed zone. The R2 Low Density zone is identified as a prescribed zone pursuant to clause 33.

Clause 35(6)(a)

The sub-clause requires that seven design principles as set out in Schedule 4 of the SEPP must be considered. The following table addresses each principle;

Design Principle	Proposed Development
Principle 1- context, built	The new building is sited sympathetically to the existing heritage

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Design Principle	Proposed Development
form and landscape	building and particularly addresses the secondary frontage of Wardrop Street. The bulk and scale of the building complies with the LEP development standards. The building replaces the existing on grade parking and is considered a more efficient use of space on site. Areas of landscaping and outdoor play spaces have been consolidated and maximised throughout the site which is assisted by the removal of demountable class rooms, relocation of the OOSH building and reconfiguration of the multipurpose outdoor recreation court.
Principle 2- sustainable, efficient and durable	<p>The proposed development encompasses the whole site and incorporates various elements that contribute to the environmental sensitivity of the design.</p> <p>Natural light and ventilation is maximised and controlled by the orientation of the building, separation to the existing building, use of high / raked ceilings and provision of window louvers and awnings.</p> <p>The roof area is utilised to incorporate solar panels reducing the schools demand for grid electricity.</p> <p>The design incorporates sensitive urban design measures including rainwater reuse onsite from the roof of the new building.</p> <p>The building is to be constructed utilising durable and low maintenance materials as specified in the Educational Facilities Standards and Guidelines.</p>
Principle 3- accessible and inclusive	The proposed new building, modifications to the existing building and new site access creates an accessible and inclusive environment for students, staff and visitors.
Principle 4- health and safety	The design of the new building and maximised outdoor spaces provide high levels of amenity for students and staff. The provision of natural light, ventilation and landscaped external areas are all ideal elements of the design.
Principle 5- amenity	<p>The proposed development incorporates significant upgrades to both internal and external learning and play spaces. The internal learning spaces maximise natural light and ventilation to the varying spaces and uses.</p> <p>The visual impact of the proposed building is reduced by its siting, articulated design, finishes, the provision of screening landscaping and its sympathetic design in respect to the existing heritage building.</p> <p>Noise impacts to neighbours are ameliorated by the incorporation of acoustic absorbing material and appropriate setbacks from boundaries.</p> <p>The location, design and separation of the new buildings prevent overshadowing impacts to nearby neighbours.</p>
Principle 6- whole of life, flexible and adaptive	The design strays away from traditional classrooms and incorporates home bases and adaptable breakout spaces and varying sized group areas. This approach is consistent with modern educational practices. The building is to be constructed utilising durable and low maintenance materials as specified in the Educational Facilities Standards and

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Design Principle	Proposed Development
	Guidelines.
Principle 7- aesthetics	The bulk and scale of the new building is considered to be appropriate for the site and in context with the existing heritage building. The proposed finishes are generally neutral and seek to be subtle and subservient to the bolder colours and finishes of the existing building. Elements of articulation and changes in materials add to the visual interest of the building.

Clause 35(6)(b)

The clause requires that the consent authority must take into consideration: *“(b) whether the development enables the use of school facilities (including recreational facilities) to be shared with the community.”*

Whilst the proposal does not immediately propose the specific use of school facilities to be shared with the community, the proposed school facilities would not restrict the future use of school facilities including the outdoor recreational space outside of school hours for appropriate community activities.

Clause 42 - State significant development for the purpose of schools

The proposed development does not constitute State Significant Development.

Clause 57 - Traffic Generating Development

Pursuant to clause 57 (1) and (2) the proposed development would result in the development accommodating 50 or more additional students and was referred to the Roads and Maritime Services.

Pursuant to clause 57:

(3) the consent authority is to take into consideration:

(a) Roads and Maritime Services Submission

The RMS raises no objections to the proposed development although has noted that the surrounding local roads are congested and concerns have been raised in the Local Traffic Committee for Councils attention. The RMS advised that Council should be satisfied with the proposed development in terms of its impact on the road network and if any subsequent mitigation measures are required.

No conditions were recommended.

(b) Accessibility of the site:

(i) efficiency of movement of people and freight to and from the site and the extent of multi-purpose trips, and

The impact of the increased numbers of vehicle trips required to drop off and pick up students has been considered. The efficiency of these drop off and pickups has been addressed by recommending changes to the parking restrictions on Wardop Street and Chisholm Street. There would be sufficient capacity to cater for the morning and afternoon peaks.

Drops offs and pickups can often be multi-purpose trips as parents then travel to and from work, visit the neighbourhood shops or take their children to after school activities.

There are limited requirements for freight and equipment to travel to the site and would generally be accommodated outside of school hours.

(ii) the potential to minimise the need for travel by car, and

The applicant has included in the Traffic Impact Assessment report the parameters for preparing a Green Travel Plan. The Green Travel Plan would be a mechanism to manage the travel demand of the site and seek to encourage a shift away from the use of private motor vehicles. The parameters outline the key tasks associated with producing a site specific plan and address both staff and students. A draft condition requiring the development and implementation of a Green Travel Plan has been recommended consistent with the Applicant's Traffic Impact Assessment.

(c) Potential traffic safety, road congestion or parking implication of the development

The proposed development does not raise any traffic safety issues. The proposed driveway on Chisholm Street is adequately setback from the apex of the corner to establish sightlines and would be of minimal use, particularly during school hours. The provision of additional short-stay parking spaces for parents to drop off and pick up students without having to cross roads would be the safer option.

Whilst there is some observed congestion during the peak drop off and pick up times this is generally limited in its intensity and length. The afternoon peak is generally more condensed to align with school finish time whilst the morning drop off is somewhat spaced out. The proposed additional short stay parking spaces to facilitate drop offs and pickups would assist in accommodating the additional trips generated by the development.

The impact of the development on the availability of on-street parking is minimal. The limited demand generated by staff that do not have alternate travel arrangements can be accommodated by the availability of on-street parking in the surrounding area.

Clause 57(4)

Pursuant to clause 57(4) the consent authority must provide Roads and Maritime Services with a copy of the determination. This action has been included in the recommendation of the report.

State Environmental Planning Policy (State and Regional Development) 2011

This application is captured by Part 4 of the SEPP which provides that the SNPP is the consent authority for this application.

State Environmental Planning Policy (Infrastructure) 2007

Pursuant to clause 104 of the Infrastructure SEPP 2007 certain development types specified in Schedule 3 are required to be referred to the Roads and Maritime Services as traffic generating development. Educational establishments, which by definition include schools, were repealed from the Schedule following the commencement of the State Environmental Planning Policy (Education Facilities and Childcare Facilities) 2017 on 1 September 2017 and are now addressed under that policy. This report addresses SEPP (Education Facilities and Childcare Facilities) 2017 above including the requirement to refer the application to the RMS for comment.

(a)(ii) Provisions of any draft EPI

The subject site is not affected by any provision of a Draft EPI.

(a)(iii) Provisions of any Development Control Plan

Pursuant to clause 35 of State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017 any provision of a Development Control Plan that specifies a requirement, standard or control in relation to development for the purpose of a school is of no effect, regardless of when the Development Control Plan was made.

Regardless of the above, the Lane Cove Development Control Plan 2009 does not provide specific controls relating to development for the purpose of Schools. More specific matters such as tree removal, landscaping, access, heritage and traffic have been dealt with by the specific internal and external referral staff as outline earlier in this report.

(b) Likely impacts of the development

Social

The public school is a key piece of public infrastructure for the local community. The proposed upgrades to the School would have a positive social benefit for the surrounding community by providing increased capacity and upgrades to the teaching environment within the school.

Economic

The school is a public asset owned by the state. No adverse economic impacts are attributed to the upgrading of the schools facilities. There is likely to be some economic benefit for surrounding shops within the Greenwich Village Shops given the moderate increase in patronage by staff and parents.

Character

The proposed new school building and associated works within the site are consistent with the character of the existing school and its location within the neighbourhood. The design, scale and finishes of the new building is subservient to the existing heritage listed school building and seeks to harmonies with the character of the school.

Traffic and Parking

There would be an increased impact to the on-street parking demand during school days due to the removal of staff parking and particularly at drop off and pick up times given the increase in student numbers. However the comments provided by the Roads and Maritime Service and Council's Traffic Engineer indicate that such impacts can be accommodated in the surrounding streets and are reasonable subject to a number of recommendations being implemented.

Critical Draft conditions have been recommended that would require:

- A Green Travel Plan to be developed and implemented;
- Consultation with the Lane Council Local Traffic Committee relating to parking increasing parking restrictions on Chisholm Road at drop-off and pick-up times and the amalgamation of the School Bus Stop on Wardrop Street with the existing Bus Stop of Greenwich Road.

Acoustic

Noisier activities such as outdoor spaces or internal group spaces are located and orientated towards the centre of the site reducing their impact on surrounding residential receptors. The new building

forms a barrier to the residential receptors to the south and locates the quieter home bases on that side of the building. Appropriate external wall, roof/ceiling and glazing treatments assist in maintaining appropriate levels of both intrusive and emission noise criteria.

Visual Privacy

The proposed building is located at the southern side of the site and is separated from any surrounding residential dwelling by the surrounding streets. Any view gained towards surrounding residents would be towards their streetscape and not into dwellings or overlooking areas of private open space.

Environmental

The removal of trees in order to provide for the proposed development has been offset by the provision of significant and high quality replacement planting. The intention of which is to screen the development, provide efficient spacing to increase canopy cover and shading, and contribute to the overall landscape quality and character of a central public facility within the locality.

The trees to be removed do not make up an ecologically endangered community and would not have any impact on threatened species endemic to the area,

Overshadowing

The design, location and siting of the proposed building would not result in adverse overshadowing the nearby residential properties or public recreation areas. There is some overshadowing created by the new building at 3pm that would affect the front setback areas of two dwelling houses located on Chisholm Street although would not adversely impact the amenity of either property.

(c) Suitability of the site for development

The existing school site is considered to be suitable for the proposed development given its existing establishment within the local community. The site is located centrally within the Greenwich area opposite the neighbourhood centre shops. There is an increased demand for additional public school spaces within the catchment area.

(d) Submissions

The Development Application was publically notified by Council to a large area surrounding the campus which is primarily residential and includes the neighbourhood shops located opposite.

The Department of Education and Communities undertook separate consultation both prior to and during the assessment of the Application.

In total 28 unique submissions were received from residents of separate households, two from community associations and one from a local business. (See Attachment 4)

The main concerns raised in order of prevalence were, traffic/parking, demand for increased capacity, bulk and scale, removal of trees and impacts to the heritage building.

The concerns raised have been summarised, grouped and comments provided below:

- *Loss of onsite staff parking and resulting impact on surrounding streets and the removal of onsite parking should be accounted for by the provision of basement parking.*

Comment: The existing staff car park with capacity for 15 vehicles far exceeded the parking requirement for the 13 staff (some of which were part time). The proposed development is likely to generate demand for 9 vehicles given the parking rates outline in Part R of Council's Development Control Plan which would have an impact on the availability of on-street parking. In order to reduce the demand for on-street parking it is recommended that a Green Travel Plan be implemented to provide long term strategies that encourage the shift from single occupant private vehicles to alternate transport methods. The site is serviced by public transport and bicycle access routes. There is still likely to be an impact on the availability of on-street parking during school days although is considered reasonable in the circumstances. The suggestion to provide basement parking was addressed by the applicant who indicated that the construction of onsite basement parking would be unnecessary in their opinion given the limited impact to on-street parking and would not be in the public interest as the prohibitive cost of construction would compromise the delivery of the upgrades to the campus that would best benefit the students. The overall on-street parking demand created given the recommended methods to ameliorate the impacts is considered acceptable.

- *Traffic congestion and queuing in surrounding streets*

Comment: Council's Traffic Engineer's have assessed the SIDRA modeling provided and report that the intersections would continue to operate at around the same capacity.

- *Impact of Traffic during construction*

Comment: The proponent is required to develop a Construction Traffic Management Plan prior to the commencement of work. It is noted that the Department of Education seeks to undertake a portion of the intensive work during school holiday periods when there is no traffic demand created by the School.

- *The requirement for the scale of upgrade and justification for the number of classrooms and learning spaces given the current demand is questioned. Suggestion that the breakout spaces are a poor use of space and if removed would reduce the size of the building and provide additional play space.*

Comment: The proposed upgrades replaces the existing demountable classrooms, increases the student capacity by 69 students and provides additional and adaptive learning spaces designed in accordance with the new *Education Facilities Standards and Guidelines* which strays away from just providing traditional classrooms. The provision of outdoor recreation space has been provided in accordance with the provisions of the *Educational Facilities Standards and Guidelines*.

- *Concern that the height of the proposed building is excessive.*

Comment: The proposed building is maintained within the maximum building height permitted by the LCLEP 2009 for the site and is designed to be lower than the roof of the original heritage building to prevent it from detracting from the heritage significance of the site.

- *Concern that the Outside of School Hours care facility capacity is to be reduced despite increased in school capacity.*

Comment: The current Outside of School Hours Facility services both the Greenwich Road and Kingslangley Campus. Given that the Kingslangley campus proposes its own facility (DA57/2018) this would remove the need for students and staff to travel between campuses after school hours and allow for a reduction in the size of the Greenwich Road campus facility.

- *Concern that outdoor play space hasn't been increased and the loss of sporting facilities.*

Comment: The site planning seeks to consolidate the outdoor spaces and focus around the core of the school and meets the minimum requirement of 10m² per student as specified in the *Educational Facilities Standards and Guidelines*. The quality and functionality of this space has been improved including a new multi-purpose sports court. The inefficient use of space created by the existing car park and demountable classrooms has been removed.

- *Loss of significant trees particularly along the Wardrop Street and Chisholm Street frontage.*

Comment: The removal of trees has been considered by Council's Tree assessment officer, landscape architect and heritage advisor. The proposed removal of any tree is regrettable, however are minimised so far as to allow for the development to be undertaken and replacement plantings are of a quality, location and density to best provide for the amenity of the School and screen elements of the built form.

- *Either a greater number of trees be retained or where not possible there be an equal number of large replacement trees to provide shady areas appropriate for the play areas.*

Comment: It is agreed that the required removal of significant trees to accommodate the proposed development on a constrained site is unfortunate. The landscape plan has been assessed and draft conditions recommended that would ensure that at a minimum the trees removed are replaced at a ratio of 1:1 and that they are of an appropriate species, size and would be maintained throughout their establishment period.

- *The arborist report has not addressed the temporary location of demountables or the proposed OOSH and OSD locations.*

Comment: Additional information was sought and amendments made to address the staging of works and enable the retention of Trees 15 and 16 that previously were proposed to be removed.

- *The submission of the Lane Cove Bushland Society questioned the removal / impact of a number of trees; T3, T4, T7, T8, T10, T15, T16, T18, T21, T22 for various reasons.*

Comment: Council's Tree Assessment officer has assessed the requirement to remove trees on the site and has considered the arboriculture impact of the development with respect to existing encroachments, building footprints and underground services. The removal of these trees is considered reasonable in order to accommodate the proposed building footprint, recreation spaces and ancillary works required to increase the capacity of the school to provide for the needs of the current and future community. The replacement planting proposed seeks to retain the overall landscaped character of the site and the area.

- *Suggestions that the proposed built form is unsympathetic to the original heritage building.*

Comment: The location, bulk and scale and design of the new building with regard to the original building has conceptualised in consultation with Council's Heritage Advisor and is considered to not detract from the heritage significance of the original school building. The original building remains the dominant element of the Greenwich Road Streetscape whilst sufficient separation, external finishes and plant screening is provided to reduce the visual imposition of the new building. The new building is intended as a juxtaposition to the old building to delineate itself from the original heritage fabric.

- *Either the separation between the old and new building be increased to prevent the appearance from Greenwich Road of them being connected or trees planted between.*

Comment: Within the constraints of the site the proposed building has been setback from the existing heritage building to provide visual separation. The design of the new building is also sympathetic but contrasting to the existing building to further delineating the two. The landscape plan includes a feature tree and smaller trees to assist in screening and softening the built form of the proposed building.

- *Air-conditioning should be provided within the classrooms.*

Comment: The proposed building utilises a number of Environmentally Sustainable Design mechanisms to assist in providing natural ventilation. The Department of Education assesses the need for air-conditioning under the School the *Infrastructure NSW - Cooler Classrooms Program*.

(e) Public Interest

The proposed upgrades to the Greenwich Public School are considered to be in the public interest. The school is a critical piece of public infrastructure that directly services the needs of the surrounding community. There is an ongoing demand for additional public school spaces potentially to be accelerated by proposed rezoning within the St Leonard's South area. The siting of the new school building is considered to be the most efficient use of space and provides for the increased capacity of the school and provision of outdoor space despite some impact to the occupation of on street parking surrounding the campus.

CONCLUSION

The Development Application has been assessed in accordance with Section 4.15 of the Environmental Planning and Assessment Act 1979.

The proposed development is considered to result in a major public benefit by providing for the education needs of the local community. The increased student capacity would seek to meet the demands of the growing population within the area.

The proposed use is a permitted use within the zone pursuant to the SEPP (Educational Facilities and Childcare Centres) 2017 and meets with the development standards and mandatory consideration of the Lane Cove Local Environment Plan 2009. The facilities are designed in accordance with the 7 Design Principles of the SEPP (Educational Facilities and Childcare Centres) 2017 and are based on the Department of Education's "Educational Facilities Standards and Guidelines".

The proposed building is sympathetic to the heritage context of the site and is of a bulk and scale appropriate to the site's constraints and the local character of the area.

The impacts on parking and traffic movements have been considered and can be accommodated within the existing road network. There would be an increase demand for on-street parking by staff and for short-term parking at drop-off and pick-up times by parents. In order to ameliorate these impacts draft conditions have been recommending requiring the implementation of a Green Travel Plan and consultation with the Local Traffic Committee to amend local on street parking restrictions.

The submissions from surrounding residents, businesses and community groups have been considered and addresses accordingly.

The proposed development is considered to meet the objectives of the Lane Cove Local Environmental Plan, R2 Low Density Residential Zone and the Design Principles outlined in the State Environmental Planning Policy (Educational Facilities and Child Care Centers) 2017 and is therefore recommended for approval by the Sydney North Planning Panel subject to Draft Conditions.

The proposed expansion and upgrade of the Greenwich Road school campus is strongly supported and represents a considered and well designed facility that would continue to serve the local precinct.

REPORT ATTACHEMENTS

The following attachments have been provided to the panel in addition to this report and are numbered 1 through 7.

1. Notification Map
2. Existing and Proposed on-street Parking Restrictions
3. Tree Protection Plan
4. Combined Submissions
5. Attachment 5- Pick-up and Drop-off Parking
6. Applicant's feedback to Draft conditions of consent.
7. Council's response to Applicant's feedback to Draft conditions of consent.

Schedule 1 - Draft conditions of Consent

RECOMMENDATION

- A. That the Sydney North Planning Panel as the consent authority grant development consent to Development Application 2018SNH018 for construction of a two storey education facility on an existing school site, removal of onsite parking, removal of trees, relocation of multipurpose outdoor sports court, relocation of Outside of School Hours facility, landscaping and all associated works at 72A Greenwich Road, Greenwich, subject to the conditions outlined in Schedule 1
- B. That the Council provide the RMS with a copy of the Determination pursuant to Clause 57(4) of SEPP (Educational Facilities and Childcare Centres) 2017.

Michael Mason
Executive Manager
Environmental Services Division

ATTACHMENTS:

There are no supporting documents for this report.