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File Ref: PAD21/0043

26 October 2021

Urbis Pty Ltd
Angel Place, Level 8, 123 Pitt Street
SYDNEY NSW 2000

Dear Sir/Madam

Pre-Application Discussion No. PAD21/0043

Proposal: Upgrade of on site parking facilities to a basement car park and increasing student capacity

Property: 16 Allies Road, Barden Ridge

Council is committed to achieving quality built outcomes for the benefit of residents and the broader community. The Pre-Application (PAD) process is intended to assist in this goal and I appreciate you taking the time to attend.

The PAD (MS Teams) held on 23 September 2021 regarding the above development proposal was attended by Annette Birchall (Team Leader), Benjamin Buchanan (Development Assessment Officer) and Bruce Powe (Traffic Engineer) who attended the meeting on behalf of Council. The applicants representatives included Giselle Moore and John Whittingham (AJC Architects), Kasia Balsam (PTC Consultants), John Ishak and Peter Watters (Sutherland Shire Christian School) and Sarah Horsfield and Anna Wong (Urbis - Planning consultant).

The purpose of this letter is to provide a summary of the issues discussed at the meeting and provide information that will assist you complete a development application (DA). Council cannot provide you with certainty on the determination of the proposal until a DA has been lodged and assessed.

Your DA will need to be supported by a Statement of Environmental Effects addressing all relevant Environmental Planning Instruments, and the detailed planning controls contained in Council's Draft Development Control Plan.

The Site and Proposal:

The site is located off the northern side of Allies Road, midway between Euston and Fawkner Place. The property is 142.3m wide and the Allies Road frontage, 243.84m deep along the eastern boundary and has an area of 3.572ha. The land slopes moderately from west to east. Natural features of the site include numerous mature trees spread around the perimeter, particularly along the frontage and around the open spaces adjoining the drainage and transmission line easements. The site is traversed by a 7.3m wide drainage easement and 45.72m wide easement for overhead transmission lines.

The site is accessed from Allies Road via a circular driveway, accommodating school bus parking, drop off and pick up. This driveway also leads to a rear staff car park to the west and northern end of the site.

The proposal is to formally increase the approved student numbers and construct a part basement carpark with new access from Allies Road at the eastern end of the site frontage. An increase in student numbers from 750 to 950 is sought with a variation buffer of 20 (total 970 students). The proposed new basement parking design is to accommodate 80 spaces, removing existing rear located parking space to be utilised alternatively.

The property is within Zone SP2 Infrastructure - Educational Establishment under the provisions of Sutherland Shire Local Environmental Plan 2015 (SSLEP 2015). The proposed School is a permissible form of development within this zone.

SSLEP2015 indicates that the site is mapped as Class 5 acid sulphate soils. These specific characteristics of the site will need to be taken into consideration when preparing your DA.

Comments on the Proposal:

The following comments are provided in respect to the concept plans presented for consideration at the meeting.

1. Student Numbers / Capacity

In discussion and via documentation submitted, Council is advised that the school is currently operating at a 2022 enrolment level of 920 students. An application is to be lodged seeking a 950 student capacity with flexibility for an additional 20 students to cater for enrolment fluctuation. The proposed student capacity increase is therefore almost 30% (29.33%).

A key matter identified in relation to increased student numbers is traffic and parking implications which is discussed further below. The school is currently operating in excess of the currently approved 750 capacity. These matters will be considered upon lodgement of a development application and following formal neighbour notification and receipt of any submission at DA stage.

The operations for 920 students in excess of approved 750 capacity are assumed to be accommodated in existing building/class rooms that may not be fit for long term purpose. It should be confirmed how the existing infrastructure can accommodate this additional 30% increase to student population without new /altered classroom works. Reference to a future masterplan was discussed at the PAD meeting. Some clarity as to the objectives of the plan should be provided, and details on how the increased capacity is accommodated on site and if new classroom infrastructure will be necessary to accommodate the increase to the student numbers sought by this upcoming DA.

An application to accommodate a 30% increase in students is to be supported with details of how these students are accommodated within current infrastructure.

2. Traffic and Parking

Council's Senior Traffic Engineer has provided preliminary comments based on the Works in Progress (WIP) Traffic and Parking Study submitted following the PAD meeting. The key comments are summarised below:

- The school is currently exceeding its 750 student cap with current enrolment of 919 students.
- The school plans to expand to 970 students over time. Traffic modelling undertaken in the study indicates that the surrounding road network does have sufficient capacity to accommodate the 970 students.

From a traffic perspective there is no initial objection to the current proposed changed parking arrangements and ingress/egress point, however, there are significant environmental concerns with this location.

The traffic study includes a review of the existing and 3 alternative locations for an entry/exit to the car park and recommends location 4 (current proposal)

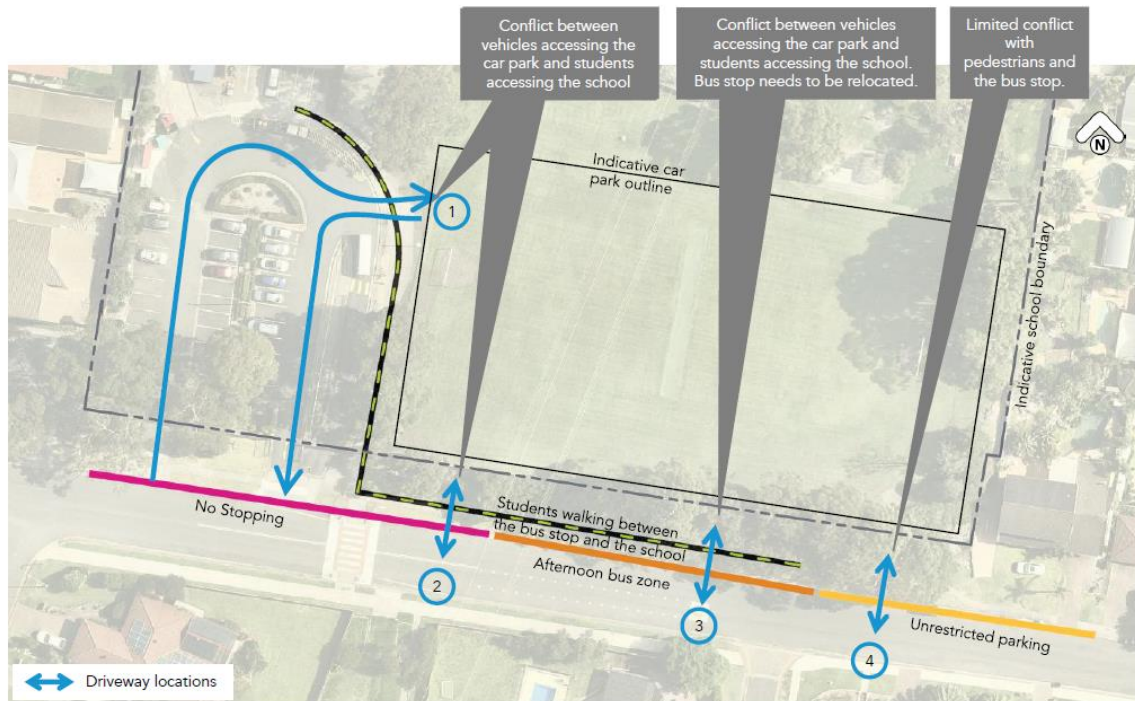


Figure 56: Driveway location discussion

Based on the assessment locations 2 and 3 are not supported.

However, whilst location 4 remains supportable from a traffic perspective, location 1 is the preferred location for the following reasons:

- The car park is for the use of staff only on school days
- The traffic study notes that the school already manages the staff and student arrival time such that staff arrive prior to student arrival and depart after students' departure, meaning that the conflict between students and staff vehicles is minimal. An additional supervisor can be located at the driveway to manage any conflicts, should they arise.
- It internalises entry/exit to the car park thereby minimising the number of conflict points in Allies Road and maintaining greater flexibility for use of the existing kerb space in Allies Road
- It removes any potential safety impact on sight distances for vehicles exiting the car parks caused by buses waiting in the bus zone in Allies Road.

Whilst not discussed in the traffic report, location 1 does have the disadvantage of being located at the high point of the car park which may present some architectural/engineering challenges for ramping to the car park floor level.

Recommendation:

- Location 1 be further pursued.
- A future condition of consent require the school to produce a green travel plan aimed at reducing the number of vehicle trips by encouraging car pooling and other

modes of transport with both staff and students. This may include supporting infrastructure such as secure bicycle storage and end of trip facilities for staff (showers etc).

Council's Traffic Engineer would also be happy to discuss with the school (and their traffic consultant) any improvements identified for active and public transport improvements in the public domain.

3. Basement Car Park Design

Concerns are raised with relation to the proposed increase in the sports field finished levels where it appears the existing RL114.50 will be increased to RL116.74 (centrally) and RL116.99 at the highest end (up to 2.5m increase). Whilst the discussed design objective to minimise offsite soil disposal and excavation is acknowledged with the current design, increasing the sports field level by the proposed magnitude is unlikely to be supported where there are associated visual or acoustic privacy implications upon neighbours, and adverse outcomes for the streetscape. Proposed removal of the most significant of existing trees along the frontage exacerbates the presence of the structure to the street. Whilst Council is not fundamentally opposed to the general location of the parking structure, resolving the balance of impacts and alternative access point should be explored further.

As discussed in item 2 above, the examined entry/exit *Location 1* is a preferred option that internalises many of the associated impacts discussed in this letter.

Where *Location 1* is pursued, there may be some scope to increase the sports field level (to a lesser extent than currently proposed) as it would not require the removal of trees at the frontage, minimising streetscape and traffic impacts. However, engineering matters will inform this with respect to maximum driveway grades. Any sports field level increase would need to be submitted with an analysis of the visual and acoustic privacy outcomes. Also, the minimum safety clearance to high-voltage cables would need to be achieved for users of the sporting field and any anticipated equipment.

Easements

Council understands that the applicant is investigating the necessary design criteria requirements from the electricity distribution authority (Ausgrid) with respect to the Transmission Line easement. This information should accompany the DA.

The area of proposed basement parking construction proposed appears to avoid the water main, however, the current design indicates significant fill for the sport field and is in proximity to the water main easement area, Traffic specialist have also indicated that *Location 1* should be investigated further. All access options should be confirmed with Sydney Water as to whether any additional support/re-enforcement to the water main will be necessary and whether approvals to traverse or be in close proximity of the main will be granted.

4. Tree and Landscape Considerations

Council Landscape Technician has provided comment to inform the PAD advice.

For the protection of trees, where access was to be proposed from Allies Road, the best place to locate the entry into the basement is under the overhead high voltage wires further west on Allies Road. Based on the traffic information review and commentary, the best outcome would be to pursue *Location 1* for entry. The trees on this southern embankment are a stand of remanent endemic *Euc.haemastoma*, *A.costata*, *C.gummifera*. Amongst these are some planted native specimens such as *Callsitemon viminallis*, *Euc. grandis*, *Euc. microcorys*. The eastern end where the driveway is proposed appears to be where the best remanent species

occur. Any trees within 3.5m of the driveway excavation either east or west will be impacted by construction with regard to tree stability.

The excavation for the basement itself appears to be adequately setback from the southern group of trees on the embankment however, an Arborist Report should demonstrate this for DA. The eastern group of *Euc. microcorys* should be properly assessed against the basement line – it appears too close on face value to be supportable.

An Arborist Report should also log the trees to be removed and retained within the zone of influence of the proposal & provide all other relevant information.

Any trees to be removed will be required to be replanted on site at an 8:1 ratio. DA plans should come with areas identified for onsite offset planting.

5. Engineering Matters

Frontage

Based on the current location, the proposed driveway must be located outside of the 6m tangents from Orton Street in accordance with AS2890.1 clause 3.2.3.

Drainage.

A detailed drainage plan must be submitted with the DA, being designed by a civil engineer in accordance with SSDCP2015 Ch.38, including OSD calculations and stormwater treatment. Discharge from the OSD is to be directed to the existing Council piped system

Car parking & Internal Driveway

Based on the current design, the ramp should be flared out in a western direction to improve manoeuvring. The 2 parking bays within the centre row in front of the basement access should be removed to provide suitable manoeuvring. Swept path diagrams to be provided demonstrating forward entry/exit, and a traffic report to be provided detailing impacts on the existing road network

Other Comments

Sydney water should provide comments and requirements on the proposed earthworks around the existing water main. This is to be provided as supporting documents with the lodgement of any DA

Utilities and Infrastructure

You are advised to make enquiry early with the various infrastructure and utility providers to ensure relevant considerations for the provision of services have been taken into account early in the building design. Urban infrastructure and utilities are reaching, or have reached maximum capacity in some localities. Electricity substations are required on occasion to ensure sufficient power to buildings and NSW Fire have required substantial water tanks in some instances to meet flow requirements for sprinkler systems.

Infrastructure to support these requirements in the front boundary set back at the expense of landscaping or parking requirements is not likely to be acceptable. So you are encouraged to make enquiries and plan in advance.

Conclusion:

Council supports quality, well considered development and the comments provided are intended to help you work toward this outcome.

The proposed basement car parking location is generally supported on traffic grounds, however, alternative access point that internalises the majority of impacts onsite is more likely

to be viewed upon favourably by Council as well as surrounding residents, and you are strongly encouraged to pursue access location 1 to the basement onsite. Amenity impacts associated with the proposed height and use of the sport field above, the parking access point, visual impacts for streetscape and loss of significant vegetation are of concern. Issues of conflict with easement restrictions should be clearly resolved prior to lodgement of a DA.

With regard to the sought after increase to student numbers, the DA must be able to demonstrate both capacity in the road network for traffic and parking, no unreasonable increase in amenity impacts for adjoining and surrounding neighbours, and, as there is no new proposed floor area for the 30% increase to student numbers, that the existing infrastructure (classrooms) can accommodate the numbers proposed.

It is important to note that the information provided in this letter is based on the planning instruments applicable at the time of writing. You should make yourself aware of any subsequent changes to legislation or local planning controls before lodging your development application.

Council strongly recommends that you distribute this letter to all professionals within your design team including architects, landscape architects and engineers.

For detailed information about how to prepare and lodge a development application, please refer to the "Development" section of Council's website (www.sutherlandshire.nsw.gov.au). A "DA Guide" is available and an online tool called "Development Enquirer", which searches the applicable planning instruments for the planning controls relevant to your site and development.

Development applications can only be lodged through the NSW Planning Portal. When you are ready you will be required to set up a one-off registration in the Portal – go to www.planningportal.nsw.gov.au/user/login

Please contact Council if you believe any of the above information to be incorrect or if you need clarification of the advice provided. Your initial point of contact should be Benjamin Buchanan (9710 0451) as this is Council's development assessment officer who will most likely be responsible for the assessment of your DA.

Yours faithfully



Mark Adamson
Manager – Projects and Development Assessment