



Addendum to Response to Submissions

Redevelopment of Kyeemagh Public School

PREPARED FOR
NSW DEPARTMENT OF EDUCATION
MAY 2020

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1.0 Introduction

The Department of Education (DoE) have lodged a state significant development (SSD) application with the Department of Planning, Industry and Environment (DPIE), seeking to redevelop the Kyeemagh Public School, located at the corner of Jacobson Avenue & Beehag Street, Kyeemagh NSW 2216. The proposed development comprises demolition of all existing structures and construction of new school facilities. The proposal also involves an increase in student numbers from 42 to 500 students.

On 25 March 2019, DPIE issued correspondence to DoE requesting a response to submissions, pursuant to Regulations 85A of the *Environmental Planning and Assessment Act Regulation 2000*. The Response to Submissions (RtS) was provided to DPIE during March 2020. On 7 May, DPIE issued further correspondence to DoE, advising that a late submission had been received from Bayside Council, and that a further response was required. This addendum responds to the submission made by Council and is to be read in conjunction with the initial RtS. It is noted that this Bayside Council submission appears to be in response to the original design submitted to DPIE in January 2019. As a result, some of the issues that have been raised by Council have been addressed by the design changes made in the March 2020 resubmission.

An updated appendix list is provided herein to account for three new appendices, being the Floor Space Ratio Plan (**Appendix NN**), Bayside Council Flood Advice Letter (**Appendix OO**), and Letter in relation to Bayside Council Flooding Flood Advice Letter (**Appendix PP**). Note that none of the previously submitted appendices have been updated as part of this response. Within this response, references made to any appendix should be assumed to be a reference to the most recent version of that appendix.

2.0 Summary of Bayside Council Submission

Issue	Comment	Response	Reference
URBAN DESIGN			
Built Form: Massing, Siting and Interface	Height — the proposed built form would result in a minimal breach in height to accommodate plant room by a maximum of 1 metre.	The current proposal only breaches the building height limit (8.5m) by 0.25m and then only at the highest ridge on site. The revised Concept Design Report provides the rationale for this minor breach.	Appendix N (DWP Concept Design Report 19/09/2019, p20)
Design Quality	Shared use — corner address of built form to be used by community requires further resolution in regard to how this building addresses the corner of the street and how signage can improve the identification of the intended shared use of this building by both the school and community.	The built form address to the corner of Beehag St and Jacobson Ave will evolve during design development post concept. A perspective of the current proposal is shown in the Concept Design Report. The location and access to shared use facilities will be reflected in the built form, fencing, signage and landscaping. The facilitation of public access will need to be balanced with the need for school security as described in the Concept Design Report.	Appendix N (DWP Concept Design Report 19/09/2019, p26, 31)
	Materiality — provides a sense of cohesion across the site, with colouring and variation of materiality allowing for variation in the differing blocks. The creative approach to design and materiality responds to the overarching concept for the school.	Noted — this approach has been adopted in the current proposal.	Appendix C (DWP drawings SK2001 and SK2002)
	Signage and wayfinding approach - there has been no provision for an overall strategy for the site and it is unclear if any of the other frontages will incorporate signage fronting to the street. If so it should be of a similar approach to what is being placed at the main entry.	The signage and wayfinding approach will evolve during design development post concept. Proposed entry signage is described in the Concept Design Report.	Appendix N (DWP Concept Design Report 19/09/2019, p27)
	Interface - Whilst the interface to Beehag Reserve has been modulated to improve the frontage to the street, the relationship to the streetscape requires further investigation to improve wayfinding and the community/student experience along Beehag Street.	The relationship with Beehag St will evolve during design development post concept. The current elevation shows how the built form design already improves the streetscape. The fencing, signage and landscaping will further improve wayfinding and the community/student experience there.	Appendix C (DWP drawing 1/SK2001)

Issue	Comment	Response	Reference
	Solar access and overshadowing — it is not clear if light penetration to the COLA space will be achieved. It is noted that the light wells are overshadowed during the winter solstice and it is unclear if this will impact upon solar access to the classrooms below. This needs to be addressed in future submissions. The approach to elements of passive design within the built form is supported — however it is noted that any future expansion should not impact upon this aspect of the design.	The current proposal locates building massing along the north east and south east boundaries of the site, opening up the central playground, and rooms facing it, to solar access for much of the day. Direct light will penetrate the proposed COLA from about noon onwards, particularly in the colder months when the sun is at a lower angle. The floor plate is narrower in the current proposal for better solar access to all rooms, eliminating the need light wells.	Appendix C (DWP drawing SK1201)
Access and Movement	Entry along Tancred Avenue - this portion of land is subject to a Land Reservation Acquisition for road widening. However it is unclear how this entry will function in its current context. The plans do not identify any upgrade works to improve entry or facilitate a clear point of access and egress for students.	Potential road widening along Tancred Avenue is outside the scope of this proposal. Any future proposal for the preschool site facing Tancred Avenue will need to accommodate potential road widening or work may be required there as a result of the roadworks proceeding. Access on that boundary is limited, for security, to a manual gate to the preschool and another to the community garden as described in the Concept Design Report. These can easily be reconfigured or relocated to accommodate any future preschool re-design.	Appendix N (DWP Concept Design Report 19/09/2019, p26)
Public Domain and Streetscape (Works in kind)	Streetscape and public domain upgrades have not been explored as a part of the proposed development. Given the increase in students it is recommended that path widening is explored to cater for the increase in pedestrian movement on the site.	Streetscape and public domain upgrades are outside the scope of this proposal. If footpath widening is required, it should be noted that the current proposed school population is lower than the previous proposal referenced here. The current anticipated maximum population is 500 students and 40 staff.	N/A
	Further consideration to the treatment of the access point on Tancred Avenue is required.	This comment is addressed under 'Access and Movement' above.	N/A
TRANSPORT PLANNING			
Tancred Ave	The Requests for SEARs states that Tancred Ave has been tagged for future widening. It is noted that the road bridge over Muddy Creek, as described in the documentation, is dependent on approval of a Planning Proposal for Cooks Cove.	Noted.	N/A

Issue	Comment	Response	Reference
Active Transport	Footpaths within 300m of the school and on main corridors leading to the school should be upgraded to minimum 2.0m (preferred 2.5m on main routes) to accommodate and promote safe, active travel for student and caregivers.	The street network to the south-east of the site is generally provided with footpaths on both sides of the street. This promotes high permeability for pedestrians and school aged cyclists (as compared to only one side of the street provided with a footpath) and would currently promote the use of active transport modes such that the widening of this footpath network within the local road is unlikely to yield and significant benefit. Improvements to the Bestic Street footpath (currently 1.2-1.5 width) could be investigated however this would benefit the recreational activities in the area (The Bay Community Garden, Kyeemagh Boat Reserve as well as Kyeemagh Beach and Playground) such that it is not the sole responsibility of the school to provide this improvement particularly where the growth of the school to 500 students is not expected until well into the future.	N/A
	If catchment for the school is to the west of Muddy Creek, then a pedestrian and cycleway bridge should be considered over this waterway to allow direct access to the school from this western precinct. A bridge of this nature has been outlined as part of a recent (2018) Cooks Cove Planning Proposal however there is no certainty that the project will proceed.	The locality to the west would benefit from a future crossing over the Muddy Creek, however this is associated with the intensification of Cooks Cove and not the proposed school. The crossing also provides significant recreational benefit and thus it should not be the school's responsibility to provide this link.	N/A
Street Design	Consideration should be given to 'safe-streets grid' concept (20kmh zones 24/7) in the precinct north of Bestic Street, surrounding the school and on roads leading to the local's area open space assets such as the Cooks River and Botany Bay beaches.	The implementation of 20km/h zones 24/7 would require a larger study, including community consultation, and it is not a requirement for DoE to undertake this study. Standard 40km/h zones exist for DoE.	N/A
	Road design in this 'safe-streets grid' should include local area traffic calming measures such as raised thresholds upon entry to precinct, built-out kerbs and prominent pedestrian crossings in the blocks leading to the school and outside school entrances. This would prioritise the movement, safety, visibility and amenity of children and caregivers who walk, ride or scoot to school or otherwise.	Traffic calming at schools is primarily addressed through 40 km/h speed limits, and associated flashing lights. In addition, a raised pedestrian crossing is already provided on Jacobson Avenue (refer to later discussion). It is not reasonable to expect further traffic calming measures, when adequate measures are already available or proposed. Although DoE would welcome the implementation of a safe-streets scheme or similar, road design is the responsibility of Council, and any additional traffic calming measures should be managed by Council.	N/A

Issue	Comment	Response	Reference
	Street tree planting and future development to consider awareness of school children and their visibility in and around the school precinct.	There are existing and proposed street trees within each of the adjoining road reserves. These trees are suitable for enabling visibility between the school, the roadway, and the footpaths.	Appendix GG
Public Transport	Bus zones should be provided with shelters set away from residential frontages	Bus zones and stops are not proposed to be altered, other than to include formalised restrictions. The bus stops on the site's frontage are currently provided with shelters.	N/A
Parking	Pick-up/ Drop-off zone to allow a 'kiss n ride' area at the school main entrance(s)	The proposed Kiss n Ride is located on Jacobson Avenue at the school's main entrance	Appendix C Appendix E
	A parking audit should be conducted to guide the parking requirements to enable sufficient parking and vehicle storage areas surrounding the school.	The Traffic and Transport assessment includes car parking surveys to determine the level of parking demand and potential displacement of parking as a result of the development.	Appendix E
	Parking for caregivers should be within a short walking distance to allow parents to leave vehicles to collect children, and not encroach on residential parking amenity	Noted. The parking surveys included in the Traffic and Transport assessment show there is sufficient on-street parking surrounding the site.	Appendix E
	Mix of both 45 degree and kerbside parking preferred within short walking distance to school gate	Provision of 45 degree angled parking would most likely require road widening or removal of parking from the opposite side of the road to achieve a compliant design. The parking surveys included in the Traffic and Transport assessment show there is sufficient on-street parking surrounding the site. There is no requirement to provide angled parking to increase parking availability or improve parking accessibility.	Appendix E
Future Access to Open Spaces	Consideration could be given to upgrading a direct and safe active transport link to the beach space to the east on Botany Bay.	There is no direct requirement for DoE to improve the connection from the western side of General Holmes Drive. This type of connection would largely benefit the wider recreational uses in the area. In relation to the commentary regarding the delivery of new infrastructure, it should be noted that the school is intended to service local residents, with enrolments to be associated with the local residential population. This is unlike a large residential development which would increase the residential population, and therefore increase the demand on services. The school itself is a local essential service, and its growth is a response to, not a cause of, future anticipated population development.	N/A

Issue	Comment	Response	Reference
FLOODING			
Flooding	The Cooks River flood study is not suitable for this site as a new local catchment flood study is available. In this regard, this site is located within the Muddy Creek, Spring Street and Scarborough Ponds Catchment. BMT WBM completed a flood study for this catchment in 2017.	The BMT WBM flood study has been considered and has not changed the previous conclusions made with respect to the design of the building.	Appendix PP
	This site is affected by the Probable Maximum flood. The applicant needs to lodge an application for flood advice to Council to establish the flood related development controls for this site.	Flood advice has been obtained from Council, and Council have nominated a minimum habitable floor level of RL 3.15. All proposed habitable floor levels are provided with an FFL of RL 4.65, comfortably above the minimum habitable floor level. No changes to the design are required; however, DOE are willing to accept conditions in relation to the relevant flood-related development controls, being: • Construction materials below the flood planning level (RL 3.15) to be built from flood compatible materials. • All services to be flood proofed to the minimum habitable floor level (RL 3.15). • If required, a flood risk management plan to be prepared prior to the occupation of the school.	Appendix OO Appendix PP
	A flood risk management plan should be prepared for the development to address the flooding issues on and surrounding the site. A suitably qualified and experienced civil engineer shall assess the flood impacts and safety issues up to the Probable Maximum Flood (PMF).	Refer to comment above; able to be addressed by condition.	Appendix PP
ENVIRONMENTAL SCIENCE			
Environmental Science	Assessment of contamination is to be reflective of the proposed development of the public school (including excavation for slab on ground construction) in accordance with the NSW Environmental Protection Authority adopted guidelines under the <i>Contaminated Land Management Act 1997</i> , and including the <i>National Environment Protection (Assessment of Site Contamination) Amendment Measure</i>	In their Remediation Action Plan, Cardno assessed contamination against Residential Level A criteria (applicable to primary schools) in accordance with the NEPM 2013.	Appendix AA

Issue	Comment	Response	Reference
	2013 (No. 1) using the general land use scenarios of Health Investigation Level A — Residential scenario with garden/ accessible soil (home-grown produce <10% fruit and vegetable intake and no poultry; includes childcare centres, preschools, primary schools.		
TRAFFIC AND ROAD SAFETY			
Traffic and Road Safety	A raised pedestrian crossing should be provided in Beehag St in front of and near the school gate.	The raised crossing is associated with the school is currently provided on Jacobson Avenue. The future main entrance to the school will be from Jacobson Avenue. Provision for an additional raised crossing would be subjected to the Australian Standards / TfNSW warrants for such a facility. The supply of Kiss n Drop parking on Jacobson Avenue encourages parents to utilise this location and reduce parking within the local streets of Caroma Avenue who would then need to cross Beehag Street. Given the forecast student increase is unlikely to eventuate until well into the future and the western catchment is likely to be driven by the Cooks Cove proposal (including the provision of the Muddy Creek bridge), the provision of a raised crossing may be redundant if the pedestrian demand and desired routes do not match the location of the raised crossing. If DPIE were to insist on this item, then at at-grade pedestrian crossing may be more suitable to limit the potential extent of redundant work.	N/A
	An accessible car parking space should be provided near the school main gate in Beehag Street. The accessible car park space will need to be indented in the footpath with a pedestrian pram ramp.	A disabled parking space is provided within the on-site car park. The main entrance is on Jacobson Avenue. Should Council's Traffic Committee deem that a disabled space is appropriate within this location, then such a space may be provided.	Appendix C
	A 'No Parking with school peak times' zone with supplemented signs KISS AND RIDE should be provided in Beehag Street for six (6) parking spaces.	The proposed Kiss n Ride is located on Jacobson Avenue at the school's main entrance. This will accommodate eleven (11) spaces.	Appendix C
	The marked footcrossing, the 'Disabled Parking' and 'No Parking with times' will be subject to Bayside Traffic Committee for consideration and recommendations to Council for adoption. The costs of these facilities is to be borne by the Proponent.	Noted	N/A

Issue	Comment	Response	Reference	
	There will be many children, with or without parents, crossing Bestic Street between Jacobson Avenue and Mutch Avenue to go to school and home. We prefer to have the intersection of Bestic Street and Mutch Avenue signalised to assist pedestrians to cross Bestic Street safely. Mutch Avenue is also a bus route and it is being used by vehicles with boat trailers to Cooks River Mutch Avenue Boat Ramp Car Park.	The Traffic and Transport assessment has considered the viability of crossing points along Bestic Street. Provision of a signalised intersection at Bestic Street / Mutch Avenue is subject to Traffic Signal Warrants as well as coordination with Bestic Street / General Holmes Drive. It is the position of Cardno, that it is unlikely that the warrants would be met for the required hours across the day. In any event, no objection has been received by TfNSW (then RMS) regarding access to / from Bestic Street or the requirement for a signalised intersection.	Appendix E	
	The intersection of Jacobson Avenue and Bestic Street is situated too close to the main traffic lights at the intersection of Bestic Street/ General Holmes Drive. It should not be signalised.	There are no proposed changes to the intersection of Jacobson Avenue / Bestic Street	N/A	
PRELIMINARY PLANNING ASSESSMENT				
Preliminary Assessment	Planning	The proposed development is a permissible use with consent, being located in the R2 — Low Density Residential Zone under Rockdale Local Environmental Plan 2011.	Noted.	N/A
		The proposed development provides a high level of architectural merit, with an articulated, modular form with various roof planes and materials. The proposal is considered to provide a generally meritorious addition to the built environment.	Noted. The current proposal provides a similar level of architectural merit.	N/A
		Based on the submitted plans and statistics, the proposal complies with the applicable FSR controls.	Noted. The current proposal has a lower FSR of 0.3:1 across the whole site (primary school and pre-school). The pre-school has an FSR of 0.16:1 and the proposed primary school an FSR of 0.32:1.	Appendix NN
		A height of up to 9.5m is noted, which does not comply with the 8.5m limit applicable to the site. However, given the merits of the proposal and the location of the offending portion, no objection is raised on planning grounds.	Noted. The current proposal has a lower maximum height of 8.75m.	Appendix C
		Airports - The proposed height, whilst compliant with cl.4.3 of the LEP, is subject to a maximum height limit of 7.61m, requiring referral to Sydney Airports Corporation Ltd (SACL). The site is also located within the 25-30 ANEF contours.	Appendix JJ contains concurrence from Sydney Airport’s Airfield Design Manager, Peter Bleasdale, for building on this site to a height of 13.5m (AHD). The maximum height of 8.75m on the ground level datum of RL 4.65 equates with RL 13.4m (AHD), and the proposal complies with this requirement.	Appendix JJ Appendix EE

Issue	Comment	Response	Reference
		The Noise Impact Assessment proposes noise mitigation measures to provide an acceptable acoustic environment within the 25-30 ANEF contours.	
	No issues are raised with respect to overshadowing.	Noted.	N/A
	Privacy — both in terms of acoustic and visual overlooking — is a concern. The issue predominantly arises from the open form/perforated elements of the elevated balcony and stairs to the upper level of the Homebase on the north-western side. This has interface with the adjoining residential development (villas). It is recommended that this be further setback and/or attenuated.	The current proposal addresses this concern by locating the building mass along the north east and north west boundaries. Only the end wall on both levels now face the 49B Mutch Avenue townhouses. This proposal will have minimal impact on these neighbours' visual and acoustic privacy.	Appendix C (DWP drawings SK1201, SK1202)
	Setbacks are generally appropriate to all streets, and to the eastern side to the childcare centre. However, as mentioned above, concern is raised with respect to the setback of Homebase to the north-western boundary. The visual scale and form of the building, in addition to the privacy impacts, present a valid justification for and increased setback and/or scaling down of the building along this NW edge.	Noted. Setbacks to the north west boundary are addressed in the item 'privacy' above.	Appendix C
	For the 10 required pick up and drop off spaces, the proposal relies on provision within the road reserve. The development will require line marking and new signage for the pickup and drop off spaces on Jacobson Avenue which will require approval from the local traffic committee.'	Noted; this advice was provided to DoE in earlier discussions with Council.	N/A
Relocation of Absorption Tank	Stormwater plans propose an absorption tank located within deep soil area. This structure should be relocated under parking areas, basketball area, or other similar structure to maximise the deep soil area.	The current Stormwater Concept Plan locates the infiltration tank under the central turfed area on the landscape plan. No trees are proposed in this area as it will be used for free play – deep soil is not required to sustain the turf finish – so this is the most appropriate location.	Appendix Q
Existing Trees to be Removed.	Several large existing native trees are proposed to be removed. The natural ground level of some trees is above the proposed play ground level, making it difficult to retain. Nevertheless there are ways to keep tree protection zone of existing trees above proposed levels, like a raised planter bed, with a decking border for seating, or other treatments.	Umbaco's letter describes the rationale for proposed tree removals in the current scheme. This takes into account the condition of existing trees to accommodate stormwater design and improve overland flows. It is proposed to remove 21 trees to be replaced by 63 new trees – a nett increase of 42 trees.	Appendix LL

Issue	Comment	Response	Reference
	If the existing trees have a long potential life and are healthy alternative measures need to be explored to keep the trees and integrate them into the proposed design. This approach can be an example for future students of a strategic environmental design.		
	An integrated shade area in the natural environment can be provided to promote the outdoor learning spaces, and encourage the outdoor eating and recreation.	Extensive shaded areas are proposed in the landscape plan.	Appendix GG (SK01)
Canopy Cover	Playground location between buildings is an excellent way to integrate nature and the : buildings. The central area shall include large canopy trees to make this integration effective. The retention and inclusion of existing canopy trees to the design will provide this effect instantaneously, if this is feasible.	All north west and south west facing rooms will overlook the main playground and have ready access to it. Large canopy trees are proposed including some retained trees.	Appendix GG
Potential Educational POND	Proposed landscaping should promote environmental education. A small wetland, along a North-western border of the site can be an excellent element to incorporate, with native sedges and rushes, and the natural fauna associated to this ecosystem that will spontaneously will occur. This will be an outstanding environmental educational tool for primary school educators.	A pond is not currently proposed in the landscape design.	N/A
Dry Creek	Dry creek bed area with natural elements for recreation and could be well linked with the small pond mentioned above. The hand pump can be an issue for older children, probably a better element for younger children, something to include in the preschool and childcare playground or in a public playground designed for pre-schoolers. .	A dry river bed is currently proposed in the landscape design with two small bridge crossings.	Appendix GG
Bike Repair Station	Bike racks or other bike storage facilities could be linked to repair stations and storage, to encourage active travel to school. Storage will allow children to keep helmets, and other valuables related to bike users.	In line with the Traffic Impact Assessment, 32 bike spaces are proposed to be located adjacent to the main entry on Jacobson Avenue. Links to repair stations is not necessary for a primary school; however, the regional bicycle network along Bestic Street connects to the broader network and other	Appendix E

Issue	Comment	Response	Reference				
		centres where this service is able to be provided. Storage will be available within classrooms.					
Landscape Improvements in Public Domain - Street Trees	Further improvements to street tree provision. Location and species of street trees to be determined in consultation with Council. Pot sizes should be minimum 200 litres to provide super-advanced specimens for enhanced amenity. Public Domain Landscape improvements shall include the following street tree planting: Jacobson Avenue <table><tr><td>Non Electrical wires present</td><td>Angophora costata, To provide a green avenue</td></tr></table> Beehag Street <table><tr><td>Non Electrical wires present</td><td>Eucalyptus botryoides, To be consistent with present street trees.</td></tr></table>	Non Electrical wires present	Angophora costata, To provide a green avenue	Non Electrical wires present	Eucalyptus botryoides, To be consistent with present street trees.	Proposed street tree planting, on site along street boundaries is shown in the landscape plan (SK01) with proposed planting scheduled out on SK03. Public domain landscape improvements are outside the scope of this proposal.	Appendix GG (SK01, SK03)
Non Electrical wires present	Angophora costata, To provide a green avenue						
Non Electrical wires present	Eucalyptus botryoides, To be consistent with present street trees.						
General	The proposal should include advanced size native trees, to compensate the canopy loss. The removal of existing canopy cover needs to be minimised.	The proposal includes advanced size native trees to compensate the canopy loss as per the Proposed Plant Schedule. This comment is addressed in the item ‘Existing Trees to be Removed’ above.	Appendix GG (SK03)				
Arboriculture Considerations	There are 40 trees including a cluster of eight Banksia sp. that are affected by the proposal with trees listed as 1 to 33. The Arborist’s report suggests that trees 1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 22(x8), 23, & 28 are to be retained and protected. The other trees, Tree 6, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 24, 25, 26, 27, 29, 30, 31, 32, & 33 are to be removed and replaced with advanced specimens. All the trees on this site have had little Aboricultural care over their life at the school and it is hard to assess this proposal as the site plan detailing all the trees on site with the proposed buildings footprints not very clear.	The current proposal for tree removal/retention is shown in the Tree Protection Plan. The current proposal for tree removal/retention is shown in the Tree Protection Plan. The current proposal for tree removal/retention is shown in the Tree Protection Plan. This is address in the Tree Protection Plan.	Appendix MM				
			Appendix MM				

Issue	Comment	Response	Reference
	However all Tree Protections for the trees to be retained on site should be as per Section 9 of the Arborist's recommendations and section 14, Summary for the Tree Management Plan and Appendix F in regard to the Tree Protection Zones (TPZ) and Structural Root Zones (SRZ).	Noted.	N/A
	The Tree Management Plan also requires the appointment of a Project Arborist to supervise TPZ incursions and ensure compliance with all Tree Protections.	Noted.	N/A
Council Infrastructure:	Council systems indicate there is an existing 450mm wide council owned stormwater pipe which traverses the eastern portion of the site. The pipe shall be accurately located and the development shall be designed around the pipe in accordance with requirements laid out in Rockdale Technical Specification Stormwater Management section 8.	This pipe is shown within the Bayside Council Flood Advice Letter, which shows the pipe being located within the existing child care centre. The new school will not utilise this pipe, and it is highly unlikely that the development will impact on the pipe. Underground services will be located as required prior to works commencing.	Appendix OO
Traffic, Parking & Access:	All changes to traffic management within the road reserve should be approved by the Local Traffic Committee.	Noted; discussed elsewhere.	N/A
Stormwater:	The stormwater design should comply with Rockdale Technical Specification Stormwater Management. Consideration should be made for the provision of rainwater tanks for stormwater reuse within the development. The proposed car park should incorporate a device that's capable of removing oil. It's also encouraged to maximise the use of porous paving within the site.	Noted; refer to Stormwater Management Plan.	Appendix BB

3.0 Conclusion

The SSD application seeking to redevelop the Kyeemagh Public School, has been exhibited for public comment and referred to numerous government departments. This initial RtS was submitted to address the DPIE request for a response to submissions, made pursuant to Regulations 85A of the *Environmental Planning and Assessment Act Regulation 2000*. This Addendum has addressed issues raised within a later submission received from Bayside Council. The RtS in its totality demonstrates that there are no issues which would inhibit the approval of this development application. Potential issues may be able to be addressed via conditions to be negotiated with DoE.