



# APPENDIX A – SUBMISSIONS REGISTER

## Public Authority and Agency Submissions

Summary of Issue Raised	Response	Reference / Appendix
NSW DEPARTMENT OF PLANNING, INDUSTRY AND ENVIRONMENT		
1. Architectural Plan Set for Concept Proposal Component		
Specific architectural plan sets are provided for all components of the Detailed Proposal. However, plans for the Concept Proposal are only found in the Architectural Design Report or within the plans for the Detailed Proposal. Separate documentation is required to be submitted for the Concept Proposal and Detailed Works.	<p>Separate sets of Architectural Plans have been prepared for the Concept Proposal, and the Stage 1 Application for detailed works. Refer to the Concept Architectural Plans included at <b>Appendix D</b> and the Detailed Architectural Plans at <b>Appendix E</b> for further details.</p> <p>For clarity, the revised List of Plans for Approval is also included at <b>Appendix C</b>.</p>	<b>Appendix C, D and E</b>
2. Detailed Design Must Form Part of the Concept Proposal		
The Detailed Proposal stage does not form part of the Concept Proposal, and must do so to enable the Concept and the Detailed Stages to form one application.	The Stage 1 Application for detailed works forms part of the overall Concept Proposal and has been submitted as one application. The description of development has also been refined to make this distinction clearer. Refer to <b>Section 3.1</b> of the Submissions Report for further details.	Refer to <b>Section 3.1</b> of the Submissions Report
3. Inconsistencies Between Environmental Impact Statement (EIS) and Arborist Report		
There are inconsistencies between the EIS and the Arborist Report regarding the proposed removal of trees. Additional documentation should be provided to clarify the total number of trees proposed for removal and retention, including identifying which trees are proposed to be removed or retained.	<p>To facilitate the construction of the proposed Bus and Car Parking Area (Phase B-1) and the alterations and additions to the Main Entrance (Phases B-3 – B-4) as part of the Stage 1 Application for detailed works, the proposal includes the removal of 16 trees. A total of 10 trees will be retained.</p> <p>Of the 10 trees that are proposed to be retained, four (4) are considered to have a High Retention Value. By contrast, all 16 trees that are proposed to be removed have a Low to Moderate Retention Value, including four (4) which are listed on Woollahra Council's <i>Noxious and Exempt Tree Species List</i> within the Woollahra DCP 2015. Refer to <b>Section 5.3</b> of the Submissions Report and the Tree Management Plan at <b>Appendix H</b> for further details.</p>	<p>Refer to <b>Section 5.3</b> of the Submissions Report</p> <p><b>Appendix H</b></p>
4. Inconsistencies Between Documentation		
The Civil Engineering Report (Appendix N) notes that a bund is required on the junior school driveway to prevent overland flow. The Civil Plans and Detailed Architectural Plans should identify this bund.	Drawing No. AR-A-B1-00(A) of the Detailed Architectural Plans (Junior School and ELC) has been updated to illustrate the bund required to the junior school driveway. Drawing No. 19949_DA_C110 of the Civil Plans have also been updated to illustrate the location and design of the proposed bund. Refer to <b>Appendix E1</b> and <b>Appendix J</b> for further details.	<b>Appendix E1 and J</b>

Summary of Issue Raised	Response	Reference / Appendix
The Architectural Plans for the Senior School Bus and Car Parking Area shows a new waste management zone. However, drawing AR-B13-B1-01 (“Proposed Plan – Level LG – East”) incorrectly labels the area as parking. This plan should be updated.	Drawing No. AR-B13-B1-01 of the Detailed Architectural Plans (Bus and Car Parking Area) has been updated to illustrate the new waste management zone to ensure consistency across all plans. Refer to <b>Appendix E2</b> for further details.	<b>Appendix E2</b>
<b>5. Acid Sulfate Soils</b>		
The EIS states that the site is located on Class 5 land and that no works are proposed within 500m of adjacent Class 1, 2, 3 or 4 land. However, Class 3 land exists approximately 250m from the proposed works. Additional information should be provided which verifies the anticipated depth of soil disturbance and likelihood of lowering the water table on those lands.	A Preliminary Acid Sulfate Soils Assessment has been prepared ( <b>Appendix L</b> ) which states that the area of proposed development at the site is located at approximately 35m to 52m AHD, with excavations to extend to a minimum elevation of approximately 33m to 50m AHD. The Preliminary Assessment also reconfirms that the proposed development is unlikely to lower the water table below 1m AHD due to the site’s elevation and anticipated depth of soil disturbance, and as a result, an Acid Sulfate Soils Management Plan is not required. Refer to <b>Appendix L</b> for further details.	<b>Appendix L</b>
<b>6. Geotechnical Matters</b>		
Separate geotechnical investigations were submitted for the ELC, Junior School New Entry Road / Elevated Walkway, and the Bus and Car Parking Area. As recommended within the reports, additional geotechnical investigations are required to be undertaken and submitted (based on the final architectural drawings) to enable appropriate assessment of geotechnical and hydrogeological matters.	The Geotechnical Reports for the Bus and Car Parking Area, the ELC and the Junior School New Entry Road have been updated, and are based on the final Architectural Plans. Refer to <b>Appendix M1, M2, and M3</b> for further details.	<b>Appendix M1, M2 and M3</b>
<b>7. Contamination</b>		
The RAP proposes the excavation and removal of contaminated fill. The Waste Minimisation and Management Plan for the construction phases of the development does not include or reference this material. The Waste Minimisation and Management Plan is to be amended.	The Waste Minimisation and Management Plan for the construction phase of the development has been updated (included as an appendix to the Construction Management Plan) to accurately set out the amount of contaminated fill to be removed, as well as how it is to be managed and disposed of. This is also supported by the RAP and Preliminary Stage 1 Contamination Report, both of which have also been updated. Refer to <b>Appendix O, Appendix P</b> and <b>Appendix S</b> for further details.	<b>Appendix O, P and S</b>
<b>8. Earthworks and Retaining Walls</b>		
The EIS outlines consent is sought for earthworks, and the geotechnical and hydrogeological investigation for the ELC outlines a maximum cut of up to 2m. The RAP also proposes the excavation and removal of contaminated fill. Additional information is requested including a separate earthworks plan, details of any retaining walls, and details of earthworks associated with any remediation.	<p>Separate earthworks plans have been submitted for the ELC and Bus and Car Parking Area as part of the Stage 1 Application for detailed works. These plans show the extent, depth and volume of the cut and fill proposed, as well as details of proposed retaining walls and proposed removal of contaminated fill. Refer to the Detailed Architectural Plans for the ELC and Bus and Car Parking Area at <b>Appendix E1</b> and <b>Appendix E2</b> (respectively) for further details.</p> <p>This is also supported by the Revised Preliminary Stage 1 Contamination Report (<b>Appendix O</b>) and the Revised RAP (<b>Appendix P</b>).</p>	<b>Appendix E1 and E2</b>
<b>9. Student Capacity Increase</b>		
<p>Concerns regarding the proposed increase in student numbers from 970 to 1,205, how this staging will occur over 10 years, and what services and facilities (if any) will support this increased student population.</p> <p>Further information is required regarding the overall increase in students as part of the Concept Proposal, and as part of the Stage 1 Detailed Works.</p>	<p>While the intention in the original application was for the increase in staff and student numbers to accommodate long term growth at the school, and for this growth to occur organically and incrementally, additional clarification is required regarding the proposed increase in staff and student numbers.</p> <p>The proposal seeks consent for an increase in the overall student numbers from an existing capacity of 955 to a maximum of 1,205 students. The proposal also seeks a proportionate increase in staff numbers from existing levels (150 staff) up to a maximum of 185 staff. This results in an overall increase in 250 students and 35 staff. For assessment purposes, this overall increase will be accommodated entirely as part of the Stage 1 application for detailed works. Refer to <b>Section 5.1</b> of the Submissions Report for further details.</p>	Refer to <b>Section 5.1</b> of the Submissions Report

Summary of Issue Raised	Response	Reference / Appendix
<p>It is unclear whether the proposed increase in 42 students as part of the Boarding House Extension forms part of the Concept Proposal or the Stage 1 Detailed Works.</p> <p>Further clarification is required regarding the proposed increase in staff numbers as part of any aspect of the proposal (and any associated increase in staff accommodation).</p>	<p>As stated above, the proposal seeks consent for an increase in the overall student numbers. For assessment purposes, this overall increase (up to a maximum of 1,205 students and 185 staff) will be accommodated entirely as part of the Stage 1 Application for detailed works.</p> <p>While the proposed Boarding House Extension (as part of the Concept Proposal) is anticipated to accommodate 42 additional boarders and six (6) additional boarding house staff, for simplicity of assessment, this has been included as part of the overall increase in staff and students, to be accommodated as part of the Stage 1 Application for detailed works. Refer to <b>Section 5.1</b> of the Submissions Report for further details.</p>	Refer to <b>Section 5.1</b> of the Submissions Report
<b>10. Traffic and Transport</b>		
Further details are required in relation to construction traffic and service vehicle access, including proposed truck routes, estimated number of truck movements, parking arrangements and details of any required work zones.	The Addendum Transport Impact Statement includes details of construction traffic and service vehicle access, including proposed truck routes, estimated number of truck movements per day, and information on works zones. Refer to <b>Appendix I</b> for further details.	<b>Appendix I</b>
Clarification is required as to whether the proposed waste service vehicles are intended to be medium rigid vehicles (MRV).	Swept Path Analysis has been undertaken to demonstrate that both 8.8 metre service vehicles (MRVs) and 9.2 metre Waste Collection Vehicles can access the waste collection area adjacent to the Bus and Car Parking Area, whilst entering and exiting the site in a forward direction. Refer to the Addendum Transport Impact Assessment at <b>Appendix I</b> for further details.	<b>Appendix I</b>
There is no reference to the 10-year timeframe within the Transport and Accessibility Impact Assessment (TAIA) associated with the proposed increase in student numbers. If the student capacity is increased over a 10-year timeframe, traffic modelling must be updated to reflect the likely increase in traffic each year over the 10-year period.	As stated above, the proposal seeks consent for an overall increase in staff and student numbers. The traffic modelling submitted as part of the original application conservatively assumed that the maximum of 1,205 students and 185 staff will be accommodated on site as part of the Stage 1 Application for detailed works. Given that the proposal is seeking consent for an overall increase (as opposed to an incremental increase over 10 years), additional traffic modelling is not required. Refer to <b>Section 5.2</b> of the Submissions Report for further details.	Refer to <b>Section 5.2</b> of the Submissions Report
The proposal includes additional parking adjacent to the ELC outdoor play area. However, while these spaces are shown on the Proposed Site Plan (AR-ABC-A1-01 Rev. 4), these spaces have not been identified on the Stage 1 Detailed Plans for the ELC (A-A0-00-A-Y1-03). The architectural plans should be updated.	The Detailed Architectural Plans have been updated to accurately reflect the provision of car parking spaces adjacent to the ELC outdoor play area, as well as across the entire site. Refer to the Concept Architectural Plans (Site Wide) at <b>Appendix D1</b> and the Detailed Architectural Plans (ELC) at <b>Appendix E1</b> for further details.	<b>Appendix D1 and E1</b>
<b>11. Stormwater Concept</b>		
The Department notes a civil engineering report and civil drawings set have been provided. However, revised civil drawings, and an addendum to the report, should be submitted that adequately details how stormwater within the entire site is managed.	A Stormwater Concept for the entire site is included within the Revised Civil Plans. The Civil Engineering Report has also been updated to include further information regarding drainage details associated with the proposal, including stormwater and drainage infrastructure. Refer to <b>Appendix J</b> and <b>Appendix K</b> for details.	<b>Appendix J and K</b>
<b>12. Child Care Planning Guidelines</b>		
The EIS includes an assessment against <i>State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017</i> and the <i>Child Care Planning Guidelines (2017)</i> . However, further information is required to confirm that compliance is achieved with regards to unencumbered indoor and outdoor play space for the ELC buildings.	The proposal provides a total of 367 m <sup>2</sup> of unencumbered indoor space, and a total of 805 m <sup>2</sup> of unencumbered outdoor space which exceeds the minimum requirements under Regulations 107 and 208 of the <i>Child Care Planning Guidelines 2017</i> . Note that Sophie's Cottage was the subject of a separate DA which was approved by Woollahra Council in June 2015 (DA Ref. 457/2014). Refer to Drawing No. AR-A-U1-02 (ELC Plan Level -02 Area Calculation) and AR-A-U1-03 (ELC Plan Level -03 Area Calculation) within the Detailed Architectural Plans (ELC) at <b>Appendix E1</b> for further details.	<b>Appendix E1</b>
Laundry and nappy change facilities are required to be included within the proposed ELC building.	In accordance with the <i>Child Care Planning Guidelines 2017</i> , Drawing No. AR-A-B1-01 (ELC – Proposed GA Plan – Level -03) has been updated to identify the location of the proposed laundry facilities and nappy changing facilities. Refer to the Detailed Architectural Plans (ELC) included at <b>Appendix E1</b> for further details.	<b>Appendix E1</b>

Summary of Issue Raised	Response	Reference / Appendix
Additional information is required to demonstrate that the ELC outdoor play area can achieve compliance with minimum shading criteria (to 30% of the area).	The Detailed Architectural Plans (ELC) have been updated to include Drawing No. AR-A-T1-04 and AR-A-T1-05 (ELC Outdoor Play Area – Shadow Studies). As per Regulation 114 ('Shade') of the <i>Child Care Planning Guidelines 2017</i> , these plans demonstrate compliance with the solar access and shading criteria. Refer to <b>Appendix E1</b> for further details. While the majority of shading in this location is provided by existing trees, a built shade structure is also proposed to the ELC's outdoor play area to provide further shade protection at this location.	<b>Appendix E1</b>
<b>13. Ecologically Sustainable Design (ESD)</b>		
A Sustainable Development Report has been submitted in support of the application. However, the report is 'draft', and the document is not a final version. A final version of the report should be submitted.	The final version of the ESD Report (Revision B) is included at <b>Appendix N</b> , which includes a document reference number. This complies with the requirements of the SEARs.	<b>Appendix N</b>
Clarification is required as to whether or not PV panels and rainwater tanks are included in the design as part of a site wide strategy. If so, they are to be clearly detailed on architectural plans to allow proper assessment.	In accordance with the recommendations set out within the ESD Report, Drawing No. AR-ABC-A1-12 (Site – ESD Initiatives) has been included as part of the Concept Architectural Plans to identify potential locations for PV panels and rainwater collection tanks across the site.  The potential locations for PV panels include the Junior School and ELC (as part of the Stage 1 Application for detailed works), as well as the Hughes Centre (part of the Concept Proposal), and also the existing Year 12 Learning Hub. Refer to the final ESD Report included at <b>Appendix N</b> and the Concept Architectural Plans (Site Wide) at <b>Appendix D1</b> for further details.	<b>Appendix D1 and N</b>
The table included under Section 5.3 of the report is not complete and does not accurately indicate what initiatives are included in the development. An amended table is required to be included in the final report.	This is an administrative error. The final version of the ESD Report (Revision B) is included at <b>Appendix N</b> .	<b>Appendix N</b>
<b>14. Architectural Plan Set Matters</b>		
The architectural plan sets for the detailed design must include details of all proposed signage, including dimensions, elevations, content, illumination and location.	The Architectural Plans have been refined to document the provision of new signage and the refurbishment of existing signage more clearly. The location and details of signage is illustrated on Drawing No. AR-A-Y1-10 within the revised Detailed Architectural Plans (Junior School) at <b>Appendix E1</b> .	<b>Appendix E1</b>
The view impact analysis photomontages contained within the design report are to be included in the relevant architectural plan sets.	The view impact analysis has been extracted from the Architectural Design Report and included at Drawing No. AR-B8-M1-01 and AR-B8-M1-02. Refer to the Detailed Architectural Plans (Year 8 Centre) included at <b>Appendix E3</b> for further details.	<b>Appendix E3</b>
<b>15. Landscaping</b>		
The landscape information submitted with the application is not satisfactory detailed for the scale of the proposed development. Revised detailed landscape plans must be submitted, including a landscape Concept Proposal for the entire site, and landscape plans for the detailed Stage 1 works.	Revised Landscape Plans have been prepared by Turf Design Studio which are appropriately dimensions and scaled. These include plans for the Concept Proposal and the Stage 1 Application for detailed works. Refer to <b>Appendix G</b> and <b>Appendix H</b> (respectively) for further details.	<b>Appendix G and H</b>

Summary of Issue Raised	Response	Reference / Appendix
<b>TRANSPORT FOR NSW (TFNSW)</b>		
<b>1. SIDRA Modelling and Traffic Generation</b>		
The provision of a dedicated right turn bay and the removal of parking on the eastern side of New South Head Road should be considered to allow two exclusive through southbound lanes. The provision of an exclusive right turn phase is not supported at this stage without further investigation.	The Addendum Traffic Impact Assessment also notes that there are relatively few vehicles that turn right at this intersection, and the proposal is expected to increase the right turn flow by some 5 vehicles per hour during peak periods. This is a relatively minor increase in the flow of traffic turning right. As a result, the short right turn bay and provision of two exclusive southbound traffic lanes on New South Head Road will allow the intersection to continue to operate at similar levels during the peak periods as it operates today. Refer to <b>Appendix I</b> for further details.	<b>Appendix I</b>
Concerns regarding the likelihood of vehicular queuing on Vaucluse Road from increased traffic generation, including the cumulative impact of vehicles exiting the Junior and Senior Schools along with traffic exiting from the MTC centre.	<p>In order to reduce queueing along Vaucluse Road and to better manage student movements during the afternoon peak pick up period, the finish times of the ELC, Junior School and Senior School are staggered with students getting picked up from three different locations across the campus. The provision of a new drop off/pick up zone adjacent to the Junior School (Phase A-1 as part of the Stage 1 Application) will also improve traffic conditions on the surrounding road network and reduce queueing along Vaucluse Road.</p> <p>The updated SIDRA modelling found that the additional traffic generated as a result of the proposed development will not have a noticeable impact on the operation of the surrounding road network, or on the queue lengths on Vaucluse Road (on approach to the New South Head Road traffic signals). Refer to <b>Appendix I</b> for further details.</p>	<b>Appendix I</b>
SIDRA modelling should be undertaken with a cycle time of 120 seconds. This should be supported by SIDRA layout or phasing for the existing and future models. A copy of the traffic control signal layout and operation should also be provided.	The SIDRA Analysis has been updated within the Addendum Traffic Impact Assessment for the intersections in the vicinity of the site to a SIDRA 9 Network model. This includes a cycle time of 120 seconds for the morning and afternoon peak periods. Refer to the updated SIDRA modelling and copy of the traffic control signal layout at <b>Appendix I</b> for further details.	<b>Appendix I</b>
Clarification is required regarding the date that survey data was collected to confirm that traffic volumes were taken during term.	The traffic survey data was collected during the morning and afternoon periods on Tuesday 26 March 2019 (during the school term). Traffic counts were undertaken in the morning from 0700 – 0900 and in the afternoon from 1430 – 1630 at several nearby intersections. Refer to the Addendum Traffic Impact Assessment at <b>Appendix I</b> for further details.	<b>Appendix I</b>
<b>2. Swept Paths</b>		
Provide additional swept path analysis for the proposed basement staff parking in the Senior School which demonstrates vehicles being able to enter and exit car spaces 7, 16 and 23.	Swept Path analysis has been prepared for the proposed basement car park as part of the Bus and Car Parking Area (Phase B-1 of the Stage 1 Application for detailed works). As a result of this swept path analysis, a minor change was made to the total provision of car parking (which also includes a reduction in the overall basement footprint). The basement car park previously proposed a total of 30 car parking spaces. The revised proposal now includes a total of 29 car parking spaces. Refer to the Addendum Traffic Impact Assessment at <b>Appendix I</b> for further details.	<b>Appendix I</b>
<b>3. Construction Management</b>		
The loss of successive bus stops due to the temporary construction needs of the proposal and the Kambala Sports Precinct Redevelopment should be avoided. This should be reflected in the Construction Management Plan.	The proposed Concept Masterplan for the redevelopment at Kincoppal does not propose any work zones along New South Head Road or Vaucluse Road. All construction activity is proposed to be confined to on-site construction compounds. Therefore, the proposal is not expected to result in the loss of any outbound bus stops, or successive bus stops, on New South Head Road. Refer to the Addendum Traffic Impact Assessment at <b>Appendix I</b> for further details.	<b>Appendix I</b>
<b>4. Green Travel Plan</b>		
Prior to the issue of the first occupation certificate, the proponent should prepare a stand-alone, holistic Green Travel Plan (GTP) in consultation with Transport for NSW (TfNSW).	As discussed with the Department on 3 March 2021, the GTP will be submitted and approved prior to issue of a construction certificate in consultation with TfNSW. Refer to the Addendum Transport Impact Assessment at <b>Appendix I</b> for further details.	<b>Appendix I</b>

Summary of Issue Raised	Response	Reference / Appendix
<b>WOOLLAHRA COUNCIL</b>		
<b>1. Traffic and Parking</b>		
<p><i>Parking Provision</i></p> <p>There is a shortfall of at least three (3) car parking spaces, three(3) motorcycle parking spaces, and insufficient provision of bicycle parking spaces to meet the minimum requirements within the Woollahra DCP 2015.</p>	<p>The proposal has been refined since public exhibition to comply with the relevant parking requirements. An additional three (3) car parking spaces will be provided on site to address the shortfall identified in Council's submission. This results in an overall provision of 31 car parking spaces on site (including four accessible car parking spaces) that will be delivered as part of the proposed development. The provision of these spaces will form part of the Stage 1 Application for detailed works, although will be constructed to align with the various sub-phases identified in <b>Section 5.2</b> of the Submissions Report.</p> <p>With the 103 car parking spaces that currently exist on site, and the provision of 31 parking spaces as part of the Stage 1 Application for detailed works, the school will accommodate 134 car parking spaces on site. This meets the requirements of the Woollahra DCP 2015 and the RMS Guide to Traffic Generating Developments.</p> <p>A total three (3) motorcycle spaces will also be provided within the Bus and Car Parking Area (as part of Phase B-1), and 18 bicycle parking spaces will be delivered adjacent to the Year 8 Learning Centre (as part of Phase B-2). This meets the relevant parking requirements of the Woollahra DCP and the <i>RMS Guide to Traffic Generating Developments</i>. Refer to <b>Section 5.2</b> of the Submissions Report for further details.</p>	Refer to <b>Section 5.2</b> of the Submissions Report
<p><i>Traffic Generation</i></p> <p>As per Table 4.6 of the <i>RMS Guide to Traffic Generating Developments 2002</i>, post-development traffic on Vacluse Road exceeds the environmental and desirable goal of capacity by 85% (and exceeds the maximum requirement by 11%). More information should be submitted to allow a more comprehensive and accurate assessment of post-development traffic generation.</p>	<p>The use of environmental capacity performance standards is not considered appropriate for schools because traffic generated by schools will only occur for a short period of time in the morning and afternoon on weekdays. For the majority of the time over the course of the day, there will be no marked change in traffic flow.</p> <p>The Addendum Traffic Impact Assessment found that the minor increase in additional traffic generated as a result of the proposed development will not have a noticeable impact on the operation of the surrounding road network, or on the queue lengths on Vacluse Road (on approach to the New South Head Road traffic signals). Refer to <b>Appendix I</b> for further details.</p>	<b>Appendix I</b>
<p><i>Green Travel Plan</i></p> <p>The GTP should be submitted prior to development consent, as per Part EI.12 of Council's DCP. A more detailed description of bus routes and operation schedules should also be submitted for further assessment.</p>	As discussed with the Department on 3 March 2021, the GTP will be submitted and approved prior to issue of a construction certificate in consultation with TfNSW. The Addendum Traffic Impact Assessment also includes further information regarding the description of bus routes and operation schedules. Refer to <b>Appendix I</b> for further details.	<b>Appendix I</b>
<p><i>Pick Up/Drop-Off and Operational Traffic Management Plan</i></p> <p>More detailed information is required regarding pick-up/drop-off arrangements to ensure efficient circulation is provided during the ongoing operations to manage the safety of students and staff, whilst minimising impacts on the amenity of the surrounding community.</p>	<p>The school currently provides two on-site student drop off/pick up areas. This includes one adjacent to the lower access road and Junior School (within the main school campus on the western side of Vacluse Road), and another at the MTC car park on the eastern side of Vacluse Road. As part of the proposed development, a third drop off/pick up zone will be provided as part of Phase A-1 of the Stage 1 Application for detailed works which will also include the provision of a new internal link road to the Junior School and an elevated pedestrian walkway.</p> <p>Vehicles will enter the site via the new driveway crossover off Vacluse Road, travel in a one-way direction to the north, drop students off at the new designated drop off/pick up zone adjacent to the Junior School, and exit the site back onto Vacluse Road via the existing Junior School driveway. Refer to the Addendum Traffic Impact Assessment at <b>Appendix I</b> for further details.</p>	<b>Appendix I</b>

Summary of Issue Raised	Response	Reference / Appendix
<p><i>Construction Traffic Management Plan</i></p> <p>A CTMP be prepared in accordance with Council's checklist. TfNSW should be consulted in the process of developing the CTMP to ensure that the operation of the signalised intersection of New South Head Road and Vacluse Road, as well as traffic flow along New South Head Road is not adversely affected.</p>	<p>A draft Construction Traffic Management Plan has been prepared which includes a preliminary construction methodology, process and staging. This CTMP will be finalised in consultation with TfNSW prior to the commencement of construction, and once a contractor has been appointed. Refer to the Addendum Traffic Impact Assessment at <b>Appendix I</b> for further details.</p>	<b>Appendix I</b>
<b>2. Urban Design</b>		
<p><i>Precinct A</i></p> <p>Concern is raised about the perceived bulk and scale of the proposed vertical circulation link to the Junior School. It should be redesigned to create a more articulated facade and enhance the transparency of the facade through materials and/or openings. This is to reduce its perceived bulk and scale and improve the facade visual interest, particularly when viewed from Sydney Harbour.</p>	<p>Various alternate configurations and external treatments have been explored and tested to address the perceived bulk and scale of the proposed Junior School vertical circulation link. This included potential refinements to the facade treatment of the existing envelope and minor refinements to the internal layout and configuration of the circulation link. The overall height of the circulation link was also explored but this is subject to the final height of the lift overrun and associated mechanical plant / machinery which is not yet known. The design of the Junior School vertical circulation link (as originally submitted) represents an anticipated worst case scenario which may be able to be reduced once the final lift selection is made.</p> <p>As part of exploring alternate options for the Junior School vertical circulation link, it was determined that the height of the facade treatment should be consistent around the whole circulation element to ensure the massing is simple and clear. It was also found that a different articulation or treatment of the envelope would not achieve the intent of reducing the perceived bulk and scale of the Junior School vertical circulation link when compared to the design as originally submitted.</p> <p>The design of the vertical circulation link has been subsequently refined. This refinement involves removing the southern portion of the two upper levels of the circulation link to reveal more of the existing Barat Burn facade. This also involves refinements to the internal configuration to reduce the width of the screening element externally. As a result, this refinement provides better visibility to the original eastern part of the Barat Burn building when viewed from the south-west within the school grounds, as well as longer views from the west and north west. This also improves the appearance of the circulation link by breaking down the extent of the blank facade when viewed from the Harbour. This also reduces the perceived bulk and scale when viewed from the Harbour by allowing it to be read as a more modest contemporary addition to the Junior School.</p> <p>Refer to the Revised Design Report at <b>Appendix F</b>, the Detailed Architectural Plans (Junior School and ELC) at <b>Appendix E1</b>, and the Addendum Heritage Statement at <b>Appendix T</b> for further details.</p>	<b>Appendix E1 , Appendix F and Appendix T</b>
<p><i>Precinct B</i></p> <p>The proposed alterations and additions to the Year 8 Centre are not supported as it eliminates the views to the existing heritage building when viewed from Sydney Harbour and different vantage points in the subject site.</p>	<p>The proposed design of the Year 8 Centre has been considered to ensure it respects and responds to the existing heritage buildings on site, particularly when viewed from the Harbour.</p> <p>Importantly, it is noted that views from the Harbour are changing views. When viewed from the north west (including from the Junior School and its grounds), the existing Claremont Villa Building will be substantially masked by the proposed alterations and additions to the Year 8 Centre. However, it is already substantially obscured by existing buildings, particularly the 1958 addition immediately to the north. When viewed from the Harbour further towards the west this view of the existing Claremont Villa then opens up.</p> <p>The Year 8 Centre has been designed to step back from the south to specifically minimise intrusion into these changing views, while also retaining a formal relationship with the gabled language of the Claremont Villa and the 1958 addition. The gabled roof form is sympathetic to the existing heritage building and are scaled to sit below the existing ridge height of the Noviceship Wing additions and the Claremont Villa. Views to the Claremont Villa from the Harbour are largely uninterrupted due to the positioning of the proposed addition at the northern end of the Noviceship Wing which sits above the 1976 Science Block addition. Sightlines to the upper roof dormer windows also remain in most angles when viewed from the harbour.</p> <p>Refer to the Revised Design Report at <b>Appendix F</b>, the Detailed Architectural Plans (Year 8 Centre) at <b>Appendix E3</b> and the Addendum Heritage Statement at <b>Appendix T</b> for further details.</p>	<b>Appendix E3, Appendix F and Appendix T</b>

Summary of Issue Raised	Response	Reference / Appendix
<p><i>Precinct B</i></p> <p>The applicant should explore alternative ways to compensate for the loss of the existing trees / vegetation on the southern boundary of the subject site due to the proposed car parking facility.</p>	<p>A landscape buffer has been incorporated along the southern boundary of the site adjacent to the Bus and Car Parking Area to screen this from the neighbouring residential properties, and to mitigate the potential visual impacts of the this part of the proposed development. This will also enhance existing landscaped views to the site when viewed from the south.</p> <p>Refer to the Revised Design Report at <b>Appendix F</b>, the Detailed Landscape Plans at <b>Appendix H</b> and the Addendum Heritage Statement at <b>Appendix T</b> for further details.</p>	<b>Appendix F, Appendix H and Appendix T</b>
<p><i>Precinct C</i></p> <p>The proposed additional bulk and scale for the existing boarding accommodation exceeds the maximum Height of Buildings prescribed by Cl. 4.3 of the WLEP 2014. Its conceptual footprint appears to be significantly larger than its neighbouring buildings to the west and north.</p>	<p>The Boarding House Extension is part of the Concept Proposal and is therefore subject to subsequent Development Application(s). As a result, the detailed design of the Boarding House Extension has not been undertaken. The Concept Architectural Plans included at <b>Appendix D4</b> set out the maximum extent of the building envelope which comprises a built form of up to three (3) storeys in height, as well as the bulk, scale and setbacks of the proposed Boarding House Expansion. These plans demonstrate that the height of the proposed Boarding House Extension is similar to the adjacent Sheldon House and is therefore consistent with the surrounding context.</p> <p>Further detailed design will be undertaken as part of the subsequent Development Application(s) for the Boarding House.</p>	<b>Appendix D4 and Appendix F</b>
<p><i>Visual Impact Analysis</i></p> <p>The Visual Impact Analysis provided in the Architectural Design Report does not include analysis of the 'significant' views and vistas identified in the WDCP 2015, any view analysis from public domain areas such as New South Head Road or Vacluse Road, or existing private views.</p>	<p>Additional Visual Impact Analysis has been undertaken in accordance with the significant views and vistas identified at Section B1.10 (Vacluse West Precinct) and Section B1.11 (Vacluse East Precinct) of the Woollahra DCP 2015. Refer to the Revised Design Report at <b>Appendix F</b> for further details.</p>	<b>Appendix F</b>
<b>3. Tree and Arboricultural Information</b>		
<p>A comprehensive assessment should be undertaken to determine if there is any opportunity for further tree retention, or to provide a greater degree of certainty in minimising the impact on trees to be retained.</p>	<p>To facilitate the construction of the proposed Bus and Carparking Area (Phase B-1) and the alterations and additions to the Main Entrance (Phases B3 – B-4) as part of the Stage 1 Application, the proposal includes the removal of 16 trees. A total of 10 trees will be retained.</p>	Refer to <b>Section 5.3</b> of the Submissions Report
<p>The removal of Tree 2 is not supported. There is insufficient information in the Arborist Report to support the recommendation for the removal of this tree for structural issues.</p>	<p>As part of these phases of work, several alternative design options were considered to assess whether there were any opportunities for further tree retention. However, alternative locations across the site were ultimately ruled out due to the potential impacts on the heritage character and setting of the Senior School Main Building, as well as the significant excavation, remediation works, and impact on the natural landscape that would likely be required. Refer to <b>Section 5.3</b> of the Submissions Report for further details.</p>	Refer to <b>Section 5.3</b> of the Submissions Report
<p>Additional information should be submitted to justify the removal of trees 4-6 and 11-13, which are prominent trees providing a high contribution to the amenity and canopy cover of the surrounding area.</p>		Refer to <b>Section 5.3</b> of the Submissions Report
<b>4. Environmental Health</b>		
<p><i>Acoustic Report</i></p> <p>Whilst the resultant noise from the expansion of the ELC and associated outdoor play areas will not adversely impact upon the closest residential receivers, the Acoustic Report should be updated to reference and demonstrate compliance with the noise criterion specified within the 'Association of Australasian Acoustical Consultants Technical Guideline for Childcare Centre Noise Assessment, Version 3 September 2020'.</p>	<p>An Addendum Acoustic Statement has been prepared at <b>Appendix R</b> which demonstrates that the ELC (and noise from the associated outdoor play areas) complies with the noise criteria set out within the updated 2020 technical acoustic guidelines.</p>	<b>Appendix R</b>



Summary of Issue Raised	Response	Reference / Appendix
<b>HERITAGE NSW</b>		
Searches of the Aboriginal Heritage Information Management System (AHIMS) are valid for 12 months and the original search was undertaken on 9 July 2019. An updated search is required.	An updated AHIMS search has been undertaken and is included within the Addendum Aboriginal Cultural Heritage Statement at <b>Appendix Q</b> .	<b>Appendix Q</b>
Further clarification is required regarding the exact extent and depth of proposed impacts. Confirmation is also required on whether any ground disturbance is proposed for the ELC Additional Carparking (shown in Figure 6 of the EIS – Umwelt 2020), and whether this impact has been assessed by the ACHAR.	Additional Geotechnical Investigation have been prepared which clarify the extent of the proposed depths near the ELC, and at other locations within the school’s campus. <b>Appendix Q</b> notes that the lower floor of the ELC building will be situated at 37.2m AHD, with deeper excavation required for piers and construction of the slab.  Refer to the Revised Geotechnical Report (ELC) at <b>Appendix M2</b> and the Addendum Aboriginal Cultural Heritage Statement at <b>Appendix Q</b> for further details.	<b>Appendix M2 and Q</b>
Further detailed design should be undertaken to avoid impacts to the KRB Rockshelter (AHIMS #45-6-3754), and to minimise impacts to areas of moderate and high archaeological potential.  If avoidance of these areas is not possible, a systematic subsurface testing program should be undertaken under an Aboriginal Heritage Impact Permit (AHIP). If avoidance of the rockshelter is not possible, test excavations under an AHIP must occur within the KRB Rockshelter to confirm the presence or absence of subsurface archaeological deposits.	One area of high archaeological potential was identified (known as the KRB Rockshelter) during the preparation of the Aboriginal Cultural Heritage Assessment Report (ACHAR) as originally submitted. The Boarding House Extension is the only component of the proposal which is located in close proximity to the rockshelter that could have a potential impact on Aboriginal heritage.  The Boarding House Extension is part of the Concept Proposal and is therefore subject to subsequent Development Application (s). As a result, the detailed design of the Boarding House Extension has not been undertaken. However, additional geotechnical investigations have confirmed that the Boarding House structure can be built without any ground disturbance within the site, and can be undertaken with no direct impact to the KRB rockshelter.  Additional geotechnical investigations were undertaken within areas of moderate archaeological potential at various locations around the site which will involve ground disturbance as part of the proposed development. While the potential impact on Aboriginal Cultural Heritage at these locations was assessed as part of the original ACHAR, the Addendum at <b>Appendix Q</b> includes additional information which suggests that the potential for impacts to these areas is less than was initially considered. In addition, the areas proposed for deep excavation are contained largely within disturbed material.  Therefore, the management strategies set out within Section 6.4 of the ACHAR (as submitted with the original application) are still considered appropriate for managing the potential impacts to Aboriginal Cultural Heritage that have been identified. Refer to the Addendum Aboriginal Cultural Heritage Statement at <b>Appendix Q</b> for further details.	<b>Appendix Q</b>
It is recommended that the program of subsurface testing be undertaken prior to the issue of development consent to inform whether future salvage excavation is required to potential areas containing Aboriginal objects, and to allow the Proponent to redesign the proposal if necessary.  The ACHAR should be updated to document the results of the testing and reassessment of the impacts to Aboriginal cultural heritage values.		<b>Appendix Q</b>
Consultation with the Registered Aboriginal Parties (RAP) must continue in line with the <i>Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010</i> .	Consultation with the RAPs will continue to be undertaken in accordance with the relevant requirements.	<b>Appendix Q</b>
<b>SYDNEY WATER</b>		
Detailed servicing requirements (including any potential extensions or amplifications) will be provided once the development is referred to Sydney Water for a Section 73 Compliance Certificate under the <i>Sydney Water Act 1994</i> .	Noted – no immediate action required.	N/A
<b>AUSGRID</b>		
No objection to the proposal. The Proponent is encouraged to continue to discuss their requirements directly with Ausgrid, and that a connection application is made to as soon as practical.	Noted – no immediate action required.	N/A

Summary of Issue Raised	Response	Reference / Appendix
<b>NSW ENVIRONMENT PROTECTION AUTHORITY (EPA)</b>		
The EPA has no comments to provide on this project and no-follow up consultation is required.	Noted – no action required..	N/A
<b>ENVIRONMENT, ENERGY AND SCIENCE GROUP (EES) AT DPIE</b>		
All relevant flood related issues have been adequately addressed and there are no further requirements or comments in this regard.	Noted – no immediate action required.	N/A