

Sydney Grammar School Weigall Sports Complex (SSD-10421)



Response to Submissions

Part 1 – Response to Public Authority Submissions

Issues Raised by Public Authorities	Type of submission	Proponent's Response
Department of Planning and Environment (DPIE)		
<p>1. View impact (private) and built form</p> <p>The Department concurs with Woollahra Municipal Council's (Council) concerns with respect to view impact. Given the significant and details concerns raised by Council, you are requested to explore opportunities to reduce the building height to provide view sharing for neighbouring sites, especially the properties to the south and west of the site.</p>		<p>See RtS:</p> <ul style="list-style-type: none"> • Section 3.1 • Appendix C - RtS Design Report
<p>2. Visual Impact</p> <p>The Department requires you to revise the visual impact assessment to include a 3D view analysis from Nos. 12 and 16 Neild Avenue. The View analysis must include:</p> <ol style="list-style-type: none"> a) details of the level of the building the view analysis was carried out from. b) the height/position (height from the finish floor level), which room/area (i.e. living, balcony, bedroom) of the unit/dwelling. 		<p>See RtS:</p> <ul style="list-style-type: none"> • Section 3.2 • Appendix C - RtS Design Report
<p>3. Community Use</p> <p>It is unclear if the proposal includes provisions for shared community use of the school facilities. Accordingly, confirm if the proposal involves community use and if so, a detailed schedule is to be provide of future shared use of school facilities / outdoor play areas with the community including (but not limited to) a schedule of:</p> <ol style="list-style-type: none"> a) list of all school facilities to be used (sporting facilities, parking spaces, etc). b) types of functions/activities carried out. c) maximum occupancy and hours/days of operations of such uses. d) likely frequency of community uses within the site. e) any additional noise and traffic assessment in relation to out of hours community use of school facilities. 		<p>See RtS:</p> <ul style="list-style-type: none"> • Section 3.3 • Appendix F - Amended Operational Management Plan
<p>4. Apartment Design Guide</p> <p>The EIS states that building separation criteria within the Apartment Design Guide (ADG) under State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development has been applied for the proposed development with respect to existing resident flat buildings (RFB) to the south (8 Vialoux Avenue and 25-33 Lawson Street). In this regard, the Department requires you to provide the following information:</p> <ol style="list-style-type: none"> a) details to demonstrate how the proposed development addresses the visual privacy requirements under ADG with respect to the adjoining RFB to the south. A detailed table of compliance with the separation distances should be included for each of the dwelling units/rooms fronting the proposed development. 		<p>See RtS:</p> <ul style="list-style-type: none"> • Section 3.4 • Appendix C - RtS Design Report

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<p>b) hourly shadow diagrams (both elevation and plan view and a schedule with the unit numbers) to demonstrate the total number of hours the dwelling units located along the southern boundary would receive sunlight between 9am – 3pm during winter solstice.</p>		
<p>5. Acid Sulphate Management Plan The site is classified as Class 3 and 5 acid sulfate soils land under Woollahra Local Environmental Plan 2014 (WLEP). Accordingly, an Acid Sulphate Soils Management Plan is to be prepared in accordance with the Acid Sulfate Manual for the proposed works to be submitted.</p>		<p>See RtS:</p> <ul style="list-style-type: none"> • Section 3.5 • Appendix G - Acid Sulfate Soils Management Plan
<p>6. 3D height plan diagram The Department requires you to prepare and submit a 3D height plan diagram showing the proposed buildings with an overlay of the height plane showing the maximum permissible building height line for the site (as stipulated by the WLEP), where applicable.</p>		<p>See RtS:</p> <ul style="list-style-type: none"> • Section 3.6 • Appendix C - RtS Design Report
<p>7. Ecologically Sustainable Development (ESD) The Department requires you to submit a revised ESD report to include a green star design and as built scorecard.</p>		<p>See RtS:</p> <ul style="list-style-type: none"> • Section 3.7 • Appendix H - Amended Ecologically Sustainable Development Report (including green start scorecard)
<p>8. Acoustic Assessment The submitted Acoustic Report recommends a solid 2.2 metre high solid barrier to the boundary to the south. The Department requires you to submit details of this recommended fence on the revised architectural plans.</p>		<p>See RtS:</p> <ul style="list-style-type: none"> • Section 3.8 • Appendix D - Amended Architectural plans (A4103)
<p>Woollahra Municipal Council - General</p>	<p>Comment</p>	
<p>Woollahra Council staff are generally supportive of the proposal. Additional comment for consideration follows.</p>		
<p>1. Section 7.12 Contribution condition Recommended Condition C.1</p>		<p>Condition noted and agreed</p>
<p>2. Traffic and parking: Recommended conditions: Condition B.10 Construction Management Plan (CMP) Condition C.7 On-site Bicycle Facilities Condition I.2 Green Travel Plan (GTP)</p>		<p>Conditions noted and agreed</p>
<p>3. Trees and landscaping</p>		<p>Conditions noted and agreed</p>

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<p>Proposal is satisfactory subject to recommended conditions:</p> <ul style="list-style-type: none"> Condition A.3 Tree Preservation and Approved Landscaping Works Condition B.5 Establishment of Tree Protection Zones Condition B.6 Permissible Work Within Tree Protection Zones Condition B.7 Arborists Documentation and Compliance Checklist Condition C.10 Tree Management Plan Condition E.12 Tree Preservation Condition E.13 Replacement / Supplementary Trees which Must be Planted Condition F.4 Amenity Landscaping Condition H.2 Landscaping 		
<p>4. Student and staff numbers</p> <p>Recommended condition that no increase in student numbers is sought:</p> <p>Condition A.2 Student Numbers</p>		Condition noted and agreed
<p>5. Urban Design</p> <p>Concern in relation to impact on the public domain, visual impacts and streetscape presentation</p>		Noted
<p>View Impacts Private</p> <p>The Visual Impact Assessment report by Urbis has focused on the potential impacts of Building 1 on the habitable windows of the neighbouring sites at 8 Vialoux Ave and 18-24 Neild Avenue, and states the following:</p> <p><i>“In our opinion units at 25-27 and 29-31 Lawson Street are likely to be less exposed to visual effects of the proposed development, given that they are significantly set back to the west from the subject site and are separated from it by open space which includes mature trees located within its own block. The vegetation will not be affected by the proposed development and in this regard will continue to provide significant screening effects in relation to the proposed built forms”.</i></p> <p>Notwithstanding the above, Council’s Urban Design Officer is of the opinion that existing landscaping would not screen the entire habitable areas at 25-27 and 29-31 Lawson Ave (refer Figure 1). Therefore, the proposed bulk and scale would affect additional habitable areas on these two buildings. As such, it is recommended that the proposed bulk and scale of the Building 1 is redesigned with more consideration to maintaining view sharing with the affected sites.</p>		<p>See RtS:</p> <ul style="list-style-type: none"> • Section 3.1 • Appendix C - RtS Design Report • Appendix E – Addendum View Impact Assessment

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<p data-bbox="170 337 705 607">  </p> <p data-bbox="100 610 758 651"> Figure 1. It appears that existing trees would not fully screen habitable areas at 25-27 and 29-31 Lawson Ave to the south (Source: Visual Impact Assessment Report, Urbis). </p> <p data-bbox="149 662 768 737"> Figure 2 below shows the impacts of the proposed bulk and scale on the habitable areas of 8 Vialoux Ave and 18-24 Neild Ave as per the Visual Impact Report by Urbis. The proposed changes would replace current extended landscaped private views to an enclosed/blocked view. This is not desirable from an urban design perspective. </p> <div data-bbox="235 760 711 1141">  </div> <p data-bbox="149 1146 785 1187"> Figure 2. View impacts of the proposed bulk and scale of Building 1 on the habitable areas of 8 Vialoux Ave (Source: Visual Impact Assessment Report, Urbis). </p> <p data-bbox="149 1203 768 1243"> Page 25 of the Report by Urbis states that the proposal would result in severe/devastating view loss of the private domain. This is inconsistent with the following provisions: </p> <table border="0" data-bbox="184 1260 751 1336"> <tr> <td data-bbox="184 1260 310 1325"> Control SEPP – Educational Establishments and Child Care Facilities </td> <td data-bbox="327 1260 436 1325"> Particulars Principle 1 – Context, built-form and landscape </td> <td data-bbox="453 1276 751 1336"> School buildings and their grounds on land that is identified in or under a local environmental plan as a scenic protection area should be designed to recognise and protect the special visual qualities and natural </td> </tr> </table>	Control SEPP – Educational Establishments and Child Care Facilities	Particulars Principle 1 – Context, built-form and landscape	School buildings and their grounds on land that is identified in or under a local environmental plan as a scenic protection area should be designed to recognise and protect the special visual qualities and natural		
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<p><i>environment of the area, and located and designed to minimise the development's visual impact on those qualities and that natural environment.</i></p> <p>Woollahra LEP 2014 R3 Zone objective <i>To ensure that development is of a height and scale that achieves the desired future character of the neighbourhood.</i></p> <p>Woollahra DCP 2015 C1.2.4 Desired future character C1.4.9 Views <i>(j) provides for sharing of views and vistas;</i></p> <p><i>O1 To minimise the impact of new development on views from existing development.</i> <i>O2 To promote the concept of view sharing from private properties as a means of ensuring equitable access to views.</i> <i>O3 To protect and enhance views from streets and other public spaces.</i> <i>O4 To provide additional views from streets and other public spaces where opportunities arise.</i> <i>C1 New development must enable view sharing with surrounding development, particularly from main habitable rooms of that development.</i></p> <p>F2.3 Siting of development <i>O4 To protect existing views and vistas</i> <i>C7 Development provides for view sharing from surrounding properties.</i></p> <p>To achieve design excellence, it is recommended that the façade is amended to provide transparent openings/windows and greater articulation of the façade. One way to achieve this is through a varied material palette of high-quality finishes and materials. A denser landscape and tree canopy would further mitigate the impacts of the deactivated part of the façade on the streetscape.</p>		
<p>6. Engineering</p>		<p>Conditions noted and agreed</p>

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<p>Stormwater Management and Flooding</p> <p>No issues are raised regarding drainage and stormwater management, and flooding subject to the following conditions being imposed as part of any consent:</p> <p>Condition C.5 Stormwater Management Plan Condition C.8 Flooding Study – Protection of Property Condition F.1 Commissioning and Certification of Systems and Works Condition E.9 Existing Drainage Easement, Drainage Reserve or Stormwater Drainage System Benefiting Council</p> <p>Structural and Geotechnical Matters</p> <p>No issues are raised regarding the proposed development and earthworks, subject to the following conditions being imposed as part of any consent:</p> <p>Condition C.3 Professional Engineering Details Condition C.4 Geotechnical and Hydrogeological Design, Certification, and Monitoring Condition C.7 Details of Proposed Construction Methodology Condition D.1 Dilapidation Reports for Public Infrastructure Condition D.2 Adjoining Buildings Founded on Loose Foundation Materials Condition E.4 Compliance with Geotechnical / Hydrogeological Monitoring Program Condition E.5 Vibration Monitoring Condition F.2 Dilapidation Reports for Public Infrastructure Works</p> <p>It appears that all proposed works are contained within the school's boundary with no encroachment over Council land. This is to be confirmed by DPIE.</p>		
<p>7. Light Spill</p> <p>Condition I.1 is recommended to ensure that any outdoor sports lighting complies with AS/NZS 4284:2019: <i>Control of the obtrusive effects of outdoor lighting</i>.</p>		<p>See RtS:</p> <ul style="list-style-type: none"> • Section 4.1.3 • Appendix J - Lighting memo
<p>8. Construction Impact</p> <p>Suitable conditions are recommended to mitigate/ameliorate environmental and amenity impacts during construction.</p>		<p>Conditions noted and agreed</p>
<p>9. Environmental Health</p>		<p>Conditions noted and agreed</p>

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<p><i>Hazardous Materials Survey and Management Plan</i></p> <p>A Hazardous Materials Survey and Management Plan of the pavilion & multipurpose/tennis courts is required to identify, and risk assess materials which have the potential to be hazardous to human health. The purpose of the hazardous materials audit is to:</p> <ul style="list-style-type: none"> • establish if hazardous materials are present; • identify the type of hazardous material; • identify the location and extent of the hazardous material; • record the condition of the hazardous material; • risk assess the hazardous material; and • develop a register of hazardous materials in a building for compliance to Work Health & Safety legislation. <p>In addition, Australian Standard <i>AS2601-2001 – The Demolition of Structures</i>, which is referenced in the <i>NSW WH&S Regulation 2011</i> specifies the requirement for a hazardous materials survey to be undertaken prior to demolition. Furthermore, the <i>NSW Work Health & Safety Act 2011</i> requires that all premises containing asbestos have an Asbestos Management Plan.</p> <p>Health Services is of the opinion that a qualitative risk assessment of potential hazardous materials of the pavilion and multipurpose/tennis courts, Hazardous Materials Survey and Management Plan detailing recommendations on the control measures strategies, and Hazardous Materials Register is prepared for the site to ensure legislative compliance. As such, the following conditions are recommended:</p> <p>Condition B.8 Hazardous Materials Survey and Management Plan Condition B.9 Hazardous Materials Register</p>		<p>Conditions noted and agreed</p>

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<p>Acid Sulfate Soils</p> <p>Reference is made to Woollahra Local Environmental Plan 2014 Part 6, Clause 6.1 Acid Sulfate Soils where the objective of this clause is to ensure that development work does not disturb, expose or drain acid sulfate soils and cause environmental damage. The Acid Sulfate Soils Map has identified Weigall Sports Complex, Sydney Grammar School, Neild Ave, Rushcutters Bay as Class 3 land.</p> <p>Development consent in relation to acid sulphate soils on Class 3 land is required for works below the natural ground surface and works by which the water table is likely to be lowered. In considering the extent of soil disturbance and land classification, Council's Environmental Health Officer recommends that further examination of the potential environmental risks associated with acid sulfate soils is carried out. Should the concentration of acid sulfate soils meet or exceed the "action criteria", an Acid Sulfate Soils Management Plan must be prepared for the development site. A condition to this effect is recommended:</p> <p>Condition D.5 Acid Sulfate Soils</p>		<p>See RtS:</p> <ul style="list-style-type: none"> • Section 3.5 • Appendix G - Acid Sulfate Soils Management Plan
<p>In-situ Waste Classification</p> <p>The following condition is recommended to ensure that waste disposal activities are undertaken in accordance with relevant guidelines/legislation:</p> <p>Condition E.11 In-situ Waste Classification</p>		<p>Conditions noted and agreed</p>
<p>10. Heritage</p> <p>Councils' Heritage Officer has considered the proposal. The findings of the assessment made in the Heritage Impact Statement are generally concurred with.</p> <p>Should the application be approved, the following conditions are to be imposed:</p> <p>Condition B.2 Heritage Interpretation Strategy Condition B.3 Aboriginal Heritage Condition B.4 Historical Archaeology</p> <p>Note: Ideally a Heritage Interpretation Strategy would be submitted with the DA and heritage interpretation measures incorporated into the design. Nonetheless, this is included as a condition.</p>		<p>Conditions noted and agreed</p>
<p>11. Paddington Greenway</p>		<p>Noted</p>

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<p>The Paddington Greenway is an initiative driven by members of the Paddington community supported by both Woollahra and the City of Sydney councils. The objective of the greenway is to develop a green corridor extending from the Sydney Harbour frontage at Rushcutters Bay Park to Trumper Park in Paddington to facilitate walking and cycling. It also has the potential to link Centennial Park to the Harbour foreshore at Rushcutters Bay. It is anticipated that the corridor will follow a route over the existing Sydney Water drainage channel which runs through the Sydney Grammar site and also the adjoining White City site.</p> <p>I want to alert you to an important issue. That is that Council wants to ensure that the development of this site facilitates public access through the site and, in particular, will not impede the Council's vision for the implementation of the Paddington Greenway project.</p>		<p>The Architectural Design Report by AJ+C (EIS Appendix C) includes a Future Indicative Structure Plan for the Weigall Sports Grounds, noting potential upgrades and improvements and including a future elevated greenway link over the drainage culvert that traverses Weigall (noting that child protection measures will be required to fulfil SGS's duty of care to students). The future link does not cross the SSDA site.</p> <p>The Headmaster of SGS is a member of the Paddington Greenway Project Steering Group.</p>
<p>Woollahra Council - Memorandum Traffic</p>		<p>See RtS:</p> <ul style="list-style-type: none"> • Section 4.1.2 • Appendix I – Response to Traffic Engineering Submissions.

<p>Council’s Traffic Engineer has reviewed the application and recommend that the development not be supported at this stage until the following issues are addressed:</p> <ol style="list-style-type: none"> 1. Parking Provision – A revised parking analysis be submitted for further assessment with clear number of players, spectator players, number of students staying on-site for other sessions and basketball functions, as well as proper consideration to address parking demand for future community uses to address issues raised in the report above; 2. Small Car Parking & Accessible Parking - Further assessment will be made upon revised parking analysis. It should be noted that, small car parking spaces must not exceed 5% of the overall number of parking spaces, as per E1.9.6 of Council’s DCP, and provision of accessible park should comply with D3.5 of Building Code of Australia; 3. Pick-up/Drop-off Arrangements, Bus Services & Operational Traffic Management Plan – <ol style="list-style-type: none"> i. A more quantifiable queuing analysis should be submitted to demonstrate the proposed on-site pick-up/drop-off circulation area can accommodate 98th percentile queue at peak traffic levels. It should be noted that vehicles must not wait on the footpath or roadway; ii. More information regarding bus operations should be submitted for further assessment to address the issues raised in the report above; iii. An OTMP be developed to include the information required in the report above; 4. Bicycle and Motorcycle Parking Provision – <ol style="list-style-type: none"> i. An undersupply of at least six (6) bicycle parking spaces, excluding the pool-related bicycle parking demand, is identified, as the proposed way to calculate bicycle parking by applying the minimum generation rate of one facility/condition to the whole development is considered not reasonable; ii. Further assessment will be made upon submission of a revised parking analysis; 5. Traffic Generation & Local Traffic Management Plan – <ol style="list-style-type: none"> i. Number of players and spectators should be confirmed before further assessment can be made, however SIDRA analysis shows some intersection are already or will perform at level of service “B”, “C” or even “D”, which require attention; ii. Safety concerns are raised for pedestrian movements near the school premises; iii. A Local Area Traffic Management (LATM) be developed, funded and implemented, to the satisfaction of the Council’s Engineering Services Department, and the applicant should make best endeavours to consult with the local schools and community members in the preparation of the LATM. Applicant should also liaise with White City immediately adjacent to the subject site in the development and implementation of LATM. 6. Green Travel Plan – A revised GTP should be submitted to provide information including but not limited to: 1) Quantifiable targets of plan for different groups, including students and staff/trainers; 2) Strategies, measures and actions that are practical, effective and compatible with the targets; 3) Implementation of plan and representative responsible for implementing and enforcing the plan. Should the development be approved, monitoring annual reports would be required to provide information on the number of people trips, travel modes by time of day, journey purpose and origin/destination of trips for a minimum of 5 years post occupation, as per Council’s DCP; 7. Construction Management Plan – A revised CMP be submitted to address/clarify the issued identified in the report above. 		
<p>Recommended Conditions:</p>		<p>Conditions noted and agreed</p>

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<p>A.3 Deferred Commencement - (section 4.16(3) of the Act, clause 95 of the Regulation) A.5 Approved Plans & Supporting documents C.45 Car and Commercial Parking Details D.9 Construction Management Plan D.10 Works (Construction) Zone – Approval & Implementation E.3 Compliance with Construction Management Plan I.21 Provision of Off-street Public and Visitor Parking I.31 Operation in Accordance with Traffic Management Plans (Special Condition)</p>		
<p>City of Sydney</p>	<p>Comment</p>	
<p>1. Public domain and stormwater management</p> <p>The City notes that the public domain along the eastern side of Neild Avenue is in poor condition and as this is a significant development which will lead to the increased use of the public domain and works will include stormwater connections and the construction of new driveways and entrances to the site, consideration should be made to undertaking public domain works along Neild Avenue and Alma Street. However, as this part of the public domain falls within the Woollahra Council LGA, no conditions are recommended for the public domain.</p> <p>The submitted Civil & Stormwater Report accompanying the EIS outlines that the development will require a Woollahra Municipal Council stormwater asset deviation. The City defers to Woollahra Council for consideration, approval and recommended conditions.</p> <p>The development also proposes to discharge its stormwater into the existing City of Sydney owned stormwater kerb inlet pit located adjacent to the existing driveway in Neild Avenue. This kerb inlet pit is identified as a City of Sydney asset and as such, it is recommended that separate consent for drainage connection is conditioned as any part of an approval. Further, the City recommends the applicant enter into a stormwater completion deed of agreement and register a positive covenant regarding the connection to the City's underground drainage system. Please see attachment A for recommended public domain conditions.</p>		<p>Conditions noted and agreed</p>
<p>2. Tree management</p>		<p>Conditions noted and agreed</p> <p>It is not possible to retain T32, T35, T36 and T37 as they require removal to accommodate the proposed building or pedestrian entries.</p> <p>The proposed planting of 42 new trees (replacing 20 trees to be removed) will provide a two to one replacement ratio. The proposed replacement trees are to</p>

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<p>The Brushbox street trees located within the Woollahra LGA located along Neild Avenue pedate 1943 and contribute greatly to the amenity of the area. These street trees are to be protected during demolition and construction.</p> <p>The submitted arborist report states that trees T32, T35, T36 and T37 are recommended for retention. However, they are proposed to be removed due to the building location / site access. These existing trees make a strong contribution to greening the streetscape and will help to screen this large building from Neild Avenue. The City recommends that these trees be retained and protected rather than replaced. Given the large land holding that can be built upon and accessed, it is not acceptable to be removing trees along the street boundary that can be retained. Alternative access through other available driveways would require fewer trees to be removed.</p> <p>The EIS notes approximately 90 trees within the site will be affected by the development, 20 of those proposed for removal while 70 are proposed to be protected. The 42 proposed replacement trees are proposed as a mix of medium sized trees with a minimum height of eight metres. All the proposed species are considered appropriate and are located within deep soil areas, they are likely to grow to maturity ensuring that the canopy cover of the site will not be diminished as a result of the development.</p> <p>The City recommends replacement trees be supplied in accordance with Australian Standard 2303 (2015) Tree Stock for Landscape Use. It is noted however, that the following species identified may be difficult or not possible to source:</p> <ul style="list-style-type: none"> • Pteridium esculentum, suggest replacing with Calochlaena dubia • Darwinia fascicularis, • Acacia terminalis, • Melaleuca squamea, • Dilwynia retorta, • Epacris longifolia <p>It is recommended that the proponent explore possibilities of ordering through specialist nurseries and if able to source, order replacement trees 6-12 months before the commencement of landscape works. This will ensure landscape diversity is not diminished due to lack of availability.</p> <p>It is also recommended that the suggested tree protection measures within the submitted arborist report be included as a condition of consent.</p>		<p>be planted as advanced size (200 litre) specimens which will provide an immediate contribution to the amenity of the site.</p> <p>Efforts will be made to secure replacement trees early (see RtS Section 5.0 – Final Mitigation Measures).</p>
<p>3. Site contamination and acid sulfate soils</p>		<p>See RtS:</p> <ul style="list-style-type: none"> • Section 3.5 • Appendix G - Acid Sulfate Soils Management Plan

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<p>The City has reviewed the submitted Hazardous Material Removal, Preliminary Environmental Site Investigation, Detailed Environmental Site Investigation (DESI) and Remedial Action Plan (RAP) reports and raise no objection with the level of investigations, report findings or recommendations. It is recommended, however, that an acid sulfate soil management plan (ASSMP) be prepared prior to future redevelopment activities to manage the identified potential environmental risks. A preliminary ASSMP has been submitted but it is recommended that an updated report be prepared as part of a condition of consent. Validation reporting will also be required via the engagement of a NSW EPA Accredited Site Auditor who is to prepare a site audit statement confirming that the land is suitable for the proposed use. This is recommended to be included as a condition of consent.</p> <p>Upon finalisation of bulk earthworks plans and construction methodologies, a detailed ASSMP is recommended to be prepared by the Principal Contractor, prior to commencement of development activities to manage potential disturbance of these soils.</p> <p>The submitted DESI recommended that a RAP be prepared and implemented to guide remediation and validation actions including validation sampling, analysis and quality planning to enable the site to be considered suitable for proposed land use. The RAP should also include an appropriate Unexpected Finds Protocol with provisions for the management of unexpected finds that may be encountered during site remediation/ development activities.</p> <p>An appropriate and efficient management/remediation strategy must be developed to address the lead and aesthetic issues at the site. Following completion of remediation activities in accordance with the RAP, a validation report should be prepared to demonstrate the successful validation of the site and suitability of the site for the intended use.</p> <p>The submitted RAP states that the preferred remedial strategy for the site is excavation and off-site disposal of lead impacted soil and removal of the excavated material from the site to a lawful waste facility. With respect to aesthetic impacts, it is noted that fill material with anthropogenic inclusions of ash, slag and charcoal and associated odours across the site will not be suitable for use at the site surface. These materials will need to be placed below pavements or be covered with suitable material as part of the proposed development works.</p> <p>Overall, it is considered that the proposed actions outlined in this RAP conform to the requirements of the <i>Contaminated Land Management Guidelines for the NSW Site Auditor Scheme (3rd Edition)</i> (EPA 2017) as they are technically feasible, environmentally justifiable, and consistent with relevant laws policies and guidelines endorsed by NSW EPA.</p> <p>It is considered that the site can be made suitable for the intended uses and that the risks posed by contamination can be managed in such a way as to be adequately protective of human health and the environment. Due to the contamination, it is recommended that a site auditor be engaged for the site and a condition of consent is included to require this to safeguard the public.</p>		
<p>4. Noise impact assessment</p>		<p>Conditions noted and agreed</p>

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<p>The City is satisfied with the proposed acoustic treatments to the pool area, multi sports halls and carpark. The EIS has also considered operational noise impacts as a result of the development. Based on the results of the calculated noise levels of the proposed Weigall Sports Complex, the resulting cumulative noise level impacting on the residential receiver within proximity of the site is 38 dB(A) LAeq 15 min. The resulting maximum noise level is within the <i>projects trigger noise levels</i>.</p> <p>The acoustic report for operational noise is considered to be sufficiently detailed and the recommended noise mitigation measures are recommended to be conditioned as part of any consent.</p>		
<p>5. Construction noise and vibration management Although the EIS notes intrusive appliances are not proposed to be used, it is recommended that the use of intrusive appliances be prohibited by condition of consent. Additionally, a condition requiring compliance with the acoustic report is recommended to ensure ongoing compliance with acoustic requirements.</p>		<p>Conditions noted and agreed</p>
<p>6. Lighting impacts It is recommended that the applicant explore opportunities to reduce light spill from the site.</p>		<p>See RtS:</p> <ul style="list-style-type: none"> • Section 4.1.3 • Appendix J - Lighting memo
<p>7. Materials and finishes The EIS has not been accompanied by sufficient information regarding proposed materials, finishes and colours. A condition is recommended that a materials and finishes schedule/board be submitted for further approval. The materials and finishes board must not include generic material or colour descriptions, or use terminology such as 'or similar'.</p>		<p>Condition noted and agreed</p>
<p>8. Operational management plan Delivery times and waste collections are recommended to be conditioned as part any consent to prevent any additional impact on surrounding residents.</p> <p>There are currently two maintenance staff, with two additional contracted staff assigned to work on various building services (electrical, hydraulic, fire), including the existing and proposed landscaped areas, along with contracted specialist trade contractors for tasks as required.</p> <p>The School is seeking to provide community use of the Weigall Sports Complex. The School however is limited in its capacity to provide unrestrained public access to facilities as a result of its duty of care to student's safety and the school's own usage requirements.</p> <p>The submitted operational management plan is recommended to be included as a condition of consent as part of any approval.</p>		<p>See RtS:</p> <ul style="list-style-type: none"> • Section 3.3 • Appendix F - Amended Operational Management Plan
<p>9. Paddington Greenway Project The City notes that the proposed works are concentrated around the south-western portion of the site, however, it is recommended that the proponent consider how the future works to Rushcutters Creek as part of the Paddington Greenway Project will impact the operations of the sporting fields and the interface between the fields and the publicly accessibly future greenway. Further</p>		<p>The Headmaster of SGS is a member of the Paddington Greenway Project Steering Group.</p>

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<p>consultation between the proponent and Woollahra Council is recommended to ensure the best urban design outcomes are achieved.</p>		
<p>Recommended Conditions: (1) DRAINAGE CONNECTION (2) STORMWATER COMPLETION DEED OF AGREEMENT AND POSITIVE COVENANT</p>		<p>Conditions noted and agreed</p>
<p>Heritage NSW</p> <p>Aboriginal cultural heritage regulation review of EIS and ACHA A field survey for the ACHA has assessed that there is low to nil potential for archaeological material to be located or harmed due to the assessed area being heavily disturbed and modified with the majority of the study area filled and levelled for the formation of the playing fields, tennis/ basketball courts and buildings. No Aboriginal objects, archaeological deposits or areas of potential were identified. It is noted that the effective coverage of the survey was recorded as 0% due to the existing structures, fields and courts although there is no map showing the survey transects employed across the development area. No test excavations were undertaken to confirm the disturbance levels or any low subsurface potential. The ACHA itself contains several errors including:</p> <ul style="list-style-type: none"> • incorrectly recommending that a section 90 Aboriginal Heritage Impact Permit (AHIP) be sought if Aboriginal objects are to be moved or harmed as part of the development (pages vii and 35). Heritage NSW notes that an AHIP is not required as the proposed development has been declared SSD. • referring to the <i>National Park and Wildlife Regulation 2009</i> (page 7). Heritage NSW can advise that the Regulation was updated in 2019 with the Aboriginal cultural heritage clauses re-numbered. • incorrectly referencing section 5.3, under section 3.2.2, as containing the survey details (page 17). The correct section is 4.3. • Section 3.3 states four responses, received by registered Aboriginal Parties, are provided in Table 5 (page 17) however only 3 responses are listed. • section 7.1.2 incorrectly refers to OEH (page 33). This should now refer to Heritage NSW. • a number of references within the ACHA are not listed in the References section on page 37: Artefact Heritage 2017 (page 21); Attenbrow 1991 and Attenbrow 1992 (page 21); Lampert and Truscott 1984 (page 21) Baker 2004 (page 21) Kate Sullivan & Associates 2001 (page 22); Jo McDonald CHM 2010 (page 22); NSW NPWS 1997 (page 28). <p>We note the EIS summarises the mitigation measures from the ACHA and recommends a condition of consent should be imposed requiring compliance with the recommendations in the ACHA. There is no specific mitigation measure listed for Aboriginal cultural heritage under section 7.0 of the EIS, although we note the Construction Management measure in Table 24 (page 160) states demolition/construction work will be carried out in accordance with the Aboriginal Cultural Heritage Assessment by Eco Logical (Appendix L).</p>	<p>Comment</p>	<p>The ACHA has been amended to address the Heritage NSW comments (see RtS Appendix K)</p>
<p>Aboriginal cultural heritage regulation advice While the proposed development appears to have low potential to impact on Aboriginal cultural heritage, we provide the following recommendations:</p>		<p>The Final Mitigation Measures address Aboriginal cultural heritage.</p>

Issues Raised by Public Authorities	Type of submission	Proponent's Response
<ul style="list-style-type: none"> An Aboriginal heritage management plan (AHMP) should be prepared to outline how the measures and recommendations from the ACHA will be implemented. This would assist to manage the measures recommended in the EIS whereby: <i>"If proposed works encounter intact sand deposits, then further archaeological investigations will be required as requested by the La Perouse Local Aboriginal Land Council. Monitoring by a qualified archaeologist and a representative of the LALC during early excavation works might also be required"</i> (EIS, page 139) An AHMP should include, but not be limited to; <ul style="list-style-type: none"> An Unexpected Finds Protocol for Aboriginal objects Outlining when additional survey or assessment may be required Outline ongoing consultation and involvement with the registered Aboriginal Parties as part of construction activities. 		See RtS Section 5.0 - Final Mitigation Measures.
<p>Environment, Energy and Science Group (EES)</p> <p>Biodiversity A Biodiversity Development Assessment Report (BDAR) Waiver was approved on 17 July 2020.</p> <p>Flooding EES has no further comments in relation to flooding.</p>	Comment	Noted
<p>Environment Protection Authority (EPA)</p> <p>No comment</p>	Comment	Noted
<p>Heritage NSW</p> <p>As delegate of the Heritage Council of NSW, I provide the following comments:</p> <ul style="list-style-type: none"> SEAR 9 requires that <i>'if the HIS identifies impact upon potential historical archaeology, an historical archaeological assessment should be prepared by a suitably qualified archaeologist in accordance with [...].'</i> The HIS p24 states that there is no archaeological potential, while on p25 it states that this report does not assess historical archaeology. While these statements are confusing, the minimal excavation proposed for the project and previous disturbance in this area contributes to a limited likelihood of archaeological information being uncovered during works. It is recommended that the conditions of approval for this project include an unexpected finds procedure to manage the unexpected discovery of historical archaeological information. The below is provided as an example: <ul style="list-style-type: none"> Unexpected historical archaeological relics protection The Applicant must ensure that if unexpected archaeological deposits or relics not identified and considered in the supporting documents for this approval are discovered, work must cease in the affected area(s) and the Heritage Council of NSW must be notified. Additional assessment and approval may be required prior to works continuing in the affected area(s) based on the nature of the discovery. <p>As the site is located in the Paddington Heritage Conservation Area and is in the vicinity of the Alma Street canary palms listed on the Local Environmental Plan, advice should be sought from Woollahra Municipal Council.</p>	Comment	The Final Mitigation Measures address Unexpected historical archaeological relics protection See RtS Section 5.0 - Final Mitigation Measures.

Issues Raised by Public Authorities	Type of submission	Proponent's Response
<p>Sydney Trains</p> <p>Recommended conditions</p> <p>A1. Prior to the issue of a Construction Certificate, the Applicant shall undertake a services search to establish the existence and location of any rail services. Persons performing the service search shall use equipment that will not have any impact on rail services and signalling. Should rail services be identified within the subject development site, the Applicant must discuss with Sydney Trains as to whether these services are to be relocated or incorporated within the development site.</p> <p>A2. No work is permitted within any easements which benefit Sydney Trains/TAHE (Transport Asset Holding Entity), at any time, unless the prior approval of, or an Agreement with, Sydney Trains/TAHE (Transport Asset Holding Entity) has been obtained by the Applicant. The Principal Certifying Authority is not to issue the Construction Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied.</p> <p>A3. The Applicant/Developer shall not at any stage block rail related use of Alma Road and associated easement, to ensure continuous provision for easy and ongoing 24/7 access by rail vehicles, plant and equipment to support maintenance and emergency activities.</p> <p>A4. The Applicant must ensure that at all times they have a representative (which has been notified to Sydney Trains in writing), who:</p> <ul style="list-style-type: none"> ▪ oversees the carrying out of the Applicant's obligations under the conditions of this consent and in accordance with correspondence issued by Sydney Trains; ▪ acts as the authorised representative of the Applicant; and ▪ is available (or has a delegate notified in writing to Sydney Trains that is available) on a 7 day a week basis to liaise with the representative of Sydney Trains, as notified to the Applicant. <p>A5. Without in any way limiting the operation of any other condition of this consent, the Applicant must, during demolition, excavation and construction works, consult in good faith with Sydney Trains in relation to the carrying out of the development works and must respond or provide documentation as soon as practicable to any queries raised by Sydney Trains in relation to the works.</p> <p>A6. Where a condition of consent requires consultation with Sydney Trains, the Applicant shall forward all requests and/or documentation to the relevant Sydney Trains External Interface Management team. In this instance the relevant interface team is Central Interface and they can be contacted via email on Central_Interface@transport.nsw.gov.au.</p>	<p>Comment</p>	<p>Conditions noted and agreed</p>
<p>Transport for NSW (TfNSW)</p>	<p>Comment</p>	

Issues Raised by Public Authorities	Type of submission	Proponent's Response
<p>Green Travel Plan</p> <p><u>Comment:</u></p> <p>The Travel Demand Management team in Transport Operations has reviewed the Green Travel Plan (GTP) for the proposal and has a number of recommendations to improve the GTP and sustainable travel outcomes for the site. Transport Operations welcomes the opportunity for direct consultation with the proponent regarding any aspects of the GTP.</p> <p><u>Recommendation:</u></p> <p>That the proponent consider the following commentary and proposed amendments to the GTP and operation of the site:</p> <ul style="list-style-type: none"> • Provide the number of parking spaces for car share vehicles and car pool vehicles on site as indicated by Section 6.4.1; • Provide a Parking Management Strategy to reduce instances of private vehicles utilising the proposed additional parking spaces for uses other than visiting the Weigall Sports Complex; • Provide charging equipment for e-bikes in the bicycle storage area to enable and encourage their charging; • Provide bicycle maintenance equipment in the bicycle parking facility; • Develop a comprehensive communications strategy identifying how the communicative elements of the GTP and TAG will be conveyed to students; including for new students post-OC (for example by developing and providing a pack to incoming students and staff which includes the TAG, Opal card, and other relevant information); • Nominate a party or parties responsible for delivery and implementation of each element of the Travel Plan throughout various stages of the development lifecycle, including for its ongoing implementation, monitoring and review, for a period of at least 5 years post-OC; • Provide funding and resourcing for those actions, including any ongoing actions required to influence travel demand, and determining an appropriate process for that to occur; for a period of at least 5 years post-OC; • Provide a descriptive and detailed monitoring, evaluation and review strategy for at least 5 years post-OC; and • Submit a copy of the final plan to Transport for NSW for endorsement, prior to the issue of the occupation certificate. 		<p>A Green Travel Plan (GTP) will be prepared prior to the issue of an occupation certificate providing information including but not limited to:</p> <ol style="list-style-type: none"> 1. Quantifiable targets of plan for different groups, including students and staff/trainers; 2. Strategies, measures and actions that are practical, effective and compatible with the targets; 3. Implementation of plan and representative responsible for implementing and enforcing the plan. 4. Requirement to prepare monitoring annual reports for a minimum of 5 years post occupation. <p>See RtS:</p> <ul style="list-style-type: none"> • Section 4.1.2 • Appendix I - Response to Traffic Engineering Submissions
<p>WaterNSW</p>	<p>Comment</p>	
<p>As the subject site is not located in close proximity to any WaterNSW land or assets, and as an SSD any flood works or licensing approvals will be assessed by others, the risk to water quality is considered to be low and WaterNSW has no comments or particular requirements.</p>		<p>Noted</p>
<p>Sydney Water</p> <p>Sydney Water raised concern that there may be a conflict between the proposal and a 860mm x 990mm stormwater channel.</p>	<p>Comment</p>	<p>Warren Smith Consulting Engineers has prepared a letter of advice and drawings (RtS Appendix L) which illustrate the location of the existing easement and</p>

Issues Raised by Public Authorities	Type of submission	Proponent's Response
		the stormwater assets. The drawings indicate that at the closest point, there is a 4 metre clearance between the existing Sydney Water assets and the proposed building which exceeds the minimum setback 1m requirement.

Part 2 – Response to Organisation Submissions

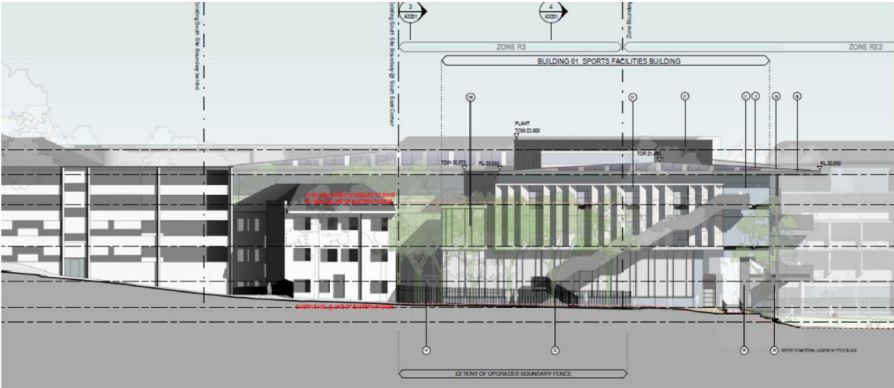

Issues Raised by Organisations	Type of submission	Proponent's Response
<p>Strata Plan 11962 (owners of 8 Vialoux Avenue, Paddington)</p>	<p>Objection</p>	
<p>2.1 Design excellence</p> <p>Notwithstanding that detailed documentation has been prepared for the proposal, it is questionable as to whether the site's future built form will exhibit design excellence, given the deleterious impacts of the proposed built form. The overall built form does not accord to the locality's desired future character, notwithstanding its location within the existing Weigall Sports Complex. The site is not appropriately located or suitable to accommodate the proposed built form.</p> <p>It is acknowledged that design excellence is a subjective interpretation, however, the resultant impact is additional built form beyond that which is anticipated by the relevant planning controls. Given this ambiguity, an undesirable outcome based on subjectivity is likely.</p> <p>Given the above, the potential approval of an uncharacteristic built form is an inconsistent approach when compared to other buildings in the surrounding locality which have been required to comply with the design objectives/standards. This is the expectation of the community. As continually found by consent authorities, design excellence relates not only to the design of the building itself, but how it relates to its surrounding buildings.</p>		<p>AJ+C has completed an extensive analysis of the site and surrounds and refined the proposal to minimise its impacts. A high standard of architecture and landscape design is proposed.</p> <p>Prior to lodgement of the EIS, the SGS team met with the GANSW and they supported the project.</p> <p>No heritage issues have been raised by Woollahra Council, the Council of the City of Sydney and Heritage NSW.</p>
<p>2.2 The proposal is not in character with neighbouring and nearby properties and exhibits excessive height, bulk and scale</p> <p>Character</p> <p>A substantial portion of the site is zoned R3 Medium Density Residential pursuant to the provisions of Woollahra Local Environmental Plan 2014 (LEP 2014). It is acknowledged that part of the site is also zoned RE2 Private Recreation. It is also acknowledged that the proposal is for a development that seeks consent pursuant to the provisions of State Environmental Planning Policy (Educational Establishments and Childcare Facilities) 2017 (SEPP 2017), which prevails to the extent of an inconsistency over another environmental planning instrument, specifically in the circumstances of this Major Project relative to building height and FSR.</p> <p>The objectives of the R3 Medium Density Residential zone are:</p> <ul style="list-style-type: none"> - To provide for the housing needs of the community within a medium density residential environment. - To provide a variety of housing types within a medium density residential environment. - To enable other land uses that provide facilities or services to meet the day to day needs of residents. - To ensure that development is of a height and scale that achieves the desired future character of the neighbourhood. 		<p>The proposal is a school sports complex located within the boundaries of an existing school and the SSDA is submitted pursuant to SEPP (Education and Child Care) 2017.</p> <p>Clause 42 of SEPP (Education and Child Care) provides that SSDAs may contravene development standards under another environmental planning instrument.</p> <p>Notwithstanding, the proposed height has been reduced and generous setbacks and landscaping is proposed where the site adjoins land in Zone R3.</p>

Issues Raised by Organisations	Type of submission	Proponent's Response
<p>Notwithstanding that the site already contains an educational establishment (Sydney Grammar School) and which may provide a daily service to residents, the proposal is considered to be inconsistent with the objectives of the zone as it:</p> <ul style="list-style-type: none"> • does not provide for a variety of housing types or the housing needs of the community within a medium density residential environment, the over arching desired future character and land use; and • is of a height, bulk and scale which is unquestionably inconsistent with the prevailing built form character and that expressed by the relevant planning controls that apply to development in the R3 zone. <p>Further it is noted the site is part of the Paddington Heritage Conservation Area (PHCA). As stated within Woollahra Development Control Plan 2015 (DCP 2015), the desired future character of the PHCA is described as:</p> <ol style="list-style-type: none"> a) <i>retains the unique national heritage significance of Paddington and recognises it as a rare and distinctive urban area;</i> b) <i>reinforces the area as a special residential precinct;</i> c) <i>retains and promotes evidence of the historical development of the area and enables interpretation of that historical development;</i> d) <i>retains the cohesive character evident in the low scale, high density built form;</i> e) <i>retains distinctive features such as parapets, chimneys, mixture of roofs, complex of roads, laneways and alleyways, consistency of colours, subdivision patterns and buildings which follow the landform and the distinctive patterns of terrace house groups;</i> f) <i>continues to cater for varied uses and building types within the residential area;</i> g) <i>retains the diversity of building types including multi-storey and single-storey terrace house rows, modest scale timber and masonry cottages, semi-detached dwellings, dwelling houses, commercial buildings, pubs, former industrial buildings, places of public worship and public buildings;</i> h) <i>enables people to walk or cycle to shops, public transport, schools, parks and entertainment facilities in a safe, pleasant and healthy environment;</i> i) <i>provides attractive and vibrant shopping areas for locals and tourists;</i> j) <i>provides for sharing of views and vistas; and</i> k) <i>exhibits contemporary design excellence.</i> 		

Issues Raised by Organisations	Type of submission	Proponent's Response
<p>The proposal is clearly inconsistent with the DCP 2015 expressed desired future character of the PHCA as:</p> <ul style="list-style-type: none"> • it does not retain the unique national heritage significance of Paddington; • it is not congruent with and does not recognise the PHCA as a rare and distinctive urban area; • it does not promote the historical development of the PHCA; • it is a larger and overbearing built form compared to that which is prevailing in the site's vicinity; • there is reduced curtilage to neighbouring properties; • it reduces valuable and high amenity generating views and vistas from neighbouring properties through and over the site; • significant mature vegetation is to be removed despite its nominated retention value; • the site's natural landform is not respected and the excavation will alter the nearby water table thereby altering the locality's natural drainage patterns; • although a contemporary built form is proposed, it is clearly not low scale development which would be more characteristic, given the relevant planning controls relating to height and FSR which would apply to residential development on the site; • it provides for an imposing built form. In this regard Building 1 if for a residential land use would significantly depart from the relevant height development standard (see below); • unquestionable increased traffic has the potential to increase pedestrian and vehicular conflict precluding the opportunity for a safe, pleasant and healthy environment. 		

Issues Raised by Organisations	Type of submission	Proponent's Response
<p>FSR</p> <p>Notwithstanding the Major Project seeks development consent through the provisions of SEPP 2017, which prevails to the extent of an inconsistency, the locality's desired future character is nonetheless defined by the height and FSR standards in LEP 2014 and the complementary building envelope and design guidelines in DCP 2015. A rigorous merit based assessment must result in a satisfactory environmental outcome irrespective of whether a proposal complies with the maximum built form development standards, whether they are a development standard or a discretionary standard.</p> <p>In this regard, the proposal departs from the LEP 2014 FSR standard (0.65:1). An FSR of 0.78:1 for that part of the site zoned R3 Medium Density is proposed. This represents a departure of 20% from the LEP 2014 standard. The combination of excessive building height (see below) and non-compliant FSR / building envelope results in a built form that is of a size and scale that is clearly incompatible with the locality's desired future character (see above). Furthermore, and as demonstrated later, the proposed built form results in adverse environmental impacts to the neighbouring owners, an undesirable planning outcome.</p> <p>The proposed FSR is nonetheless inconsistent with the following objectives as stated at Clause 4.4(1)(a) of LEP 2014:</p> <p>(i) <i>to ensure the bulk and scale of new development is compatible with the desired future character of the area, and</i></p> <p>(ii) <i>to minimise adverse environmental effects on the use or enjoyment of adjoining properties and the public domain,</i></p>		<p>The proposal is a school sports complex located within the boundaries of an existing school and the SSDA is submitted pursuant to SEPP (Education and Child Care) 2017.</p> <p>Clause 42 of SEPP (Education and Child Care) provides that SSDAs may contravene development standards under another environmental planning instrument.</p> <p>Notwithstanding, the proposed FSR is reasonable noting the following:</p> <ul style="list-style-type: none"> • WLEP 2014 FSR standard: 0.65:1 • FSR proposed on Zone R3 land: 0.78:1 • FSR proposed on the SSDA site: 0.62:1 • SEPP (Education and Child Care) 2017 does not specify a FSR for school projects carried out as exempt development, development without consent or complying development.
<p>Height</p> <p>LEP 2014 prescribes a maximum building height of 10.5m for that part of the site zoned R3 Medium Density Residential. Building 1 is located on this zoned land. It has a varying height from 10.1m to 17.2m. Whilst parts of the building would comply with the standard, a substantial variation of 64% would be proposed to its maximum height.</p> <p>Building 1's maximum building heights is nonetheless inconsistent with all relevant height of building objectives as stated at Clause 4.3(1) of LEP 2014 as follows:</p> <p>(a) <i>to establish building heights that are consistent with the desired future character of the neighbourhood,</i></p> <p>(b) <i>to establish a transition in scale between zones to protect local amenity,</i></p> <p>(c) <i>to minimise the loss of solar access to existing buildings and open space,</i></p> <p>(d) <i>to minimise the impacts of new development on adjoining or nearby properties from disruption of views, loss of privacy, overshadowing or visual intrusion,</i></p> <p>(e) <i>to protect the amenity of the public domain by providing public views of the harbour and surrounding areas.</i></p> <p>Additionally, and as demonstrated by Figures 1 and 2 overleaf, the maximum building height for Building 1 provides for an inconsistent relationship with the neighbouring owners, directly to its south and precludes any northern outlook from the neighbouring owners.</p>		<p>The proposal is a school sports complex located within the boundaries of an existing school and the SSDA is submitted pursuant to SEPP (Education and Child Care) 2017.</p> <p>Clause 42 of SEPP (Education and Child Care) provides that SSDAs may contravene development standards under another environmental planning instrument.</p> <p>Notwithstanding, the proposed height is reasonable noting the following</p> <ul style="list-style-type: none"> • The contravention has been reduced as follows: <ul style="list-style-type: none"> – Building 1 as originally submitted and proposing a maximum height of 17m in the Zone R3 land (up to 6.5m above the 10.5m height standard) – Building 1 with the amended roof plant room and proposing a maximum height of 16.4m in the Zone R3 land (up to 5.9m above the 10.5m height standard). • A school gym, indoor sporting facility or hall building that could be developed as complying development on any part of the SSDA site

Issues Raised by Organisations	Type of submission	Proponent's Response
		<p>pursuant to SEPP (Education and Child Care) 2017 could have a height of up to 18.5m on the Zone R3 land which is up to 8m above the height standard (see RtS Design Report, Appendix C).</p> <ul style="list-style-type: none">• Generous setbacks and landscaping is proposed where the site adjoins land in Zone R3• Views, overshadowing and privacy impacts have been considered in detail in the EIS and RtS.

Issues Raised by Organisations	Type of submission	Proponent's Response
 <p><i>Figure 1 – Proposed Building 1 eastern elevation with the smaller built form of 8 Vialoux Avenue immediately adjacent (source AJ+C Architectural Drawings)</i></p>  <p><i>Figure 2 – Montage of the built form and its over bearing relationship with built form adjacent and blocking outlook from the neighbouring owners now not visible (source AJ+C Architectural Drawings)</i></p>		

Issues Raised by Organisations	Type of submission	Proponent's Response
<p>Generally</p> <p>The following should be noted:</p> <ul style="list-style-type: none"> • although SEPP 2017 applies to the extent of an inconsistency, the proposal nonetheless is inconsistent with the locality's desired future character through combination of excessive height, and FSR. This built form has material environmental impacts to the neighbouring owners (and other properties); • maximum planning controls are not a right, rather an applicant must adequately demonstrate that a proposal results in a satisfactory or equitable planning outcome. In this regard, the proposal results in adverse environmental impacts and a built form that proposes excessive yield at the expense of internal and external amenity of neighbouring properties including the neighbouring owners; • the site's high visibility of the site when approaching from the surrounding road network increases the perception of the proposal's excessive height, bulk and scale; • the proposed built form is intrusive in the context of the streetscape of Vialoux Avenue and Alma Street. The additional built form increases the site's visual perception when viewed from the 		
<p>surrounding public domain including all the neighbouring owners and those beyond. A human scale is not maintained;</p> <ul style="list-style-type: none"> • the curtilage to the neighbouring owners relative to apparent built form is significantly reduced. This limited separation accentuates the environmental impacts; • the proposal represents a significant intensification in use from that existing on the site and from that permitted or desired; • the cumulative impact of the proposal is a redevelopment of the site which: <ul style="list-style-type: none"> – exhibits excessive bulk and scale; – is inconsistent with the character of the locality; and – results in adverse environmental impacts to the neighbouring owners. <p>Alternative and a more appropriate redevelopment option should be explored.</p>		

Issues Raised by Organisations	Type of submission	Proponent's Response
<p>2.3 Traffic and parking</p> <p>Paddington and the site's surrounding locality suffers from chronic traffic gridlock resulting from existing development density and land uses. The intersection performance of the surrounding road network and in particular the aforementioned signalised intersection is already poor. AM and PM peak hours suffer chronic gridlock in all directions. The surrounding road network (apart from the arterials) generally comprises narrow carriageways providing through traffic.</p> <p>The site has excellent access to numerous public transport (bus and railway) facilities / services and whilst based on its expected use, the proposal technically complies with the site's maximum provision of car parking spaces, it will undoubtedly result in additional (or continued) demand for on street car parking on the surrounding local road network, including local streets such as Vialoux Avenue and others nearby.</p> <p>The following issues require additional consideration:</p> <ul style="list-style-type: none"> • the surrounding street network already struggles with the availability of parking and its varied design and siting; • in addition to normal motor vehicle use, the surrounding road network is extensively used by buses, service vehicles (loading and unloading) and Council garbage trucks and emergency vehicles (as/when required). This mixed use results in unacceptable queuing of vehicles and has the potential for pedestrian and motor vehicle conflict; • increased traffic within the locality during school drop off and pickup times and the high intensity use of the Weigall Sports Complex for numerous school and sporting events whether during the weekday, weeknight or on the weekend; • given the proposed development and existing built form on nearby properties, the continued and on-going redevelopment of properties (and resultant construction traffic and construction zones) existing levels of traffic congestion at peak (morning and afternoons) periods, the potential for further queuing within the immediate vicinity of the site and its neighbours may be immeasurably increased to an unacceptable level; • the prevalence of nearby driveways requiring reversing manoeuvres adds to potential traffic impacts; and • the potential for vehicular and garbage vehicle conflict with garbage vehicles required to park on the local road network and collect all waste from the kerbside. • swept path analysis should be provided to ensure the car parking court complies with the requirements of AS 2890; • the relative proximity of the vehicular crossover, in relation to car park access and egress and numerous pedestrian entrances to adjacent properties; and • whether adequate sightlines are provided along each street frontage, given the prevalent mature vegetation established on neighbouring and nearby properties and the surrounding public domain; and • the visual impact of an above ground two level car parking built form – Building 2. 		<p>TfNSW has no objection to the proposal</p> <p>City of Sydney has no objection to the proposal (including the traffic and parking impacts)</p> <p>Woollahra Council has provided a memo in relation to traffic issues which are addressed in the RtS:</p> <ul style="list-style-type: none"> • Section 4.1.2 • Appendix I - Traffic Advice

Issues Raised by Organisations	Type of submission	Proponent's Response
<p>2.4 The proposal results in a loss of residential amenity to the neighbouring owners relative to visual and acoustic privacy, solar access and views and vistas</p> <p>As a result of the proposed excessive built form for Building 1 and its proximity to the 'common boundary' with the neighbouring owners, the NSW Land and Environment Court (NSW LEC) planning principle relating to general development impact (<i>Davies v Penrith City Council 10269 of 2013</i>) should be considered and addressed in detail. The principle requires an assessment of impact on neighbouring properties as follows:</p> <ul style="list-style-type: none"> • How does the impact change the amenity of the affected property? How much sunlight, view or privacy is lost as well as how much is retained? • How reasonable is the proposal causing the impact? • How vulnerable to the impact is the property receiving the impact? Would it require the loss of reasonable development potential to avoid the impact? • Does the impact arise out of poor design? Could the same amount of floor space and amenity be achieved for the proponent while reducing the impact on neighbours? • Does the proposal comply with the planning controls? If not, how much of the impact is due to the non-complying elements of the proposal? <p>In terms of the above, the proposed development (in addition to existing site conditions and constraints) is considered to be inconsistent with the NSW LEC general development impact planning principle (and the complementary development guidelines within DCP 2015 relative to visual and acoustic privacy, solar access, views and vistas) and therefore has an unacceptable impact on the residential amenity enjoyed by the neighbouring owners for the following reasons:</p> <ul style="list-style-type: none"> • although the proposal has been lodged pursuant to the provisions of SEPP 2017 which overrides, the LEP 2014 height and FSR standards, substantial departures to these LEP 2014 are nonetheless proposed. The result is a higher, larger and bulkier built form than that anticipated by the planning controls and which furthermore is inconsistent with the locality's desired future character; • the site's overall use and its intensity (at all times including night) may result in a detrimental cumulative impact to the neighbouring owners and other nearby properties. A smaller built form (that does not materially compromise the project's viability) in an alternative and more appropriate location away from sensitive receivers such as dwellings and apartment buildings will unquestionably assist in maintaining amenity of the neighbouring owners and other nearby properties; • increased higher and bulkier adjacent built form; • overlooking of and loss of solar access to all of the external communal open space at the rear of 8 Vialoux Avenue; • increased aural privacy impacts (increased noise level is sensitive to residents and adjoining/adjacent properties no matter what time it occurs) on the adjoining and adjacent residential properties. This could be through people either entering or leaving the site by foot, conversations, music and traffic noise. Therefore, it is considered the proposal significantly reduces existing levels of amenity enjoyed by those residents and businesses in the site's vicinity; • the true acoustic impacts of the proposal require additional treatments to both Building 1 and Building 2 as provided within the recommendations of the Noise Assessment, notably and of particular relevance to the neighbouring owners: 		<p>Views, overshadowing and privacy impacts have been considered in detail in the EIS and RtS.</p>

Issues Raised by Organisations	Type of submission	Proponent's Response
<p><i>Any openable glazing is to be closed towards the south and east of the building during high noise generating periods including periods when whistles are being used and any time after 6pm</i></p> <p><i>Install a solid building element to the façade of the carpark facing towards to residential receivers to the south</i></p> <p><i>Hardstand drop off – A 30 minute time frame for pick-up and drop-off including times between 6am and 6:30am in the morning and then between 5pm and 5:30pm.</i></p> <ul style="list-style-type: none"> • considering the above, any recommendations within the Noise Assessment should be incorporated into conditions of consent should the Major Project be recommended for approval; • the requirement for all mechanical plant and equipment to be housed in acoustically attenuated structures and further located away from the nearest sensitive receivers, which includes the neighbouring owners. This will significantly reduce the external acoustic and visual impacts of such equipment; • a condition of consent be imposed which requires all construction works and the future internal/external performance of the building, air conditioning and pool (and associated plant and equipment) to comply with the 'highest' noise performance/acoustic criteria in the BCA / NCC and the relevant Australian Standard(s); • detailed plan shadow diagrams and solar access diagrams have been provided. The over scaled built form adversely impacts the northern elevation of the neighbouring owners building. Currently solar access to this elevation and its openings at each of the building's three levels is not a challenge given the orientation and more appropriate tennis courts / general sports use of the Weigall Sports Complex; • the shadow diagrams demonstrate the overshadowing impact from a larger, higher and bulkier built form than that anticipated by the planning controls is unacceptable relative to the neighbouring owners and most likely other nearby properties in Lawson Street. In this regard the site can more appropriately accommodate a lower scaled built form in an alternative location away from sensitive residential properties that is more consistent with the locality's desired future character and which would not result in adverse overshadowing impacts to northern elevation openings of residential buildings, particularly those at each level of the neighbouring owners building; • the height, bulk and scale of the proposal demonstrably reduces levels of direct solar access to the north facing primary living rooms at each level of the neighbouring owners building. These apartments do not benefit from a dual aspect and therefore their internal amenity is unquestionably compromised by the proposal; • the site is not suitable to accommodate the density and built form proposed; • inadequate building setbacks and landscaping is proposed along the common boundary between the site and the neighbouring owners. Increased setbacks and a reduction in building height of Building 1 would not materially compromise the site's redevelopment potential and at the same time may enable or retain the northerly outlook and views and vistas from the neighbouring owners building, a more characteristic built form than that proposed; • the curtilage to the neighbouring owners and other nearby properties has been significantly reduced. This reduction in separation distances between the site, the neighbouring owners and other nearby properties results in a loss of outlook, views and vistas; 		

Issues Raised by Organisations	Type of submission	Proponent's Response
<ul style="list-style-type: none"> the curtilage to the neighbouring owners and other nearby properties has been significantly reduced. This reduction in separation distances between the site, the neighbouring owners and other nearby properties results in a loss of outlook, views and vistas; despite the proposal being designed by a well regarded architectural practice, an appropriate environmental performance is still required. In this instance the proposal does not result in an acceptable environmental outcome as excessive built form is proposed which results in adverse impacts to the neighbouring owners and other nearby properties and the external lighting strategy is not provided with a detailed design, rather a holistic statement advising of future compliance with the relevant Australian Standard. This is an ambiguous element of the proposal and which should be considered in further detail considering the potential for light spill and its impact to sensitive receivers including the neighbouring owners. <p>The resultant visual and acoustic privacy, solar access and views and vistas impact is not an appropriate planning outcome. The utility and useability of the neighbouring owners apartments are unquestionably compromised by the proposal and the resultant impacts are not an appropriate planning merit based outcome, irrespective of the project's capital investment value and Sydney Grammar School's desire / want to expand its uses.</p>		
<p>2.5 Stormwater management</p> <p>It is recommended that Council thoroughly review and consider whether the site's underground conditions are suitable for the proposal and whether strict compliance is achieved with the relevant stormwater guidelines. Detailed construction methodology recommendations should be made and to assist in the adequate maintenance of runoff and water flows on/to the neighbouring properties and their relative structural integrity.</p> <p>It is noted that substantial OSD is proposed, reflecting the site's overall density and relative lack of permeability, however, and notwithstanding, Council should be satisfied that the overall stormwater arrangements are satisfactory. Additionally, the site's altered landform is likely to influence existing natural watercourses or worse continue unabated into the neighbouring properties. This is likely to occur during a standard rain event, much less a more intensive rain event.</p> <p>See also Section 2.11 in relation to the proposed / required stormwater management deviation.</p>		<p>Woollahra Council's Engineer and the City of Sydney have reviewed the EIS and recommended conditions of consent in relation to stormwater and flooding.</p>
<p>2.6 Site works</p> <p>The following is noted:</p> <ul style="list-style-type: none"> the single level basement and pool deck will require approximately 2m to 3.5m of bulk excavation below the existing surface (ground level). The swimming pools are setback about 4-5 m from the boundaries and may (ambiguous) require approximately 4m to 5.5m bulk excavation below current surface levels; it is expected that excavation for the pool deck and basement will be close to, and possibly slightly above the groundwater level in some areas during normal/dry weather. Following heavy rainfall and prolonged wet weather it is likely that the groundwater level may rise and be temporarily above the bulk excavation. Bulk excavation for the swimming pools is likely to be 1.5m to 2m below the groundwater. Excavation for the pools, and possibly the pool deck and basement, will require excavation below the groundwater and will require dewatering to enable excavation and construction to be completed; 		<p>Woollahra Council's Engineer has reviewed the EIS and recommended conditions of consent in relation to stormwater and flooding.</p> <p>The Construction Management Plan by ADCO (EIS Appendix V) notes that dilapidation reports will be prepared for adjoining properties.</p>

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<ul style="list-style-type: none"> • lowering of the groundwater is likely. This impacts on natural drainage patterns; • the extent of excavation is greater than that prescribed by DCP 2015 (0.3m v 1.5m); • considering the above extent of excavation, the Geotechnical Investigation advises that vertical excavations in filling and natural sands will not be self supporting and will need to be temporarily and permanently supported by retaining walls. It further states that consideration should be given to stabilising and/or underpinning the foundations beneath the neighbouring properties. This is alleged to improve the strength of the sands and reduce differential movements. These types of works would require the consent of potentially affected properties including the neighbouring owners; • the Geotechnical Investigation states that further advice should be obtained from specialist contractors regarding the suitability of stabilisation and/or underpinning options. This is a far from desirable outcome for the neighbouring owners, who would be reluctant to grant consent for such works. The neighbouring owners should not be subjected to the likely detrimental consequences of movement, caused by the proposed construction works. The expected excessive vibrations and any machinery noises which will be required to excavate and then reinforce the underground conditions will disturb and create a nuisance to the residents and may potentially impact the integrity of the built form. Carefully crafted conditions of consent designed to address these matters are required. • given the above extensive site works, it is highly recommended that the Department require the preparation and submission of a dilapidation report and photographic survey of the neighbouring owners (and others) built form and its surrounds prior (prior to the release of a CC) and post construction (prior to issue of an OC) be required. It is requested that the applicant be required to provide these reports to the neighbouring owners for their records. This will ensure that if the construction works have an adverse impact on the structural integrity, the neighbouring owners have an appropriate course of action (safety net) with the applicant; • more stringent vibration criteria relative to the impact on the neighbouring properties is recommended and should be imposed as a condition of consent; • dewatering of the basement is likely to be required and it is unknown whether natural drainage patterns are affected; • the adverse impact of the development (specifically the amount of excavation and site works) on existing natural landforms within the site and those adjacent; • the public safety impacts of the amount of site works and the impacts on neighbouring properties; • it does not reinforce the locality's landform (topography and relative closeness of the water table and associated potential adverse impacts) and landscape (vegetation) qualities; and • a groundwater management plan is recommended. 		

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<p>2.7 Management plans</p> <p>The surrounding locality is characterised by a narrow street network, medium density residential development and limited buffers between properties. Extensive construction works are proposed.</p> <p>The following is noted:</p> <ul style="list-style-type: none"> • the submitted Construction Management Plan, Construction and Demolition Waste Management Plan and Construction Traffic Management Plan be imposed as a condition of consent should they be considered acceptable. The Department should be satisfied each addresses the following prior to being imposed as a condition of consent: <ul style="list-style-type: none"> – the subdivision pattern and existing built form generates a pattern of closely spaced development with limited buffers and a narrow street network; – significant, established and mature vegetation which is adjacent the site, may be directly impacted; – mitigation measures to ameliorate potential impacts to biodiversity values outside the development area; – the establishment of clearly defined areas, such as the works area and any 'no go' areas within / adjacent to work site boundaries that are not to be in any way disturbed or damaged by the works; – restricted on street parking for residents and the community in general; – limited sight distances; – the site's frontages to Alma Street and Vialoux Avenue both narrow dead end cul-de-sac two way carriageways and on street parking; – the site's frontage to Neild Avenue which is subject to large amounts of through traffic; – the requirement for significant heavy vehicle movements within medium density residential areas; – maintaining clearances to existing driveway crossings and at grade car parking areas on neighbouring properties; – the identification of traffic management techniques and work zones; – identification of site access, sheds, materials and handling areas etc; – parking requirements/locations for relevant tradesman; and – the local street network (including existing on street car parking) will unquestionably restrict the size of trucks able to access and egress the site during construction works. This is a particularly relevant consideration/impact on amenity for the neighbouring owners. Recommendations in relation to the size of trucks used during the construction works are required; – there is no plan for mitigation and reduction of dust particles (particularly silica dust) from demolition and construction. The silica dust that would be generated by these works at a distance of approximately 6.5m away is likely to breach the recommended levels. An occupational hygienist should be engaged to assess the risk and develop a management plan to protect the health of surrounding residents including the neighbouring owners; 		<p>To minimise potential adverse impacts, demolition/construction work (as detailed in Section 5.0 - Final Mitigation Measures) will be carried out in accordance with the following:</p> <ul style="list-style-type: none"> • Construction Management Plan by Adco (EIS Appendix V) • Construction Traffic Management Plan by ptc (EIS Appendix H) • Noise Impact Assessment by White Noise (EIS Appendix M) • Construction Waste Management Plan by Waste Audit (EIS Appendix U) • Erosion, sediment and dust control plans by WSP (EIS Appendix Q) • Arboricultural Assessment Report by TreeIQ (EIS Appendix EE) • Aboriginal Cultural Heritage Assessment by EcoLogical (RtS Appendix K) • Contamination Reports (DSI, HHRA, RAP and HMS) by JBS&G (EIS Appendix O) • ASSMP, by JBS&G (RtS Appendix G). <p>Woollahra Council and the Council of the City of Sydney have reviewed the EIS and recommended standard conditions of consent in relation to managing the impacts of construction (including noise impacts).</p> <p>Should concerns arise during the construction period, residents will be able to raise their concern through the Community Consultative Committee which is to be established during the construction phase (see Section 5.0 - Final Mitigation Measures).</p>

Issues Raised by Organisations	Type of submission	Proponent's Response
<ul style="list-style-type: none"> such conditions in relation to the above may alleviate unacceptable impacts to the neighbouring owners, other neighbouring and nearby properties and the surrounding public domain; and the Construction Noise and Vibration Management Plan (CNVMP) at Section 9 within the Noise Assessment Report should be critically reviewed relative to the acoustic impacts during construction to the most sensitive owners which includes the neighbouring owners only some 6.5m away. Specifically, the Department should satisfy itself that the acoustic impacts associated with the construction activities (122dB(A)) during site demolition works and 120dB(A) during construction works are acceptable having regard to the relevant legislation and further consider what mitigation measures can be implemented to ensure the retention of equitable residential amenity for the neighbouring owners should the Major Project be approved. 		
<p>2.8 Vegetation</p> <p>Currently the site contains established landscaping with prevalent vegetation. The AIA assessed 104 trees, 90 of which are within the site. The removal of 20 trees is proposed. Additional landscaping to be removed includes low level plantings, shrubs, hedges and lawn.</p> <p>Of the 20 trees to be removed, trees 15-19, 29, 31, 32, 35, 37, 61, 125 and 126 all have moderate landscape significance and should be considered to be retained. These trees unquestionably add to the locality's streetscape character. Furthermore, the built form and its surrounds is shown to have a major encroachment on a substantial number of trees, whose health, vigour and vitality could be adversely impacted by the proposed works.</p> <p>The site following demolition will effectively become a greenfield development despite. This is despite the findings and recommendations of the AIA. This is clearly an unacceptable planning outcome. The proposal unquestionably has an adverse impact on landscaping, vegetation, natural landforms, natural drainage patterns, scenic quality and local flora and fauna as it involves:</p> <ul style="list-style-type: none"> major demolition works; use of large scale civil and earthmoving equipment; access to and from the site with large trucks and construction plant; major site excavations; stockpiles of excavated material and demolition waste; stockpiles and storage of building materials; re-grading, cutting and filling of the surface levels; trenching for major services; major building works involving concreting, retaining walls, painting and general construction; use of large cranes and piling equipment; parking for site personnel and deliveries; paving and landscape retaining walls; landscaping and planting. 		<p>Woollahra Council's tree officer reviewed the EIS and has no objection to the proposed tree removal subject to conditions of consent.</p> <p>The proposed planting of 42 new trees (replacing 20 trees to be removed) will provide a two to one replacement ratio. The proposed replacement trees are to be planted as advanced size (200 litre) specimens which will provide an immediate contribution to the amenity of the site.</p> <p>Efforts will be made to secure replacement trees early (see RtS Section 5.0 - Mitigation Measures).</p>

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<p>Further points to consider include:</p> <ul style="list-style-type: none"> existing vegetation within the site and adjacent provides an effective screening. The removal of vegetation and construction of two significantly larger built forms than existing will unquestionably increase the visual impact of the new built form and reduce the scenic outlook of the neighbouring owners; the Department and Council has a responsibility to regulate tree removal, particularly on such a large scale, and to ensure it assesses the potential impacts in accordance with legislation; trees are an important asset for the community and they provide ecological benefits. Vegetation has a direct relationship with the visual impact of properties and enhances urban, landscape and scenic character; and in relation to the protection of existing vegetation (including essential heritage listed vegetation), the Department impose appropriate (as outlined by the relevant legislation) bonds as conditions of development consent in the event of their damage, death or demise. 		
<p>2.9 BCA / access compliance</p> <p>The following is noted:</p> <ul style="list-style-type: none"> the BCA and Access Assessment reports have identified components of the proposal as currently designed that do not comply with the deemed to satisfy provisions of the BCA and / or AS 1428 and require a performance based solution or design amendments. Appropriate design amendments should be required prior to any favourable determination. 		<p>Consistent with standard practice, the performance solutions for the building will be developed as part of the ongoing design and consultation with the design team.</p> <p>The Mitigation Measures (RtS Section 5.0 - Final Mitigation Measures) require implementation of the recommendations of the BCA Compliance Report (EIS Appendix DD).</p>
<p>2.10 Asbestos and demolition</p> <p>Demolition of numerous and varying built form is proposed. If asbestos is found to be present on the site, the following advising/condition is recommended:</p> <ul style="list-style-type: none"> 'Specialised controlled demolition of the current buildings is to be carried out only by contractors licensed in asbestos removal to arrest and encapsulate airborne dust particles and dispose of such debris in a licensed hazardous waste pit in accordance with the relevant Australian Standard(s).' the above works would be included within an Asbestos Management Plan in accordance with the Code of Practice: How to Manage and Control Asbestos in the Workplace [Safe Work Australia, 2011]. given that demolition works are required to facilitate the proposal, it is requested that the Department impose a condition of development consent requiring all demolition works (and soil and sediment erosion works) to comply with the relevant Australian Standard(s). 		<p>The JBS& Hazardous Materials Survey (EIS Appendix O) notes that no asbestos was found on the site and sets out a procedure for unexpected finds. The Mitigation Measures (RtS Section 5.0 - Final Mitigation Measures) require the demolition/construction work to be carried out in accordance with Hazardous Materials Survey.</p>

Issues Raised by Organisations	Type of submission	Proponent's Response
<p>2.11 Infrastructure</p> <p>The following is noted:</p> <ul style="list-style-type: none"> proposed works external to the site require the relevant owners' consent. It is unclear as to whether this consent has been granted; the proposal generates the requirement for a new substation relative to the satisfactory provision of electricity to the site, however, it is unknown whether the utility/infrastructure services available to the site including telecommunications, sewer, gas and stormwater require augmentation resulting from the significant intensification of land use; and it is readily apparent the site's and locality's stormwater infrastructure is inadequate given the proposed deviation of infrastructure around the site's northern and eastern perimeter. The final design and requirements for the new stormwater deviation are unknown and which requires (as stated in the Civil Engineering Report) additional discussions with Sydney Water and Council. Additionally, substantial disturbance to the nearby public domain will be required. 		<p>Appropriate investigations have been made in relation to the utilities services (EIS Section 5.17) and the relevant approvals will be sought from the supply authorities.</p>
<p>3. Conclusion</p> <p>The neighbouring owners raise a strong and considered objection to the proposal. Given the issues raised above, it is in my opinion that the proposed development has unacceptable and deleterious environmental impacts and does not in any way provide for an equitable planning outcome relative to residential amenity.</p> <p>Considering the above, the Major Project should be refused. However, should amended plans be submitted addressing the above concerns and others raised by the Department or other nearby properties, the neighbouring owners request to be re-notified.</p>		
<p>Petition (25 signatures)</p> <p>We, the undersigned, strongly oppose the application for development works at Weigall Sports Complex in its current proposed form ("submission").</p> <p>The proposed location of the Weigall Sports Complex as indicated in the submission has an unacceptable impact on the amenity of the surrounding locality which is largely comprised of quiet residential premises.</p> <p>The submission does not adequately address why alternative locations were not selected which do not impact so heavily on neighbouring residences.</p> <p>Furthermore, the submission time directly ahead of the busy holiday period, even with an extension on the previous submission closing date, is inadequate for neighbouring residents to properly consider and respond to the impact of this development.</p>	<p>Objection</p>	<p>The SSDA site location was selected following a detailed review of the wider site opportunities and constraints.</p> <p>The proposed siting of Building 1 has been independently reviewed by the Government Architect NSW (GANSW) prior to lodgement.</p> <p>By letter dated 20 August 2020, GANSW advise that:</p> <p><i>The design approach to the project is supported, in particular... placement of the sports complex to the southern edge of the sports fields allowing for views and solar access to the north".</i></p>

Issues Raised by Organisations	Type of submission	Proponent's Response
<p>Noise Pollution</p> <p>Of particular concern is noise pollution during both the construction work as well as during use of the facility once built.</p> <p>It is unacceptable to permit blasting, rock cutting and other noisy and penetrating works to take place for long hours, commencing early in the morning and completing in the evening in what is otherwise a quiet residential area along Lawson St and surrounds. The submission does not advise whether blasting is also intended to take place on Saturdays but it is clear general building works will be.</p> <p>The significant extension of operating hours for use of the completed facility, including on weekends, poses an unacceptable risk of noise pollution to nearby residences. The submission indicates hours of use for the facility will be extended to 6am – 10pm during weekdays as well as operating for long hours and maintaining the same early start time on both Saturdays and Sundays.</p> <p>It is concerning that the White Noise Acoustics report ("report") included in the submission wholly relies on action undertaken by Sydney Grammar to mitigate noise levels rather than mandating that the building itself protect against noise pollution. For example, rather than having an enclosed building trapping noise levels, located and facing away from residences along Lawson Street, the report simply advises "Any openable glazing is to be closed towards the south and east of the building during high noise generating periods..."</p>		<p>Woollahra Council and the Council of the City of Sydney have reviewed the EIS and recommended standard conditions of consent in relation to noise (including construction noise impacts).</p>
<p>Visual Pollution/property value diminution/health concerns</p> <p>The erection of an electrical substation along the border of Neild Ave/Lawson St poses an unacceptable visual impact on the local area. The submission does not adequately outline what alternative locations or power sources were considered and why these were rejected. An electrical substation will present a visual eyesore in the leafy neighbourhood and devalue nearby homes.</p> <p>Any electrical substation should be placed away from neighbour's homes to adequately address health concerns associated with electric and magnetic fields emitted from the proposed high voltage substation.</p> <p>This letter outlines a limited number of the many reasons the submission is entirely unacceptable and strongly opposed in its current form. The undersigned demand that the applicant of the submission considers alternative locations for the sports complex facility and carpark as well as alternative power source solutions.</p>		<p>In relation to the substation design and siting, the lighting memo (RtS Appendix K) notes that:</p> <ul style="list-style-type: none"> • Electric & Magnetic Fields - Ausgrid is guided by the Australian Radiation Protection and Nuclear Safety Agency (ARPANSA). The substation location is accordance with Ausgrid's Network Standard NS174 Environmental Procedures. • Noise - The Protection of the Environment Operations Act, 1997 (POEO Act) regulates noise generation and prohibits the generation of "offensive noise" as defined under the Act. In addition to the regulatory requirements under the POEO Act, the Environmental Protection Authority (EPA) provides guidelines regarding acoustic criteria and noise controls, the 'Industrial Noise Policy' and the 'Noise Guideline for Local Government'. Ausgrid is guided by these documents, as such design and operate its electrical infrastructure accordingly.

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<p>Edgecliff Prep</p> <p><i>1. Vehicle egress via Alma Street</i></p> <p>Construction traffic for Building 2 Weigall Sports Complex Carpark will exit via Alma St where the preparatory school is located. The exiting vehicles will cross a footpath that is used all day by students of the School. These children - as young as 5 years of age - wear sun hats and run with their heads down so that the hat visor obscures forward views, have ears filled with the laughter of their friends and are generally oblivious to the dangers of the world, including exiting vehicles.</p> <p>The traffic management plan (Appendix H) details no traffic control measure such as a gate controller at the point of egress of construction traffic via Alma Street, including the footpath crossing. A traffic control measure at the point of egress to Alma St should be a condition of consent.</p> <p>The traffic management plan states construction vehicle movement will be restricted during the school peak periods times between “8.00am-9.30am and 2:30pm-4:00pm”. School starts at 8:30 am and drop offs start from 7:30 am so construction traffic should be restricted from 7:30 am.</p> <p>I note the traffic survey in Appendix H including intersections of Alma Street occurred on “Thursday, 5th December 2019” beginning at 8 am. The school located on Alma Street was on school holidays on the day of 5 December 2019. It is not clear that the traffic survey reflects a typical or maximal weekday traffic condition which may occur in Alma Street and adjacent streets on a school day from around 7.30 am.</p>	<p>Comment</p>	<p>The Construction Management Plan (EIS Appendix V) notes that suitable and safe access will be maintained around the site for SGS staff, students, visitors and general public.</p> <p>A construction Traffic Management Plan has been prepared (EIS Appendix H).</p>
<p><i>2. Contaminated material and dust management.</i></p> <p>Construction and demolition has historically exposed people to dangerous materials, some of which have been known to be dangerous at the time and some of which have only been recognised subsequently as dangerous. In Appendix O, no suspected asbestos-containing materials and lead based paints have been identified yet. The presence of items containing polychlorinated biphenyls and synthetic mineral fibres is noted. Appendix Q details nuisance dust measures. It is noted that “the potential to generate visible levels of dust” will be suppressed with water sprays, water carts, water sprinklers and “watercraft”.</p>		<p>Woollahra Council has recommended conditions of consent in relation to construction management and hazardous materials.</p>

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<p>The developers should update Appendix Q section 7.2.2 so that the cases of failure of water sprays to suppress (i) dust, (ii) occurrence of fugitive emissions or (iii) fouling of the air is adequately addressed.</p> <p><i>Extract 1. Section 7.2.2 of Appendix Q. Incomplete statement on plan to address dust generation and fugitive emissions.</i></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> • Appropriate covering techniques, such as the use of plastic sheeting will be used to cover excavation faces, stockpiles and any unsealed surfaces; • If dust is being generated from a given surface, and water sprays fail; • If fugitive emissions have the potential to cause the ambient air quality to foul the ambient air quality; • The area of soils exposed at any one time will be minimised wherever possible by excavating in a localised progressive manner over the site; and, </div> <p>Conditions of consent should address potentially dangerous dust, fugitive emissions or pollutants. These could be invisible and odourless, so a condition of consent should include appropriate monitoring of the air.</p> <p>It is imperative that there is absolutely no doubt that the safety of the young children who will be in the immediate vicinity of this work is ensured.</p> <p>I am confident that both the development authority and the applicant will agree that the safety of the hundreds of young children who use the roads and footpaths, and breath in the vicinity of this development is of paramount importance, and that that it is reasonable in this instance to expect a high level of scrutiny in order to maintain their safety during works.</p> <p>The Paddington Society</p>		
<p>The Opportunity</p> <p>This development presents an opportunity to resolve key issues of serious concern to the Paddington community, which, if properly resolved, would provide a long-term legacy to the community and benefit to the Sydney Grammar School (SGS). It was disappointing that Paddington Society concerns about access and traffic movement have not, in our view, been adequately addressed.</p> <p>As inevitably happens, too much early focus was made on the architecture of the building with not enough attention given to resolving the urban design issues that surround the project or consulting with an open mind with the community.</p> <p>We also note with disappointment that the report on the community consultation process included as part of the Development Application documentation states that the separate car park is a result of community feedback. This misrepresents the position of the Paddington Society as we have consistently opposed a separate carpark structure.</p>	<p>Objection</p>	<p>Noted</p>

Issues Raised by Organisations	Type of submission	Proponent's Response
<p><u>Broad planning initiatives for the total valley floor</u></p> <p>The Paddington Society objects to the construction of an above ground parking structure (Building 2) as unsuitable within this Heritage Conservation Area and in a flood plain. Any parking should be accommodated within, or skirting, the Building 1 footprint, or be landscaped and on-grade. The proposal to leave the top level of the car park without a roof will result in views of cars located on the roof level intruding into the current unobstructed view corridor from the public domain. With roof-top parking the structure will be of totally inappropriate appearance and will degrade and obstruct views down Alma Street which are called up in the Woollahra DCP as being of significance.</p>		<p>Flood planning, high water table and acid sulfate soils constraints inhibit the potential to provide cost effective basement parking. Building 2 - Car Park is to include the following landscaping:</p> <ul style="list-style-type: none"> • Alma Street — New tree and shrub planting areas are proposed along the southern and eastern facades • Elevations: Vertical planting is proposed on all the sides of the Building 2. Planting, resembling an arbour, will provide colour and soften the edges of the car park.
<p><u>Landscape Sensitivity</u></p> <p>Located on the site of the swampland which drained many of the creek lines of the area, and subsequently the Chinese market gardens, Weigall has inherited a special landscape condition of a lowland, surrounded by rising ground. This rising ground is reflected in the change of level from the playing fields to Neild Avenue and in the landscaped berm that underpins properties on the southern edge, including the pavilion overlooking the existing tennis courts. The new berm that has been included to the north side of Building 1 is minimal and fails to achieve the design intent of a berm which should reinforce the quality of the landscape and at the same time reduce the apparent height and bulk of the building, helping to integrate it with its surroundings.</p>		<p>A new landscaped berm is proposed, integrated within the built form to reduce the perceived northern building height when viewed from Weigall .</p>
<p><u>Amount and Location of Carparking</u></p> <p>We are opposed to the stated 'requirement' for 102 car spaces, including the 9 spaces proposed adjacent to the proposed buildings, in addition to the 50-60 spaces in the northern on-grade carpark adjacent to Little Weigall and Weigall 4; the latter are generally not mentioned in the documents. i.e. there will be some 170 spaces in all.</p> <p>We remain of the view that all additional car parking should be limited to the spaces that can be accommodated within or skirting the Building 1 footprint and accessed from Neild Avenue, with a driveway link exiting to Alma Street. It is noted that the applicant's submission that locating parking below grade is restricted by the water table and acid sulphate soils. This claim is not borne out by the experience of recent developments immediately opposite in Neild Avenue, which have deep basement parking.</p> <p>The proposal put forward is to erect a car parking structure of two levels on the valley floor, all accessed via a narrow two way pinch point from Alma Street. We are told that this car park, accommodating 97 cars in a split level form, will resolve the queuing issue by providing a vessel to accommodate cars waiting for students who are not yet ready to be picked up. The practicality of this concept is difficult to comprehend and we are certain that it will not resolve the problem of cars circulating and queuing along the narrow residential streets. There will be a natural tendency for parents to avoid entering a car parking structure and at best they would only tend to occupy ground levels holding some 50 cars.</p>		<p>Woollahra Council has reviewed the Traffic and Car parkin impacts of the proposal and subject to resolving the comments in its Traffic and Parkin Memo has no objection to the development. See RTS:</p> <ul style="list-style-type: none"> • Section 4.1.2 • Appendix I - Response to Traffic Engineering Submissions.

Issues Raised by Organisations	Type of submission	Proponent's Response
<p>The proposed car park, a two level structure in the open valley floor, is poorly sited and no amount of screening treatment to the facades will make it acceptable within the valley floor landscape.</p> <p>Air pollution from slow moving / idling / stop-starting vehicles is a secondary but significant environmental concern.</p> <p>SGS and Hakoah Club are proposing to increase car parking in the valley floor from some 130 to 140 existing cars to some 470 cars, all but 5 accessed from Alma Street, a minor residential street. The Paddington Society is opposed to such an increase in car parking and the consequent impact on traffic and the environment. Ideally, SGS and Hakoah Club should negotiate to share on site car parking to achieve an overall reduction in the numbers of car spaces provided on this site.</p> <p>We strongly encourage the adoption of an effective Green Plan.</p>		
<p>Built Form, Height, Bulk and Scale – Building 1</p> <p>Generally the proposal does not fit into its context and has significant impacts on the amenity of adjacent residents. The location of Building 1 should be critically re-evaluated to ensure that the amenity of adjacent residential premise is retained to a much greater extent than proposed.</p> <p>We acknowledge the applicant's claim that the site selected of the four options presented is the least flood prone.</p> <p>However, some 80 apartments at 23, 25 to 27, and 29 to 33 Lawson Street and 8 Vialoux Avenue currently face north to the tennis courts, providing views and outlook across the sports grounds. The dwellings enjoy good solar access that penetrates into the interior of the dwellings. Introducing a solid wall of built form along the northern boundary of these homes will dramatically alter the amenity now enjoyed by some 120 residents.</p>		<p>The visual and view impacts of the proposal are addressed in RtS:</p> <ul style="list-style-type: none"> • Section 3.1 • Appendix E - Visual Impact Addendum
<p>By its very nature, the proposed sports complex is a large building designed with high internal volumes to accommodate sporting activities. The challenge must be to reduce the apparent scale of the building in order to fit more comfortably with the smaller scale urban form of the Paddington precinct east of Neild Avenue. This was clearly stated as a significant Design Principle on the original flyer and documentation for the proposal; it has not been achieved.</p>		

Issues Raised by Organisations	Type of submission	Proponent's Response
<p>Height</p> <p>Building 1 at more than 17m (5 storeys) is much higher than the 10.5m maximum (3 storeys) in Woollahra Council's LEP for zone R3. The development application has been submitted under the provisions of Clause 42 of the Education SEPP and State Significant development which enables proposals with a Capital Investment Value of more than \$20 million to potentially set aside local controls:</p> <p><i>Clause 42: State significant development for the purpose of schools—application of development standards in environmental planning instruments. Development consent <u>may be</u> granted for development for the purpose of a school that is State significant development even though the development would contravene a development standard imposed by this or any other environmental planning instrument under which the consent is granted.</i></p> <p>However, the application of this provision is discretionary and does not set aside the requirement for the proper assessment of environmental impacts to be undertaken to ensure the protection of environmental and residential amenity.</p> <p>In this instance, the height in excess of the Woollahra LEP, overshadows and is of excessive bulk and scale; it obstructs views of residents in 23-33 Lawson Street (65 apartments) and 8 Vialoux Avenue (12 apartments); the height should be reduced.</p>		<p>The proposal is a school sports complex located within the boundaries of an existing school and the SSDA is submitted pursuant to SEPP (Education and Child Care) 2017.</p> <p>Clause 42 of SEPP (Education and Child Care) provides that SSDAs may contravene development standards under another environmental planning instrument.</p> <p>Notwithstanding, the proposed height has been reduced and generous setbacks and landscaping is proposed where the site adjoins land in Zone R3.</p>
<p>Overshadowing</p> <p>Shadow diagrams have only been provided for the winter solstice. It is unclear whether habitable rooms, including and in addition to those of living spaces, are affected during Autumn and Spring equinoxes.</p> <p>Residents at 23, 25 to 27 and 29 to 33 Lawson Street have raised concerns that they will lose direct sunlight into their homes and query the applicant's claim that they will not. The information is not presented in a readily understandable manner to demonstrate to the community the full extent of shadowing impacts.</p>		<p>Overshadowing is addressed in RtS:</p> <ul style="list-style-type: none"> • Section 3.4 • Appendix C - RtS Design Report.
<p>In addition, the shadow drawings do not address the garden courtyard areas of the social housing residents at 25-33 Lawson Street where there are no individual balconies. The courtyard is an important private communal open space and clothes drying area serving a large vulnerable population; it is a space that currently enjoys complete winter sunshine.</p> <p>Three homes at 8 Vialoux Avenue will also lose significant winter sun in the living spaces. Two apartments will lose four hours of sun and another will lose one and a half hours. This will reduce quality of life and property value, with cumulative impacts from the loss of views and light.</p> <p>The impact on all the adjoining residential premises should be tested against the separation distance requirements included in the SEPP 65 and Apartment Design Guide and the results documented as an amendment to the EIS.</p>		

Issues Raised by Organisations	Type of submission	Proponent's Response
<p>Impacts on views and outlook</p> <p>No view analysis has been carried out for residents of 23, 25 to 27, and 29 to 33 Lawson Street. Homes at 18 Neild Avenue and 8 Vialoux Avenue will have the views from their apartments eliminated, replaced by an almost solid built wall. The outlook and views to the north are important to the wellbeing of these apartment residents, who live with no private open space.</p>		<p>View impacts are addressed in the EIS with further analysis provided in the RtS:</p> <ul style="list-style-type: none"> • Section 3.1 • Appendix E - Visual Impact Assessment
<p>Location of utilities and services</p> <p>Substation The proposed substation has been located directly on the south west corner of the boundary in close proximity to 33 Lawson Street. The location is of great concern to the nearby residents. An alternative, more appropriate site, including underground, should be investigated.</p> <p>Plant exhaust The drawings show plant rooms facing the southern boundary, but the application is silent on the location and nature of mechanical exhausts, especially from pool facilities where chlorine or other such noxious substances may be present.</p>		<ul style="list-style-type: none"> • See above in relation to substation noise nad siting • Exhausts/odour – See RtS Section 4.5.9 whic notes that chemical treatment of pool water and air change rates within the pool spaces are to be in accordance with modern, best-practice standards. The mechanical system and its discharge solutions are to be in accordance with Australian Standard 1668.2 including any minimum separation distances between discharge and intake areas at a building level..
<p>Vehicular Access</p> <p>The Paddington Society maintains that there should be no further traffic generated in the residential streets of Alma and Lawson Streets and Vialoux Avenue, already under regular stress due to existing Weigall events and SGS Preparatory School. However, at the very least, vehicular ingress for this proposal should be from Neild Avenue to the north of Building 1, with egress only via Alma Street.</p> <p>Drop-off and pick-up of students attending Weigall sporting events and the Preparatory School already severely impacts the neighbours living in the narrow residential streets of Lawson, Alma and Vialoux. These streets contain in the order of 150 houses and apartments that largely rely on kerb side parking for access to houses.</p>		<p>Woollahra Council has reviewed the Traffic and Car parking impacts of the proposal and subject to resolving the comments in its Traffic and Parking Memo has no objection to the development. See RTS:</p> <ul style="list-style-type: none"> • Section 4.1.2 • Appendix I - Response to Traffic Engineering Submissions.
<p>The residents in these and surrounding streets are significantly disrupted on a daily basis by the movement and queuing of vehicles. With an enrolment of 306 boys in the Preparatory School it can be expected that a large number of vehicles enter the area for drop-off and pick-up, creating significant disruption for residents. Imposing substantial additional two-way vehicular burdens onto these streets from visiting students and supporters on Saturday mornings is unacceptable</p> <p>Service access and noise</p>		
<p>The proposal shows delivery and service access, including garbage collection from Neild Avenue at the rear of Building 1. This will further erode the residential amenity of residents in the adjoining residential building.</p>		<p>Limited truck and service movements are expected, noting that the Operational Waste Management Plan projects two waste collections each week.</p>

Issues Raised by Organisations	Type of submission	Proponent's Response
<p>The residents of 29-33 Lawson Street will suffer from delivery trucks, queuing vehicles and parking vehicles from as early as 6 am. Vehicular circulation to the proposal should be north of Building 1, away from these residents. The current mitigation proposal of a 2.2m lapped and capped timber fence along the south boundary will be ineffective; the ground at the boundary is a storey below the garden courtyard level and the many units that will be affected by the noise of service vehicles.</p> <p>Management of Construction</p> <p>With approximately 500 metres of peripheral regional roads abutting the site boundary it is not unreasonable to expect that construction access could be provided without further impacting upon the amenity of narrow residential streets and the residences themselves.</p> <p>Construction trucks are shown as entering the site at Vialoux Avenue, traveling south of the development site and then exiting at Neild Avenue. The route is located between the site of Building 1 and the adjoining residential buildings. The adverse impact of construction vehicle movements on residential amenity will be considerable.</p> <p>Trucks will enter the site as early as 7am on weekdays and 8am on Saturdays. This is very early in the morning to have trucks idling adjacent to homes causing noise and air pollution. There is also no indication of the number of truck movements expected during construction.</p> <p>We strongly advocate the relocation of the construction truck route to the north of the Building 1 development site.</p>		<p>Woollahra Council has reviewed the Traffic and Car parking impacts of the proposal and subject to resolving the comments in its Traffic and Parking Memo has no objection to the development. See RTS:</p> <ul style="list-style-type: none"> • Section 4.1.2 • Appendix I - Response to Traffic Engineering Submissions.
<p>Cumulative Impacts - Construction</p> <p>Significant development is planned adjacent to the school at the Hakoah Site. If the timing is not coordinated, local residents will be subjected to unreasonable and prolonged impacts.</p> <p>Construction impacts on adjacent residents will include noise, dust, vibration, lighting and traffic for possibly some two years. The proposal to have a Community Consultative Committee which includes local residents is welcome. It is essential that the Committee has strong community representation and that there is a responsive and effective complaints response.</p>		<p>See above.</p>

Issues Raised by Organisations	Type of submission	Proponent's Response
<p>Public Benefit</p> <p>This proposal provides little public benefit while having a significant number of detrimental effects on the neighbouring area in terms of the loss of views and outlook, overshadowing, increasing traffic movements, greatly increased car parking and loss of amenity.</p> <p>To be successful the proposal needs to provide the following public benefits:</p> <ul style="list-style-type: none"> vehicular access to the north of Building 1 that does not depend upon the use of Lawson and Alma Streets and Vialoux Avenue for access to the site, car parking accommodated within or skirting the Building 1 footprint or on grade, screened with suitable landscaping, guaranteed community use of the facilities, reduction of the apparent height of Building 1 with a more effective landscaped berm at its base, accommodation of the Paddington Greenway along the Sydney Water channel and reinstatement of the shared right of way to the east 		<p>Vehicular access, car parking, community use, height and the Paddington Greenway have all been addressed above.</p>
<p>Paddington Greenway</p> <p>The SGS site includes green areas along Rushcutters Creek (a Sydney Water Channel) that Council and the local community have identified as part of an enhanced and linked green pedestrian and cycling corridor known as the Paddington Greenway. Working with Woollahra Council and other land owners the Greenway will be a significant community benefit delivered as part of this proposal. Critical to this is the reinstatement of the shared right of way between Weigall and Hakoah.</p> <p>This development is a great opportunity to further the achievement of the vision of both State Government and Woollahra Council. The Greenway is included in the NSW Department of Planning, Industry and Environment Discussion Paper "A 50 year Vision for Greater Sydney's and Parklands " published in July 2020.</p> <p>Any approval for this Development Application should include as a condition of consent that SGS dedicates a 5m strip of land adjacent to the drainage channel (3.5m shared path plus 1.5m landscaping buffer). This is not an onerous exchange for the considerable uplift in site value potentially achieved by the setting aside of the LEP height standards to the considerable benefit of SGS.</p>		<p>The Architectural Design Report by AJ+C (EIS Appendix C) includes a Future Indicative Structure Plan for the Weigall Sports Grounds, noting potential upgrades and improvements and including a future elevated greenway link over the drainage culvert that traverses Weigall (noting that child protection measures will be required to fulfil SGS's duty of care to students). The future link does not cross the SSDA site.</p> <p>The Headmaster of SGS is a member of the Paddington Greenway Project Steering Group.</p>

Issues Raised by Organisations	Type of submission	Proponent's Response
<p>Conclusion</p> <p>In summary, the Paddington Society believes that the proposal should be amended as follows:</p> <ol style="list-style-type: none"> 1. The valley floor open space should be devoid of building structures and appropriately landscaped; 2. Building 2 is inappropriate and should be deleted; 3. Car parking should be accommodated within or skirting the Building 1 footprint, or on-grade, screened with suitable landscaping; 4. The location and height of Building 1 should be critically re-evaluated to ensure that the amenity of adjacent residential premises is retained to a much greater extent than presently proposed; 5. The apparent scale and bulk of Building 1 should be reduced by augmenting the landscaped berm; 6. Vehicular access should be from Neild Avenue and not from Alma Street or Vialoux Avenue; 7. The possibility of shared car parking across Weigall and Hakoah sites should be addressed through collaboration; 8. Construction access within the site should be located to the north of Building 1 and all construction vehicular ingress and egress should be from Neild Ave, and; 9. The Greenway shared path should be accommodated along the Sydney Water channel. <p>This development presents an opportunity to resolve key issues of serious concern to the Paddington community which, if properly resolved, would provide a long-term legacy to the local community as well as benefits to SGS.</p>		<p>Each of these issues have been addressed above.</p>

Part 3 – Response to Individual Submissions (submission issues are listed by subject rather than author)

Issues Raised by Individuals	Proponent's Response
<p>1. Building 1 siting, height and bulk</p> <ul style="list-style-type: none"> • Inappropriate location for proposed Building 1 • Option 4 or other locations on the Weigall Playing fields preferred and should be independently assessed prior to any determination being made • Building 1 should be sited in front of the headmaster's house • The site of the existing large building at the northern end of Weigall would make a much more suitable location for the development given its distance from any residential areas. • Discarded siting options have less external negative impacts than the pursued option particularly in view of the preferred sites location within the Paddington HCA and its incompatible relationship with surrounding and adjoin development. • SGS has ample open space on its land to build on • It was stated that the building could not be built elsewhere due to the field being a flood plain. It seems that more work and consideration could be put into an option to building the facility on a platform of some sort. It seems that it is more likely that they did not want to reduce the size of the playing fields and made that a priority over the impact on the local residents. Building a new facility near the train overpass and New South Head Road would have less impact on the community and there is currently a building there on site so it seems possible to have a building there without much concern. • The company in charge said the position is also because there are HV (High Voltage) lines under the other places....this is not true as publicly available info (ie. Dial before you dig) shows Gas, Ausgrid and Fibre all run along the Neild Ave boundary. • There is a water/sewage line but it seems to run along the boundary between Weigall and White City • Non-compliance with WLEP 2014 and WDCP 2014 in particular height and objectives of Zones R3 and RE2. • Building 1 exceeds the 10.5 metre LEP height standard and the proposed height of 17.2 metres will dominate the valley floor and have an unacceptable impact on residents to the south • The reason why more than half the site has no Height or FSR controls is there was no need to contemplate the built form in this location and it is inherent in the zoning and reflected in the controls that the planning outcome for this portion of site was active sporting facilities including tennis and basketball courts. The planning controls do not allow nor contemplate a built form of development of the height, bulk and scale of the Facility on that portion of the proposed site zoned Private Recreation RE2. The objectives of Zone RE2 make no reference to the built form • The suitability of this location should be the subject of a "Planning Proposal" and the associated rigour of this process rather than relying on a "development application" process to legitimise an incompatible development not only with its underlying zoning but within the context of the surrounding residential areas • Development should be assessed against the green space in which it historically sits • Building 1 will be higher than any surrounding buildings and is not in keeping with the look and feel of the neighbourhood • If approved, that the size and bulk of the Development be reduced to be appropriate in the relevant context • If the building must remain where they are proposing, the basketball courts above the pool should be put above the carpark as the overshadowing effect would be minimal or the void above the second level and the flexible sporting spaces should be removed • All the surrounding properties within Neild Avenue, Lawson Street, Alma Street, Boundary Street, whether by traffic or direct impact of the facility on solar access, natural/cross ventilation, outlook/views, acoustic and visual privacy will be impacted. 	<p>The SSDA site location was selected following a detailed review of the wider Weigall site opportunities and constraints. The location of the proposed Weigall Sports Complex best balances the site opportunities and constraints including concentrating new buildings at the southern end of Weigall (adjoining existing urban development) and retention of the green valley floor.</p> <p>The RtS Design Report by AJ+C (RtS Appendix C) calculates the existing and proposed green space at Weigall. The calculations show that the green space on the site would reduce by 1,600m² which is a reduction of just 3.6% (existing green space of 44,800m² and proposed green space of 43,200m²).</p> <p>The retained area of green space (43,200 m²) is vast and the small reduction will not diminish the amenity of the green valley floor.</p> <p>Minor adjustments for the Weigall Ovals are proposed to ensure that there is not reduction in the capacity or functionality of the active sports fields.</p> <p>The proposed siting of the Weigall Sports Complex has been independently reviewed by the Government Architect NSW (GANSW) prior to lodgement.</p> <p>By letter dated 20 August 2020, GANSW advise that:</p> <p><i>The design approach to the project is supported, in particular... placement of the sports complex to the southern edge</i></p>

Issues Raised by Individuals	Proponent's Response
	<p><i>of the sports fields allowing for views and solar access to the north".</i></p> <p>Woollahra Council and the Council of the City of Sydney have reviewed the EIS and recommended standard conditions of consent in relation to noise (including construction noise impacts) and raised no objection to the site of the proposal.</p>
<p>2. Building 2 siting and design</p> <ul style="list-style-type: none"> • Above ground parking should not be permitted on the valley floor. • All parking should be at or below grade. The impact of the proposal on views from Alma Street are disrupted by the proposed 5 metre high car park structure. The impact on views into the valley floor are unacceptable. • The car parking can be located in a basement below the sports facilities with access and egress from Neild Avenue. A basement car park is feasible on this site. The development opposite on Neild Avenue has basement car parking • The new car park structure will have a heritage impact on the Heritage Conservation Area • The car park destroys views into and across the valley floor and its sports fields from Alma Street • The car park will be visible from Neild Avenue • The car park impacts the arrival experience for Hakoah Club. • The consultation report summary does not address community objection to above grade parking. There is no reference to this in the EIS. There is no reference for community preference for all car parking to be accessed from Neild Avenue and be located under the building • Contamination report finds material can be moved from the site. This enables a basement car park. 	<p>See above.</p>
<p>3. Overshadowing</p> <ul style="list-style-type: none"> • Adverse overshadowing impacts for residents to the south (8 Vialoux Avenue, 8 Vialoux Avenue, 25-27 Lawson Street and 29-33 Lawson Street) • Shadow diagrams have only been provided for the winter zenith and seem to contradict statements made in the table provided for hours of sun in living rooms before and after the development. It is unclear whether rooms other than living spaces are affected or what the impact is at other times of the year, including Autumn and Spring. The information is not transparent with local residents unable to understand the full extent of shadowing impacts. • Residents at 23, 25 to 27 and 29 to 33 Lawson Street have raised concerns that they will lose direct sunlight into their homes. There is also no assessment of overshadowing impacts on their garden or clothes lines, which is vital to their wellbeing and if reduced, will erode the garden's amenity and function. • Three homes at 8 Vialoux Avenue will lose significant winter sun in the living space: two apartments will lose four hours of sun and another will lose one and a half hours. This will reduce quality of life and property value, with cumulative impacts from the loss of views and light. This is unacceptable. 	<p>As detailed above at Section 3.4.2 and in the RtS Design Report (RtS Appendix C), the proposal retains a good level of solar access to the adjoining clotheslines to the south of the site.</p> <p>Civil and Stormwater Plans and a Report have been prepared by WSP (EIS Appendix Q) which consider proposed measures to inhibit the movement of sediment and dust from the site during the demolition and construction phase (addressing site access arrangements, cleaning of trucks before exit, securing of loads on construction vehicles, boundary silt fencing, filter bales, water sprays to</p>

Issues Raised by Individuals	Proponent's Response
<ul style="list-style-type: none"> • DPIE must require the applicant to provide comprehensive shadow diagrams for the building to ensure neighbours can understand the full impact of the development. • Impact of solar collectors reflected on adjoining apartments is not assessed. The roof of Main Sports Facility Building (Building 1) is intended to have solar panels across its entire surface. Solar panels facing west reflecting towards Affected Neild Ave Properties should be relocated and be removed from plans • Overshadowing of adjoining clothes line • In winter, direct sunlight reduces energy bills and the development will reduce benefit of passive heating for dwellings at 8 Vialoux Avenue. 	<p>suppress dust and site cleaning). Should concerns arise during the construction period, residents will be able to raise their concern through the Community Consultative Committee which is to be established during the construction phase (see Section 5.0 - Final Mitigation Measures).</p>
<p>4. View and visual impact</p> <ul style="list-style-type: none"> • Adverse view and visual impacts for residents at: <ul style="list-style-type: none"> (a) 8 Vialoux Avenue, (b) 25-27 Lawson Street and 29-33 Lawson Street (c) 12, 16 and 18-24 Neild Avenue • The visually intrusive carpark at the end of Alma Street will adversely impact the Woollahra DCP Alma Street view which includes a row of heritage listed Palm Trees • View over the SSDA site important for small apartments with no balcony or outdoor space • Inadequate assessment of view impact in the Visual Impact Assessment Report and Consultation Report for the affected Neild Avenue properties • The Visual Impact Assessment Report should be rejected as incomplete and a further full visual assessment, including Affected Neild Ave Properties, be required • Trees along the Neild Ave boundary including Critical Trees be retained • The bulk and height of the Development, the external appearance, surface treatments, lighting and other visual elements should be reviewed and mitigated in light of the visual impact on Affected Neild Ave Properties • Any approval of the Development specify landscaping measures that include planting a mixture of mature, tall (>3metre) trees in order to mitigate the visual impact including: <ul style="list-style-type: none"> (a) on the western side of the Main Building; (b) further north and south inside the Neild Ave boundary of the Weigall Playing Fields; and (c) on the north side of the Main Building, particularly the northern side of the Western Building. • Views of Paddington from the train line and New South Head Road will be interrupted by Building 1, with large chunks of the hilly suburb no longer in view. • There is an unacceptably bland elevation proposed to Neild Avenue, the main visual address to Weigall and its valley floor • View impact assessment is not correct. Urbis suggest that the view impacts on 23,25-27 and 29-31 Lawson Street would be minimal given the topography of the land! This is simply not correct. 	
<p>5. Vulnerable residents (during construction and operational phases)</p>	<p>See RtS Section 4.5.1.</p>

Issues Raised by Individuals	Proponent's Response
<ul style="list-style-type: none"> Adverse impacts on health and well being of vulnerable residents (elderly, people with disabilities and people with mental health issues) during construction and operational stages Adverse impact on capacity for people to work from home during COVID 19 pandemic 	
<p>6. Design, character and heritage impact</p> <ul style="list-style-type: none"> Building 1 and Building 2 (including the solid mass appearance when viewed from Neild Avenue). Proposed building finishes are not appropriate and colour. The proposed colour scheme should be rejected and a colour scheme suited to minimizing, in particular, the northern and western aspect visual impact of the Development be required Planted walls be required (with planting in the ground) Solar panels not be permitted to face west on the roof 	<p>AJ+C has completed an extensive analysis of the site and surrounds and refined the proposal to minimise its impacts. A high standard of architecture and landscape design is proposed.</p> <p>Prior to lodgement of the EIS, the SGS team met with the GANSW and they supported the project.</p> <p>No heritage issues have been raised by Woollahra Council, the Council of the City of Sydney and Heritage NSW.</p>
<p>7. Substation</p> <ul style="list-style-type: none"> Proposed substation is located close to Lawson Street dwellings and Neild Avenue and it is not clear why this location was chosen instead of more appropriate locations (including underground) Potential adverse impacts (noise, radiation and removal of two lillypilly trees) 	<ul style="list-style-type: none"> See above in relation to substation noise and siting. Trees 120 and 122 (being planted <i>Syzygium paniculatum</i> Brush Cherry Lillypilly) will need to be removed to accommodate the proposed substation. Tree iQ has noted that these trees have a "Low Landscape Significance" and have been allocated a Retention Value of "Consider for Removal".
<p>8. Service road</p> <ul style="list-style-type: none"> Location of service road along southern boundary and potential adverse impacts (noise and lighting) 	<p>The driveway to Building 1 will not carry significant volumes of vehicles, noting that waste collection is to occur up to two times a week, with infrequent delivery of pool products and equipment. In any event, an acoustic fence is proposed along the southern edge of the proposed driveway to Building 1, designed to comply with the recommendations of White Noise (see A4103, RtS Appendix D).</p>
<p>9. Traffic, access, parking</p>	<p>TfNSW and the City of Sydney have no objection to the proposal (including the</p>

Issues Raised by Individuals	Proponent's Response
<ul style="list-style-type: none"> • The SSDA should be rejected as it creates dangerous and excessive traffic to Neild Ave and the area adjacent to the SSDA site • The transport and travel projections and plans should be rejected as having insufficient basis and as allowing dangerous traffic conditions • Traffic Report should be rejected and further investigation conducted with surveys undertaken to understand how students travel to the grounds i.e. traffic impacts • A revised traffic plan (using more accurate data and working models for traffic including pedestrian traffic and use of the Car Park) is required • The proposed bus arrivals and pedestrian management plan is unworkable and allows no margin for variation and an alternative management plan is required • The current public pedestrian use of Neild Ave should be assessed to obtain a proper baseline • Student use of the public pedestrian path should be assessed in light of this baseline • Through traffic and parking arrangements on Neild Ave should be changed to calm traffic, prevent the dangerous stopping of cars for drop offs and to reduce danger to pedestrians • A path should be required within the boundary of the Weigall Playing Fields to take student pedestrians off the footpath • Idling coaches cause significant air and noise pollution and it is unclear whether coaches will be accommodated closer to homes • 102 car spaces invites more pollution into an already polluted atmosphere. No additional car parking should be permitted on the site. Weigall has parking for some 70 cars on site today. Some 300 car parks are approved for White City Hakoah Club which also has some 70 car spaces.. Almost 500 cars in total should not be permitted where 140 cars are permitted to park today. 500 cars are expected to enter and exit the site at Alma Street. This has an unacceptable impact on the Paddington as a Conservation Area. Also there is no guarantee that spaces will predominantly be used at weekends. If this is the case the car park structure is an environmental waste of resources. • Proposed car parking spaces will be go little way to reducing demand for street parking • There appears to be no plan to limit or efficiently manage additional vehicle movements caused by Weigall Sports Complex within the Paddington Heritage Conservation Area. • No consideration to change road infrastructure to limit or make more efficient the movement of additional private vehicles, buses and other forms of transport to and from the Weigall Sports Complex, Alma Street, Lawson Street, Glemore Road and Neild Avenue to the primary arterial road being New South Head Road. This underestimates the impact of additional vehicle movements on this nationally significant urban area. • By way of example a dedicated pickup and drop-off facility proposal within Building 1 car park on Neild Avenue for use by up to an additional 55 private cars per day before and after school. The majority of these movements are expected within two 30 minute windows. • The pickup and drop off facility will be located further south in comparison to the existing Neild Avenue driveway. Given its location further south, vehicles re-entering Neild Avenue from the pickup/drop off facility will have difficulty turning right into Boundary Street and McLachlan Avenue to connect with New South Head Road - an expected source and destination for much of the Weigall Sports Complex private traffic. • Faced with this right turn difficulty into Boundary Street or due to driver choice, these additional private vehicles risk continuing southbound on Neild Avenue into Brown Street, onto a congested roundabout to enter Glenmore Road and other residential streets that form important parts of the Paddington Heritage Conservation Area. • Additionally no plan is evident for pedestrians to safely cross the dedicated pickup and drop-off facility on Neild Avenue footpath on the eastern side. • This increased vehicle movement caused by Weigall Sports Complex will significantly impact the character of the Paddington heritage area further congesting narrow residential streets with traffic, increasing noise and exhaust emissions and reducing pedestrian safety. 	<p>traffic and parking impacts). Woollahra Council has provided a memo in relation to traffic issues which are addressed in the RtS:</p> <ul style="list-style-type: none"> • Section 4.1.2 • Appendix I – Response to Traffic Engineering Submissions.

Issues Raised by Individuals	Proponent's Response
<ul style="list-style-type: none"> • Between 3pm – 3.20pm on a weekday it is IMPOSSIBLE for us to leave Vialoux Ave as Lawson Street is completely backed up and drivers just block our street. We believe this street will become more congested with the car park entrance being off Alma St. The car park should be accessed from Neild Ave or New South Head Road. • The nature of the operation (opening hours) and the proposed traffic control provision of the development will exacerbate an already deteriorating local traffic condition which will have a significant impact of the residential amenity of the area, particularly in view of the sites location within the Paddington HCA; another demonstration that the wrong option was selected. • The Access and Parking arrangements result from an ill-conceived design made to fit in an inappropriate location resulting in a built form out of context. All supporting Traffic analysis reflects a “post rationalisation” rather than proactive analysis seeking the optimum solution for the community. Traffic & access we note was no one of the selection criteria in the “preferred Option” Analysis. • Traffic survey completed on 5 December 2019 after school had closed for Christmas break • No access to the facility should be provide from Vialoux Ave and it might be a wonderful thing to landscape the grassy area at the end of Vialoux (perhaps a community garden, new footpaths and lay new bitumen). • The traffic impacts of the current drop-off and pick-up zone on Alma Street have adversely impacted the local road network for a number of years – especially the long car queuing generated at peak School times. It is pleasing that this has been acknowledged and that the proposed car park will allow queuing to be contained within the School grounds (once the development is completed). It is difficult, however, to see how this arrangement will work in practice. Many parents will have a natural tendency to go the quickest route and avoid the car park queue altogether (and continue to queue on the local road network). The Plan of Management does not contain sufficient detail on how this new arrangement will be managed. Further details on how the DOPU will operate together with how this recognised queuing problem will be managed during the construction phase 	
<p>10. Tree removal</p> <ul style="list-style-type: none"> • The removal of 20 existing trees is not satisfactorily addressed in the submission • Excessive removal of significant trees is proposed particularly on Neild Avenue (including the mature jacaranda). • It appears this is to allow use of the space for the site office, to allow staff to enter and exit, for some truck movements and for a pedestrian entry, for signage and the substation. • Increasing the SSDA site out enable more tree retention (see below) • Critical Trees should be retained and any reason given for their removal be solved by better construction site management, access management and building design • Retains trees 31,21,34-36, 122, 125, 126 along the western boundary of the SSDA site on Neild Avenue. • Replacement planting must include planting a mixture of mature, medium, tall (>3metre) and different trees to mitigate the visual impact including: <ul style="list-style-type: none"> (a) on the western side of Building 1 (b) further north and south inside the Neild Ave boundary of the Weigall Playing Fields (c) on the north side of Building 1 	<p>The proposed planting of 42 new trees (replacing 20 trees to be removed) will provide a two to one replacement ratio. The proposed replacement trees are to be planted as advanced size (200 litre) specimens which will provide an immediate contribution to the amenity of the site. Furthermore:</p> <ul style="list-style-type: none"> • Woollahra Council's tree officer reviewed the EIS and has no objection to the proposed tree removal subject to conditions of consent. • Consistent with the comments from the City of Sydney, efforts will be made to secure replacement trees early (see RtS Section 5.0 – Final Mitigation Measures).

Issues Raised by Individuals	Proponent's Response
<p>(d) medium and tall trees along the western face of Building 2 (Car Park) to reduce visual impact including full visibility of cars parked on the roof and lights and reflection from parked cars</p>	
<p>11. Operational noise impacts (including management of noise/ventilation, use of open stairs and balconies).</p> <ul style="list-style-type: none"> • Noise Assessment relies on understated traffic generation estimates and should consider high case and low case estimates • Noise survey of the existing acoustic environment carried out during 31 March to 16 April 2020 which coincides with the COVID lockdown – a period of unprecedented quiet. It is therefore questionable whether this data represents the true acoustic environment • The Main Building, particularly the Western Building, cannot stay within sound limits even in normal use and approval should require that the Main Building be closed and ventilated and the building made of appropriate sound inhibiting materials • Require additional reporting on the noise associated with any external use of the Main Building • Noise report fails to detail or take into account any noise or use of the external areas of the Main Building including the open Main Access Stairs on the northern side and the first floor open Balcony • require appropriate noise mitigation steps (discussed below) in relation to the Balcony and including to enclose these. • a full assessment (as to use, safety, noise, light and other aspects) should be required in relation to the Balcony and Main Access Stairs, including normal use and extraordinary use • any approval should include a requirement that use of the Sports Complex be exclusively for indoor sporting activities and no social gatherings or functions be permitted • that the surrounding area of the Main Building not be used for social gathering or functions • The servery be should removed from the Main Building • The Balcony should be: <ul style="list-style-type: none"> (a) removed from the plans (b) or, be enclosed with appropriate noise and light limiting finishes (c) at the very least the Balcony should be shorter and moved to the Eastern side of the Main Building (outside the Eastern Building) and substantial sound barriers placed at the western end (including to the north) • The Main Access Stairs should be: <ul style="list-style-type: none"> (a) set back into the frame of the Main Building and fully enclosed with appropriate noise and light limiting finishes (b) or, if they remain in the current position, be fully enclosed with appropriate noise and light limiting finishes to prevent light and noise pollution and also discourage gathering on the stairs • The function of the Main Sport Facility Building should be exclusively for indoor sporting activity-not as a large grandstand for outdoor sports or a venue for large scale social functions. The SSDA cites 84 as maximum number of spectators and for only 14 functions per annum during daylight hours. This should be a condition of approval. 	<p>As noted in the Amended Operational Management Plan (RtS Appendix F):</p> <ul style="list-style-type: none"> • The Weigall Sports Complex will not part accommodate functions • There is a commercial kitchen in the existing Weigall building with a servery in proposed Building 1 for sport patrons only.
<p>12. Odour impacts</p> <ul style="list-style-type: none"> • Adverse odour and health impacts from chlorine/chemical odours 	<p>The pool hall exhaust is to discharge in a manner that minimises odour impacts for the surrounding environment, and in particular, neighbouring residential dwellings. See RtS Section 4.5.9.</p>

Issues Raised by Individuals	Proponent's Response
<p>13. Lighting and privacy</p> <ul style="list-style-type: none"> • Adverse lighting impacts for residents to the south and west. No lighting plan is given and the Lighting Report provides no detail. <ul style="list-style-type: none"> (a) additional steps should be required to reduce light spillage and glow such as: (b) opaque (non-transparent) awnings on the lower floors of the Main Building, including the western side (c) opaque louvers on windows (d) down lighting with dimmers and timers (e) undertakings as to lighting of the building, including undertakings that the building will go “dark” from a certain time each day • A detailed light plan be required before any consent is given, with additional time for public response • Additional light spillage and glow mitigation steps (in addition to noise mitigation steps, discussed elsewhere) be required • Lighting from the Main Access Stairs and Balcony will add significant light pollution. This impact on surrounding residents and stakeholders is not considered, and is absent from the Application, a major deficiency of this SSDA • Light pollution until 11pm will interfere with circadian rhythm and affect sleep of children particularly • Lack of privacy - all windows and open elevated areas will allow people to see into apartments at 8 Vialoux Avenue. 	<p>Lighting See above</p> <p>Privacy See above</p>
<p>14. EIS reports and consultation process</p> <ul style="list-style-type: none"> • EIS and reports do not give adequate consideration to Neild Avenue residents who fall outside the suburb of Paddington and the Woollahra LGA and concern that some Neild Avenue residents were not consulted and may not be aware of the SSDA • EIS and reports should be rejected and the effects of the Development on the whole of the local area should be considered • Consultation occurred during the peak COVID period (making access to the meetings impossible for many and causing some sessions to be cancelled at short-notice), the information given was insufficient. Written queries and requests for further information were ignored, as was the responses to requests for further information and engagement. This means a number of the required reports are seriously deficient (Visual Impact, Noise, Traffic, Construction Management and Community impact) in that they do not take into account a group of key impacted stakeholders. • Additional consultation with the community is required. 	<p>SGS carried out an extensive pre-lodgement consultation process (see EIS Appendix FF), the DPIE notification process was extended and a hard copy of the EIS was delivered to office of Alexander Greenwich (the member of the NSW Legislative Assembly, representing the seat of Sydney) to assist residents that did not have access to the internet.</p>
<p>15. Adverse heritage impact and inconsistency with the Woollahra DCP 2015 (Desired Future Character Statement, Infill Development, Views)</p> <ul style="list-style-type: none"> • A full and complete visual impact report for Affected Neild Ave Properties is required (including by appropriate site visits to all levels and north and south situated properties) and allow Affected Neild Ave Properties an opportunity to respond • Retention of Critical Trees is required to mitigate the very high magnitude of visual impact on Affected Neild Ave Properties • Additional planting required: <ul style="list-style-type: none"> (a) of medium to tall trees (>3 meters) in keeping with the current landscape character of the area (being a mix of trees) on the western and northern sides of the Main Building (b) that the current proposed planting along the western wall of the Main Building be varied and include a range of trees with different shape and some taller heights to reduce the visual impact and to reduce the impact on the existing landscape and visual character the area (c) of medium and tall trees along the western side of the boundary fence of the Weigall Playing Fields at the northern side of the SSDA site and further north and south along this boundary 	<p>Prior to lodgement of the EIS, the SGS team met with the GANSW and they supported the project.</p> <p>No heritage issues have been raised by Woollahra Council, the Council of the City of Sydney and Heritage NSW.</p>

Issues Raised by Individuals	Proponent's Response
<p>(d) of medium and tall trees along the western face of the Car Park to reduce visual impact including full visibility of cars parked on the roof and lights and reflection from parked cars</p> <ul style="list-style-type: none"> The height and bulk of the Main Building should be reduced to lessen its visual impact. 	
<p>16. Lack of public benefit</p> <ul style="list-style-type: none"> Lack of public benefit (including community use and the Paddington Greenway Project) EIS claims that community use of the facilities will be considered. Little detail is given on the extent of such use including whether it would be open to the wider public or just other schools, or how often it would be available. The conditions of consent should require public use of facilities when they are not in use by the school. Conditions of consent around public access could be imposed as part of the public benefit outcome to ensure that the Paddington Greenway project can proceed should council and New South Wales government agencies work together to make it happen Social Impact Assessment underestimates the negative impacts, overstates the benefits to the community and does not consider the extent and character of the relevant community and how Neild Ave used and viewed Inadequate mitigation measures are proposed require proper identification of the "community" affected by the Development require an updated community assessment report taking this community into account and the nature of the community and to properly consider all negative impacts on that community fully address any identified negative community impacts with tangible mitigation steps ensure that the correctly identified "community", its characteristics and the negative impacts on the community are properly taken into account in the assessment of other aspects of the SSDA overall (such as traffic, pedestrian traffic, noise etc.) Money would be better spent on education of SGS students 	<p><i>Community use</i> See above</p> <p><i>Paddington Greenway</i> The Architectural Design Report by AJ+C (EIS Appendix C) includes a Future Indicative Structure Plan for the Weigall Sports Grounds, noting potential upgrades and improvements and including a future elevated greenway link over the drainage culvert that traverses Weigall (noting that child protection measures will be required to fulfil SGS's duty of care to students). The future link does not cross the SSDA site.</p>
<p>17. Maintenance and management</p> <p>Ongoing maintenance and management including the need to upgrade and maintain the eastern footpath to Neild Avenue. SGS has not adequately maintained the Weigall land along Neild Avenue. SGS has not adequately controlled students and parents along the Neild Avenue frontage and footpath to Weigall including inadequate social distancing during COVID 19 pandemic.</p> <p>Carers contravene parking regulations to double park, park over driveways and stop in no stopping zones or close to corners to drop off children. Despite the area effectively functioning as a school "drop-off" zone, there is no oversight or supervision of this activity by the school. Residents of the area fear a child pedestrian accident, especially in busy peak traffic periods.</p> <p>The following is required:</p> <ul style="list-style-type: none"> a footpath from the bus drop off to the Sports Complex inside the Weigall Playing Fields An upgrade of the Neild Avenue footpath (a major pedestrian precinct), as a condition of any development to provide for undergrounding of powerlines and cables, and street lighting modernisation maintenance of the existing planting be required (in addition to ongoing maintenance requirements within the SSDA site) parking and pedestrian monitors for times of peak use of the Sports Complex. 	<p>The EIS addresses Crime Prevention Through Environmental Design (CPTED) noting that the SGS maintenance team will monitor buildings and spaces to ensure that they are kept clean, tidy and that maintenance occurs in a timely manner.</p> <p>Standard conditions of consent are recommended by Woollahra Council in relation to public domain improvements.</p>

Issues Raised by Individuals	Proponent's Response
<p>18. Impact on property values</p>	<p>The impact of development on property values is not a matter for consideration in the assessment of DAs.</p>
<p>19. SSDA site is too small</p> <p>SSDA site should be larger so that there is greater traffic and onsite flexibility to mitigate noise and to accommodate all construction activities on the Weigall site and away from nearby residents to minimise adverse impacts. For example, the site compound (currently on the north western area of the SSDA site in a tight cut-out along the fence line) could be placed to the north of the Main Building within the Weigall Playing fields, contiguous with the northern side of the SSDA site. This would then obviate need for removal of Critical Trees in particular which cannot be readily remediated.</p> <p>Increasing the SSDA site would more flexibility to allow for parking of construction workers, a smoking area (all of which presumably will be on the surrounding streets at this stage), easier truck access and turning and other vehicle access (such as cement mixers).</p> <p>Additionally, the SSDA allows the youngest students to walk from Vialoux Ave through the site. This is dangerous and, again, puts the convenience of SGS and its students above the good operation of the site and the residents. It also appears to necessitate a more drawn out construction period. The students must be required to remain outside the SSDA site entirely. They can use the footpath or seek an arrangement with Hakoah to access playing fields.</p>	<p>The site of the SSDA has been contained to protect the green valley floor including the SGS ovals.</p>