

Re Weigall Sports Complex – Sydney Grammar School, Neild Avenue, Rushcutters Bay SSD-10421)

Att Prity Cleary via

Director – Social and Infrastructure Assessments, Planning and Assessment, Department of Planning, Industry and Environment, Parramatta NSW 2124

We are residents at [REDACTED] Paddington, close to Weigall Oval.

We object to the proposal on the following grounds.

No above ground parking should 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.

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.

The height of the sports building should not be permitted

The sports building exceeds the 10,5 metre LEP height limit and the proposed height of 17.2 metres will dominate the valley floor and have an unacceptable impact on the residents to the south

Weigall should enable the Greenway proposal

Council is developing a Greenway connection from Glenmore Road and Trumper Park to Rushcutter Bay Park. The proposal should enable and encourage the Greenaway

Further objections to the submitted documents.

EIS by Robinson Urban Planning

- SGS say they will actively seek opportunities for **sharing the facilities with the community**. This is not assured and should not be claimed as a public benefit.
- Existing buildings should enjoy sunlight to living areas. 8 Vialoux Avenue ground floor is impacted and should not be permitted
- Existing buildings should not lose their views

- The new car park structure will have a heritage impact on the Heritage Conservation Area. To suggest otherwise is not correct.
- The development will have a negative social impact on the private and social housing to the south
- The removal of 20 existing trees is not satisfactorily addressed in the submission
- Impact of solar collectors reflected on adjoining apartments is not assessed
- There is an unacceptably bland elevation proposed to Neild Avenue, the main visual address to Weigall and its valley floor
- The car park destroys views into and across the valley floor and its sports fields from Alma Street (Fig 48. This is not addressed)
- The car park will be visible from Neild Avenue. This is not addressed
- The car park impacts the arrival experience for Hakoa Club. This is not addressed..
- Substation on Neild Avenue removes two Lillypilly trees and should not be located on the street frontage.
- The consultation report summary does not address community objection to above grade parking. There is no reference to this in the EIS.
- The extent of Acid Sulphate soils on part of the site is not as high as the classification as the lands across Neild Avenue where significant residential development has occurred.
- Figure 75 suggests a low impact rating. The impact is enormous.
- Figure 78 suggests low-medium? It completely blocks the view.
- 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. Page 124
- Contamination report finds material can be moved from the site. This enables a basement car park.

Consultation Report

- The Consultation Report claims the separate car park is a result of community feedback. This is not correct and very concerning. One expects a high degree of integrity in the planning process. This is not exhibited here and of great concern
- There is no reference for community preference for all car parking to be accessed from Neild Avenue and be located under the building.

We object to proposal and we object to the planning reports submitted in support of the proposal

John and Virginia Richardson

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