

George Lawson

██████████, Paddington NSW 2021  
Phone: ██████████

► **Director – Social and Infrastructure  
Assessments, Planning and Assessment,  
Department of Planning Industry and  
Environment**

24 November 2020

Weigall Sports Complex, Sydney Grammar School  
Application No SSD-10421  
Objection

Dear Sir/Madam,

I object to the proposed new Weigall Sports Complex, Sydney Grammar School, Rushcutters Bay on the following basis;

- 1. The proposed Weigall Sports Complex does not comply with Woollahra Councils DCP 2015 Chapter C1 Paddington Heritage Conservation Area.**
  - Paddington is a unique urban area which processes aesthetic, technical and social significance at a State and National level. The proposed sports complex does not support the retention and cohesive character evident in the low scale high density form of Victorian heritage residences especially to the south, south east and south west of the proposed site.
  - The complex design does not sufficiently protect and enhance views from streets and other public places as required by Councils DCP 2015 Chapter C1. Refer Building 1 View 06 – Neild Avenue opposite Weigall entry gates. The 'Urbis' source identifies Weigall Sports Complex as having a Medium impact rating. The complex will be highly visible from Neild Avenue at 15.1 meters in height exceeding the 10.5 meter Zone R3 building height limit, reducing natural light into public spaces and restricting views from public spaces across the sports grounds.
- 2. 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.**
  - The 'Traffic Impact Assessment' by PTC dated October 7 2020 endorses the project from a traffic perspective. Based on this report, no changes are proposed to the existing Rushcutters Bay or Paddington residential road infrastructure to manage additional vehicle movements generated by the Weigall Sports Complex and minimise the impact on Paddington Heritage Conservation Areas. Specifically 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.

I am available to clarify these objections if any points require further explanation.

Regards

George Lawson