ROBINSON URBAN PLANNING

Sydney Grammar School Weigall Sports Complex (SSD-10421)

Response to Submissions

State Significant Development Application

Submitted to Department of Planning, Industry and Environment

Prepared on behalf of Sydney Grammar School

23 April 2021 | 19049

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1.0 Introduction and summary Introduction

1.1 Overview

An Environmental Impact Statement (**EIS**) for a State Significant Development Application (**SSDA**) for the Sydney Grammar School Weigall Sports Complex was publicly exhibited for a period of 37 days between 12 November and 18 December 2020 (SSD-104210).

In response to the public exhibition; 88 individual submissions, four organisation and nine authority submissions were received (102 total submissions comprising 74 objections, 23 comments and 5 letters of support). The Department of Planning, Industry and Environment (**DPIE**) also prepared a letter outlining matters to be addressed by Sydney Grammar School (**SGS**) (by letter dated 21 December 2020). The key issues identified by the DPIE and the main issues raised in the authority, organisation and individual submissions were:

DPIE

1. View impact (private) and built form
2. Visual impact
3. Community use
4. Apartment Design Guide (building separation, visual privacy and overshadowing)
5. Acid Sulfate Soils Management Plan
6. 3D height plan diagram
7. Ecologically sustainable development

Additional issues raised in authority, organisation and individual submissions

8. Adverse impacts on vulnerable residents
9. Siting of proposed buildings (Option 4 preferred)
10. Design, character and heritage impact
11. Location of the proposed substation and potential impacts (noise, radiation and tree removal)
12. Location of service road along southern boundary
13. Compliance (including height and FSR)
14. Traffic, access and parking
15. Tree removal and replacement landscaping
16. Noise impacts (including management of noise/ventilation, use of open stairs and balconies)
17. Ventilation impacts (including chlorine/chemical odour)
18. Lighting impacts
19. Overshadowing and dust impacts for adjoining clothes line
20. Lack of public benefits
21. Stormwater and flooding
22. Ongoing maintenance and management
23. Inadequacy of consultation process/report and EIS documentation
24. Impact on property values
25. SSDA site is too small
26. Impacts of construction (including impacts on health).

This Response to Submissions (**RtS**) by Robinson Urban Planning Pty Ltd (**RUP**) addresses the issues identified by DPIE and the submissions in accordance with cl. 82 of the *Environmental Planning & Assessment Regulation 2000* (**EP&A Reg**).

1.2 Proposed amendments

The RtS includes amended Architectural Plans that propose the following minor amendments to the proposal (see **Appendices C** and **D**):

- **Building 1 Sports facilities building**: Amendment of the roof plant arrangement to move it northward and reduce the height of Building 1 on land in Zone R3
- **Fencing**: Confirmation of the location and design of the 2.2m acoustic fence proposed along the southern boundary
- **Privacy protection:** Translucent glazing to south facing windows.

For comparison purposes (and as relevant to the issues considered herein), the RtS considers the impact of the following alternative building envelopes that could be developed on the SSDA site:

- School gym, indoor sporting facility or hall building that could be developed as complying development on any part of the SSDA site noting the relevant standards in *State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017* (**SEPP (Education and Child Care) 2017**)[1].
- Residential flat building that could be developed, subject to development consent, on the portion of the SSDA site that is in Zone R3 taking into account the relevant standards and controls in *State Environmental Planning Policy 65 (Design Quality of Residential Apartment Development)* (**SEPP 65**), Woollahra Local Environmental Plan 2014 (**Woollahra LEP 2014**) and Woollahra Development Control Plan 2015 (Woollahra **DCP 2015**).

1.3 Additional and amended information

This RtS should be read in conjunction with the EIS by RUP dated 2 November 2021. It is accompanied by the following plans and specialist consultant reports:

- **RtS Appendix A** DPIE letter to SGS (21 December 2020)
- **RtS Appendix B** Submissions Table, by RUP (April 2021)
- **RtS Appendix C** RtS Design Report, by AJ+C Architects (April 2021)
- **RtS Appendix D** Amended Architectural Plans, by AJ+C Architects
- **RtS Appendix E** Addendum to the Visual Assessment Report, by Urbis (March 2021)
- **RtS Appendix F** Amended Operational Plan of Management, by SGS (noting arrangements for Community Use) (8 March 2021)
- **RtS Appendix G** Acid Sulfate Soil Management Plan, by JBS&G Australia Pty Ltd (22 February 2021)
- **RtS Appendix H** Amended Ecologically Sustainable Development Report (including Green Star scorecard), by Steensen Varming (3 February 2021)
- **RtS Appendix I** Response to Traffic Engineering Submissions, by ptc (23 April 2021)

[1] Relevant to a school gym, indoor sporting facility or hall building complying development on the SSDA site:
(i) Remediation and tree removal could not be approved as complying development and would require separate approvals
(ii) State Significant Development cannot be approved as complying development (existing CIV threshold of $20 million, with imminent amendments to SEPP (Education and Child Care) 2017 increasing the SSD CIV to $50 million)
(iii) To be approved as complying development, all of the development standards at Schedule 2 of SEPP (Education and Child Care) 2017 would need to be satisfied
(iv) Imminent amendments to SEPP (Education and Child Care) 2017 confirm that setback development standards at Schedule 2 of SEPP (Education and Child Care) 2017 do not apply to internal school boundaries.

- **RtS Appendix J** Steensen Varming advice on lighting (4 February 2021)
- **RtS Appendix K** Amended Aboriginal Cultural Heritage Assessment (**ACHA**), by Ecological (25 January 2021)
- **RtS Appendix L** Response to Sydney Water, by Warren Smith Consulting (18 March 2021)
- **RtS Appendix M** Response to submission by the development manager for the White City Redevelopment, by ptc (20 April 2021)
- **EIS Appendix Q** Civil Engineering Plans and Report, by WSP (replacement **EIS Appendix Q** noting that the EIS inadvertently omitted the Stormwater Concept Plans)
- **EIS Appendix Z** Landscape Plans, by Aspect (replacement **EIS Appendix Z** including Landscape Plans with title blocks showing drawing number, revision number and date)

2.0 Submissions

This section of the RtS summarises the number and nature of submissions received in response to exhibition of the EIS (between 12 November and 18 December 2020).

2.1 Number of submissions

A total of 102 submissions were received by DPIE comprising 75 objections, 23 comments and 4 letters of support; as noted below:

- **Ten public authority submissions from**:
  - Woollahra Municipal Council (comment)
  - Council of the City of Sydney (comment)
  - Water NSW (comment)
  - Environmental Protection Authority (**EPA**) (comment)
  - Transport for NSW (**TfNSW**) (comment)
  - Transport Sydney Trains (comment)
  - Heritage Council of NSW (comment)
  - Heritage NSW (comment)
  - Environment, Energy and Science Group (**EES**) in the DPIE (comment)
  - Sydney Water (comment)
- **Four organisation submissions from:**
  - The Paddington Society (Objection)
  - Petition from neighbouring residents (26 signatures) (Objection)
  - Owners of SP 11962 at 8 Vialoux Avenue Paddington (Objection)
  - Parents' Association of the SGS Edgecliff Preparatory School (Comment)
- **88 individual submissions comprising:**
  - 71 objections
  - 12 comments
  - 5 support.

2.2 Issues raised in submissions

Based upon the detailed Submissions Table by RUP (**RtS Appendix B**), the submissions received are summarised in **Table 1**. Issues raised in the submissions are addressed at Section 4.0.

Table 1 – Submission data

	Number of submissions	%
• Type of submission:		
– Public authority	10	10%
– Group	4	4%
– Individual (objection & support)	88	86%
– Total submissions	102	100%
• Nature of all submissions (excluding repeats):		
– Objection	75	74%
– Comment	23	22%
– Support	4	4%
– Total submissions	102	100%
• Location of individual submissions:		
– Paddington/Edgecliff	57	65%
– Rushcutters Bay	2	2%
– Darlinghurst	14	16%
– Elizabeth Bay/Potts Point	4	4%
– More distant locations (Bondi, Bondi Beach, Coogee, Cooks Gap, Darlington, McMasters Beach, Newnes, Point Clare, Lawson, Ulladulla, Ultimo and Waverley)	11	13%
– Total individual	88	100%

3.0 DPIE preliminary assessment and SGS Response

The matters set out in Attachment 1 to the DPIE letter of 21 December 2020 (**RtS Appendix A**) and the responses of SGS follows.

3.1 View impact (private) and built form

1. View impact (private) and built form

The Department concurs with Woollahra Municipal Council's (Council) concerns with respect to view impact. Given the significant and details [sic] *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*

3.1.1 Response

A response to the DPIE view impact (private) and built form comment follows noting the approach adopted for each of the residential sites to the south and west:

- **12 and 16 Neild Avenue** (to the west of the site): Access has been obtained and photomontages have been prepared showing the view impact of proposed Building 1 for the following apartments:
  - Unit 3310, 12 Neild Avenue (Cumberland Building) (View 01)
  - Unit 4407, 12 Neild Avenue (Cumberland Building) (View 02)
  - Unit 45, 16 Neild Avenue (Advanx Building) (View 03).
- **29-33 Lawson Street** (to the south of the site): Despite their requests to the land owner and residents before finalising the EIS, the SGS consultant team were not able to gain access to the residential flat building at 29-33 Lawson Street. Access has since been obtained and photomontages have been prepared showing the view impact of proposed Building 1 for the following apartments:
  - Unit 33, 29-33 Lawson Street (View 04)
  - Unit 32, 29-33 Lawson Street (View 05)
  - Unit 18, 29-33 Lawson Street (View 06).
- **8 Vialoux Avenue** (to the south of the site): In preparing the EIS, the SGS consultant team obtained access to this residential building. The View Impact Assessment by Urbis (**EIS Appendix Y**) includes photomontages illustrating the view impact of the proposal for north facing apartments in this building.

The Addendum Visual Impact Assessment by Urbis (**RtS Appendix E**) considers the private view impacts for the listed dwellings at 29-33 Lawson Street and 12 and 16 Neild Avenue (see **Figure 1**). **Figures 2** to **7** show the private view photomontages relied on by Urbis and the view impact conclusions noting the following as relevant:

- The proposed images show the location of the Zone R3 – Medium Density Residential boundary on the SSDA site
- The proposed images show the profile of the WLEP 2014 10.5m height standard that would otherwise apply to a residential flat building development (or other WLEP 2014 permitted use) on the portion of the SSDA site in Zone R3
- Trees to be removed as part of the SSDA are not shown in the proposed images
- Replacement trees are not shown (even though they will screen views to the proposed building)

Using the Tenacity view sharing principle, Urbis concludes that the view impact of the proposed Weigall Sports Complex is acceptable, as set out in their conclusion which is copied below:

Views from 6 additional neighbouring private dwellings were inspected, documented and modelled as required by the DPIE and Woollahra Council.

The visual effects of the proposed development were analysed based on a review of accurate and certifiable photomontages.

The photomontages were prepared to satisfy the practice direction outlined in the Land and Environment Court of New South Wales for the preparation of visual aids, in the absence of any other formal guidelines.

The method followed and the certification of that method and accuracy of the resultant images is not repeated here but is included in the VIA.

Units 3310 and 4407 at 12 Neild Avenue and Units 18 and 33 at 29-33 Lawson Street are not exposed to a significant level of visual effects. The extent of potential view loss is rated as minor, to negligible or nil in all cases. View sharing outcomes in all cases as assessed against Tenacity is considered to be reasonable and acceptable.

The extent of visual effects of the built form proposed are greatest in views as modelled from Unit 45/16 Neild Avenue and 32/29-31 Lawson Street. The extent of effects was rated as moderate which is mid-level using the Tenacity scale (negligible-devastating).

The extent of visual effects does not directly equate to the level of visual impacts but is influenced by other relevant factors.

The level of view sharing is determined by considering all relevant factors including the quantitative and qualitative aspects of the views to be affected, internal room types and uses, views that will be unaffected from each dwelling and the reasonableness of a complying development.

In our opinion the view sharing outcome that would be achieved subsequent to the approval of the DA in relation to views from 45/16 Neild Avenue and 32/29-31 Lawson Street would be reasonable and acceptable in the circumstances.

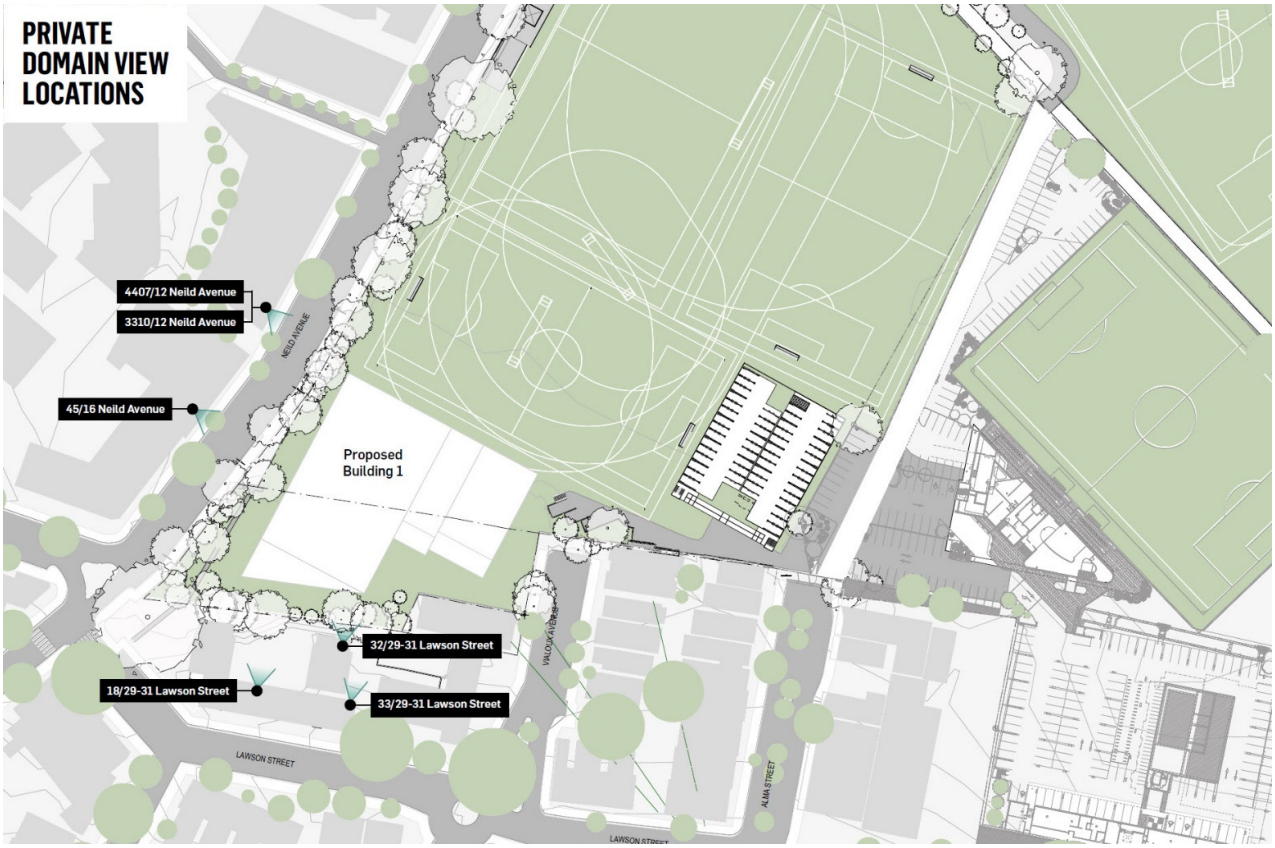


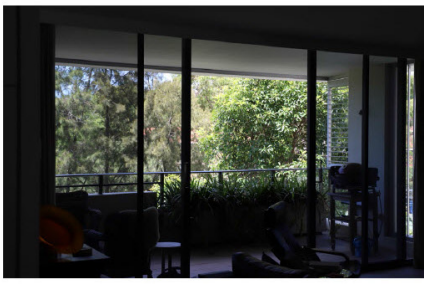
Figure 1 – Addendum Visual Impact Analysis – Private view locations (Source: Urbis)


Unit 3310/12 Neild Avenue, existing view


Unit 3310/12 Neild Avenue, proposed view


Unit 3310/12 Neild Avenue, balcony bedroom view


Unit 3310/12 Neild Avenue, balcony sitting area view


Unit 3310/12 Neild Avenue, internal kitchen view

Summary of Visual Effects and rating of view sharing outcome

As a conservative measure and for completeness we have considered the overall visibility from various parts of the dwelling and conclude that view loss from this dwelling overall is minor. The visual effects will be further reduced in time as a result of proposed planting. The removal of trees and loss of screening will be mitigated by the planting of tall native evergreen species planted at 2.5m in height, which will in time establish a canopy approximately 15m at 5 years post construction. We note further that the photomontage shows a simple block-model of the massing proposed and that the architectural detailing, materials and colours proposed, will help to soften the appearance of Building 1. Such details are shown in artists' impressions included in the DA package prepared by AJC architects. In the context of all relevant information such as the extent of view to be lost, the view location, nature of that view and the planning context overall the view sharing outcome is considered to be reasonable and acceptable.

Figure 2 – View 01: Unit 3310/12 Neild Avenue (Source: Urbis)


Unit 4407/12 Neild Avenue, existing view


Unit 4407/12 Neild Avenue, proposed view


Unit 4407/12 Neild Avenue, top floor south end balcony view


Unit 4407/12 Neild Avenue, dining balcony view


Unit 4407/12 Neild Avenue, formal dining view

Summary of Visual Effects and rating of view sharing outcome

Notwithstanding that Tenacity threshold steps are not met beyond step 1, as a conservative measure and for completeness we have considered the proposal's overall visibility from various parts of the dwelling and conclude that the extent of view loss from this dwelling minor to moderate. Further the negligible visual effects will be further reduced in time as a result of proposed planting. The removal of trees and loss of screening will be partly mitigated by proposed screen planting (7 native evergreen species planted at 2.5m in height) which will in time establish a canopy of approximately 15m at 5 years post construction. This vegetative screen once established will effectively screen the majority of the lower section of the west elevation of Building 1. In the context of all relevant information such as the quality of the view place location, the nature of that view and the planning context relevant to view loss, overall the view sharing outcome is considered to be reasonable and acceptable.

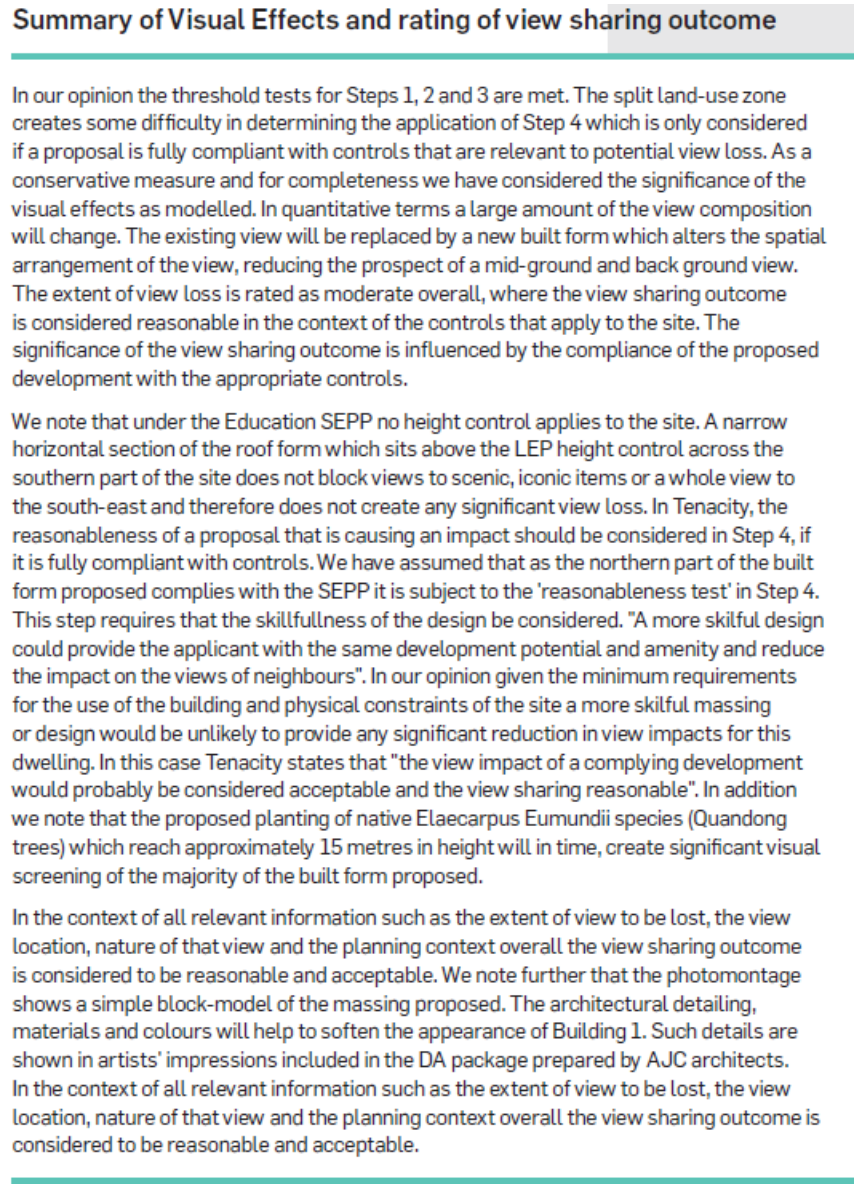
Figure 3 – View 02: Unit 4407/12 Neild Avenue (Source: Urbis)

Unit 45/16 Neild Avenue. View north from the balcony.

Unit 45/16 Neild Avenue. View east from the master bedroom. View loss from bedrooms is considered to be less important in Tenacity terms.

Unit 45/16 Neild Avenue. View east from the informal dining room area. This view is not dissimilar to that modelled and assessed.

Figure 4a – View 03: Unit 45/16 Neild Avenue (Source: Urbis)



Summary of Visual Effects and rating of view sharing outcome

In our opinion the threshold tests for Steps 1, 2 and 3 are met. The split land-use zone creates some difficulty in determining the application of Step 4 which is only considered if a proposal is fully compliant with controls that are relevant to potential view loss. As a conservative measure and for completeness we have considered the significance of the visual effects as modelled. In quantitative terms a large amount of the view composition will change. The existing view will be replaced by a new built form which alters the spatial arrangement of the view, reducing the prospect of a mid-ground and back ground view. The extent of view loss is rated as moderate overall, where the view sharing outcome is considered reasonable in the context of the controls that apply to the site. The significance of the view sharing outcome is influenced by the compliance of the proposed development with the appropriate controls.

We note that under the Education SEPP no height control applies to the site. A narrow horizontal section of the roof form which sits above the LEP height control across the southern part of the site does not block views to scenic, iconic items or a whole view to the south-east and therefore does not create any significant view loss. In Tenacity, the reasonableness of a proposal that is causing an impact should be considered in Step 4, if it is fully compliant with controls. We have assumed that as the northern part of the built form proposed complies with the SEPP it is subject to the 'reasonableness test' in Step 4. This step requires that the skillfullness of the design be considered. "A more skilful design could provide the applicant with the same development potential and amenity and reduce the impact on the views of neighbours". In our opinion given the minimum requirements for the use of the building and physical constraints of the site a more skilful massing or design would be unlikely to provide any significant reduction in view impacts for this dwelling. In this case Tenacity states that "the view impact of a complying development would probably be considered acceptable and the view sharing reasonable". In addition we note that the proposed planting of native Elaecarpus Eumundii species (Quandong trees) which reach approximately 15 metres in height will in time, create significant visual screening of the majority of the built form proposed.

In the context of all relevant information such as the extent of view to be lost, the view location, nature of that view and the planning context overall the view sharing outcome is considered to be reasonable and acceptable. We note further that the photomontage shows a simple block-model of the massing proposed. The architectural detailing, materials and colours will help to soften the appearance of Building 1. Such details are shown in artists' impressions included in the DA package prepared by AJC architects. In the context of all relevant information such as the extent of view to be lost, the view location, nature of that view and the planning context overall the view sharing outcome is considered to be reasonable and acceptable.

Figure 5b – View 03: Unit 45/16 Neild Avenue (Source: Urbis)

Summary of Visual Effects and rating of view sharing outcome

In our opinion the pre-test threshold step to proceed to Step 1 in Tenacity is not met and in this regard any further assessment of the extent or significance of view loss is not required. In our opinion if an assessment against Tenacity was undertaken it would be likely to conclude that extent of view loss from this unit would be minor to negligible. Considering all relevant information such as the extent of view to be lost, the view location, nature of that view and the planning context overall, and the view sharing outcome is considered to be reasonable and acceptable.

Figure 6 – View 04: Unit 33/29-31 Lawson Street (Source: Urbis)

Summary of Visual Effects and rating of view sharing outcome

In Tenacity more weight is given to views that are obtained across a front or rear boundary and those available from living, dining and kitchen areas etc rather than bedrooms or service areas. The extent of view blocking is (conservatively) rated as moderate but the views lost are not considered in Tenacity as highly valued. A narrow horizontal band of built form which sits above the LEP height control does not block access to scenic or iconic features or a whole view and further, as the control does not apply to the northern part of the site, built form in that section that is of the same approximate height would not be considered as non-compliant. In the context of all relevant information such as the extent of view to be lost, the view location, nature of that view and the planning context overall the view sharing outcome is considered to be reasonable and acceptable.

Figure 7 – View 05: Unit 32/29-31 Lawson Street (Source: Urbis)

Summary of Visual Effects and rating of view sharing outcome

In Tenacity, more weight is given to views that are obtained across a front or rear boundary and those available from living, dining and kitchen areas etc rather than bedrooms or service areas. The extent of view-blocking is (conservatively) rated as minor but the views lost are not considered in Tenacity as highly valued. A narrow horizontal band of built form which sits above the LEP height control does not block access to scenic or iconic features or a whole view and further, as the control does not apply to the northern part of the site, built form in that section that is of the same approximate height would not be considered as non-compliant.

In the context of all relevant information such as the extent of view to be lost, the view location, nature of that view and the planning context overall the view sharing outcome is considered to be reasonable and acceptable.

Figure 8 – View 06: Unit 18/29-31 Lawson Street (Source: Urbis)

3.2 Visual impact

2. Visual impact

The Department requires you to revise the visual impact assessment to include 3D view analysis from Nos. 12 and 16 Neild Avenue. The View Analysis must include:

a) Detail 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 (ie. living, balcony, bedroom) of the unit/dwelling.

3.2.1 Response

As detailed above at Section 3.1, an Addendum Visual Assessment Report has been prepared by Urbis to address this matter (**RtS Appendix E**).

3.3 Community use

3. Community Use

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:

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.

3.3.1 Response

An Amended Operational Plan of Management has been prepared by SGS (**RtS Appendix F**) which is referenced later at Section 5.0 - Final Mitigation Measures. It confirms that the Weigall Sports Complex would be available for community use as follows:

- During school term: Up to 69 hours each week
- During school holidays: Up to 91 hours each week.

The provisions in the Amended Operational Plan of Management relevant to community use, and responding to the DPIE preliminary assessment and issues raised in the individual submissions, are copied below:

6. Community Use

a) Community Use Overview

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, the school's own usage requirements, and the resulting potential uncontrolled vehicular traffic resulting from unlimited community use. The School is therefore proposing to invite community use from groups such as the local public schools, where physical access and vehicular traffic access can be controlled.

The SGS Weigall Sports Complex has been designed to be able to accommodate community uses with direct pedestrian access from Neild Avenue to Building 1.

Consistent with SEPP (Educational establishments and Child Care Facilities) 2017 Schedule 4 Design Quality Principle 3, SGS will actively seek opportunities for their facilities to be shared with the community outside of school hours within the following parameters:

- *Community use of Building 1 is to be provided to external organisations (such as local schools including Glenmore Park Public School, tertiary educational establishments, sports associations, clubs etc).*
- *SGS would have a formal agreement with organisations accessing Building 1 (setting out agreed access times/dates that fit within the SGS usage profile, behaviour, responsibilities, transport/parking, number of people, supervision, areas that can be accessed, fees etc).*
- *A community use usage profile would be prepared and submitted to Woollahra Council and/or DPIE prior to the issue of an occupation certificate. The profile could be reviewed periodically (say every three years).*
- *It would not be reliable to provide a detailed community usage profile as part of the EIS given the 18 - 20-month construction timetable and the uncertainties that arise from the COVID-19 crisis (for both SGS and other organisations).*
- *On-site parking (in Building 2) will not be provided for community use groups.*

Community access is to be restricted to organisations (rather than individuals) as it enables better management of SGS's duty of care to its students and it minimises potential environmental impacts associated with wider community use (for example traffic, on street parking demand and noise).

b) School facilities to be used

The current proposal is for the swimming pools at ground level to be made available to community groups. Access would be from Neild Avenue and all necessary facilities, including change rooms and toilets, are conveniently located on each level.

The carpark will not be available to these users as SGS would like to confine all visitors to a single-entry point being the Neild Avenue entry to Building 1.

The bus zone along Neild Avenue will be used by groups arriving and leaving by coaches.

c) Types of Functions/Activities carried out

i) Functions

There are no function spaces or suitable catering facilities in Building 1. Functions will continue to be accommodated in the Weigall Pavilion which houses a full commercial kitchen that caters to the existing school population and functions. All performing arts and other full school gatherings are held at the College Street campus within the 1,500 seat John Valance Hall. The annual College Street Speech Day is held at the Sydney Town Hall.

ii) Community activities

The principal community activities will be swimming lessons for local schools that are able to walk to the Weigall site, or for schools that can transport their students by coaches and use the bus zone for drop-off and pick-up.

Other community organisations wishing to use the swimming pools would be welcomed outside school and SGS training hours and where vehicular access can be limited to walking or buses rather than private cars.

d) Maximum occupancy and hours/days of operations of such uses

SGS has a full complement of term and school holiday activities for the Weigall Sports Complex. Table 1 sets out times when community-based organisations could use the Weigall Sports Complex (being times when the facility is not normally required by SGS).

e) Likely frequency of community uses within the site.

As noted in Table 1, the Weigall Sports Complex would be available for community use as follows:

- *During school term: Up to 69 hours each week*
- *During school holidays: Up to 91 hours each week.*

The actual duration of occupancy by community organisations is expected to be shorter but SGS has endeavoured to provide maximum flexibility to meet the requirements of potential community users. Groups would generally be at the pool and basketball courts for a total time of approximately 2 hours (arrive, change, swim, shower and change, leave).

***Table 1**: Community use availability (hours of operation and occupancy)*

Day	***Time***	***Maximum Occupancy (persons)***	***Hours/Comment***
During Term			
Monday to Friday	*9am to 3pm*	*Pool 1 – 48 to 50* *Pool 2 – 48 to 50*	*Up to 30 hours per week* *Community Organisations by agreement with SGS*
Monday to Friday	*6pm to 10pm*	*Pool 1 – 48 to 50* *Pool 2 – 48 to 50*	*20 hours per week* *Community Organisations by agreement with SGS. Scheduled local groups within 1.5km radius (on presentation of proof of address).*
Saturday	*4pm to 10pm*	*Pool 1 – 48 to 50* *Pool 2 – 48 to 50*	*6 hours per week* *Community Organisations by agreement with SGS. Scheduled local groups within 1.5km radius (on presentation of proof of address).*
Sunday	*9am to 10pm*	*Pool 1 – 48 to 50* *Pool 2 – 48 to 50*	*13 hours per week* *Community Organisations by agreement with SGS. Scheduled local groups within 1.5km radius (on presentation of proof of address).*
Hours available for community use per week			***Up to 69 hours***
School Holidays			
Monday to Sunday	*9am to 10pm*	*Pool 1 – 48 to 50* *Pool 2 – 48 to 50*	*Up to 91 hours per week* *Community Organisations by agreement with SGS. Scheduled local groups within 1.5km radius (on presentation of proof of address).*
Hours available for community use per week			***Up to 91 hours***

Note:

Pool 1 is the water polo/main pool

Pool 2 is the programme pool

f) Any additional noise and traffic assessment in relation to out of hours community use of school facilities

Due to the profile of community users (organisations rather than individuals) and the requirement to travel to the site by foot or bus, community use of the facility will not generate noise or traffic beyond that anticipated by the SGS activities. Given this, there is no need to complete any additional noise or traffic assessments.

3.4 Apartment Design Guide

4. Apartment Design Guide

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:

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.

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.

3.4.1 Response – Visual Privacy

A school sports complex is proposed, therefore SEPP 65 and the Apartment Design Guide (**ADG**) **do not apply** to the SSDA. Notwithstanding, the design and siting of the Weigall Sports Complex has taken into account the ADG and in particular Objective 3F-1 Visual Privacy (which is copied below). Setbacks have been designed to comply with the relevant Design Criteria and Design Guidance as a way to minimise the amenity impacts residents in the residential flat buildings to the south of the site.

The RtS Design Report by AJ+C (**RtS Appendix C**) includes detailed plans and tables showing the ADG required and proposed setbacks/building separations for each dwelling to the south of the site. The analysis shows that:

- **Up to a height of 12m (4 storeys)**: The ADG requires a building separation of:
  - **6m** between habitable rooms (residential) and blank walls (6m+0m)
  - **9m** between habitable rooms (residential) and non-habitable rooms (6m+3m)
  - **12m** between habitable rooms (6m+6m).

As shown in the RtS Design Report by AJ+C (**RtS Appendix C**), the Weigall Sports Complex has been sited to comply with the ADG building separation distances as follows:

- **29-33 Lawson Street**: The proposal fully complies with the ADG building separation distances at all levels (see **Figure 8**)
- **8 Vialoux Avenue**: The proposal fully complies with the ADG building separation distances at apartment Levels 1 and 2 but there is an area of non-compliance for two habitable windows at the Ground Floor of the apartment building (see **Figure 9**) where the ADG requires a separation of 12m between habitable windows (6m+6m) but 10.23m is proposed. This minor departure is reasonable for the following reasons:
  - The ADG requires each building to provide a 6m habitable window setback (6m+6m = 12m). The proposal complies with the setback on the SSDA site by providing a setback of 8.8m to 9.0m for the relevant windows, well in excess of the 6m minimum setback
  - The building separation non-compliance arises as the relevant windows in the residential flat building at 8 Vialoux Avenue are setback just 1.5m from the boundary (when the ADG would require a 6m setback).

– Additional visual privacy mitigation measures between the proposal and 8 Vialoux Avenue are proposed including raised window sill heights, obscure glazing and low/high level planting to screen views and provide a green outlook for the adjoining apartments (See **Figure 10**)
– A Residential Flat Building developed in accordance with Woollahra LEP 2014 is likely to provide narrower setbacks (6m for a residential flat building compared with up to 22m proposed (see RtS Design Report, **RtS Appendix C**)) and the consequential visual and acoustic privacy impacts from dwellings would be significantly increased.

The EIS Section 5.6.1 assessment of visual privacy and compliance with the Woollahra DCP 2015 privacy controls remains valid.

ADG

Objective 3F-1
Adequate building separation distances are shared equitably between neighbouring sites, to achieve reasonable levels of external and internal visual privacy

Design criteria

1. Separation between windows and balconies is provided to ensure visual privacy is achieved. Minimum required separation distances from buildings to the side and rear boundaries are as follows:

Building height	Habitable rooms and balconies	Non-habitable rooms
up to 12m (4 storeys)	6m	3m
up to 25m (5-8 storeys)	9m	4.5m
over 25m (9+ storeys)	12m	6m

Note: Separation distances between buildings on the same site should combine required building separations depending on the type of room (see figure 3F.2)

Gallery access circulation should be treated as habitable space when measuring privacy separation distances between neighbouring properties

Design guidance

Generally one step in the built form as the height increases due to building separations is desirable. Additional steps should be careful not to cause a 'ziggurat' appearance

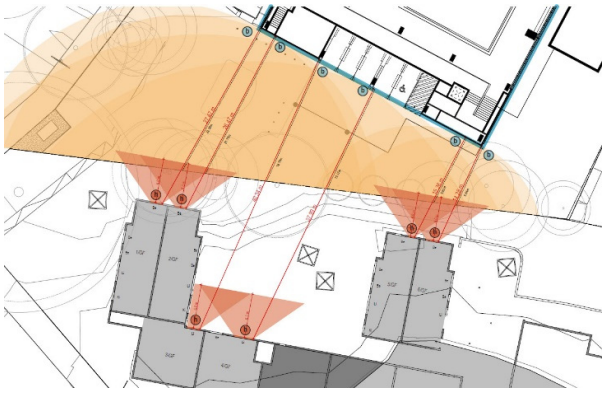
For residential buildings next to commercial buildings, separation distances should be measured as follows:
- for retail, office spaces and commercial balconies use the habitable room distances
- for service and plant areas use the non-habitable room distances

New development should be located and oriented to maximise visual privacy between buildings on site and for neighbouring buildings. Design solutions include:
- site layout and building orientation to minimise privacy impacts (see also section 3B Orientation)
- on sloping sites, apartments on different levels have appropriate visual separation distances (see figure 3F.4)

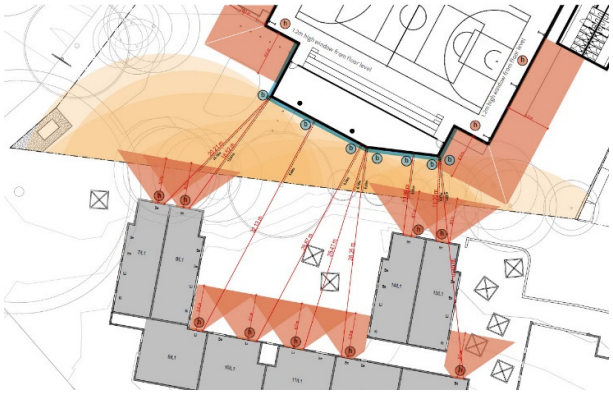
Apartment buildings should have an increased separation distance of 3m (in addition to the requirements set out in design criteria 1) when adjacent to a different zone that permits lower density residential development to provide for a transition in scale and increased landscaping (figure 3F.5)

Direct lines of sight should be avoided for windows and balconies across corners

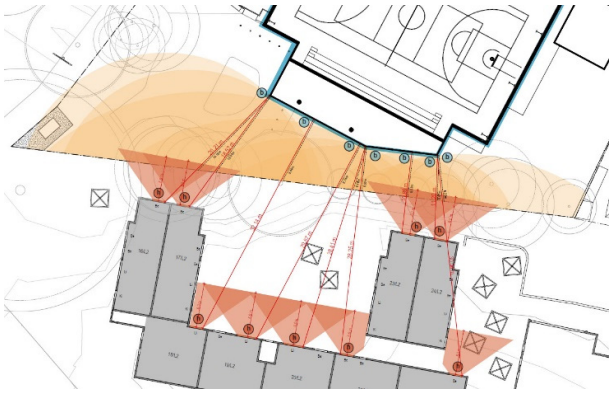
No separation is required between blank walls



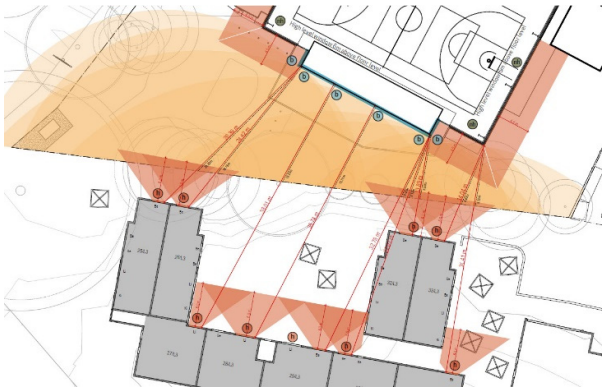
Ground



First floor



Second floor

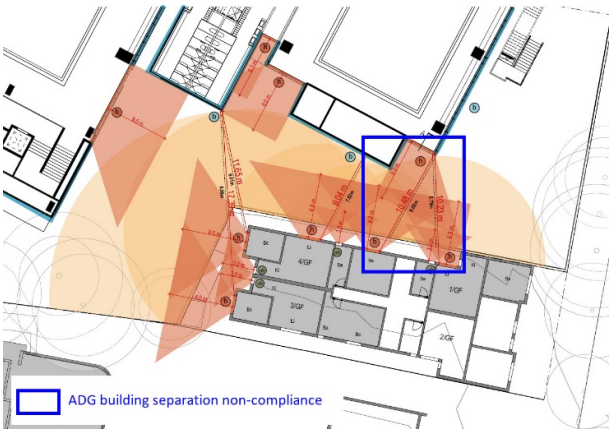


Third floor

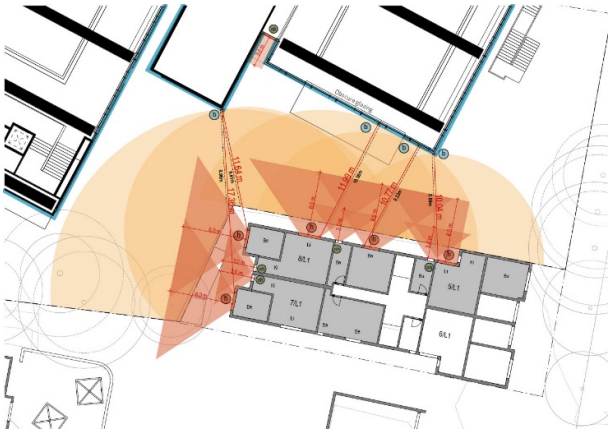
KEY

- ADG Visual Privacy Distance required
- Minimum Visual Privacy Distance achieved
- (h) Habitable
- (nh) Non-Habitable
- (b) Blank Wall Condition
- Extent of blank wall
- Ba Bathroom
- Be Bedroom
- Kt Kitchen
- Li Living room
- 1/GF Unit no. / Building level

Figure 9 – ADG Visual Privacy: 29-33 Lawson Street (Source: AJ+C)



Ground



First floor

Second floor

KEY

- ADG Visual Privacy Distance required
- Minimum Visual Privacy Distance achieved
- (h) Habitable
- (nh) Non-Habitable
- (b) Blank Wall Condition
- Extent of blank wall
- Ba Bathroom
- Be Bedroom
- Ki Kitchen
- Li Living room
- 1/GF Unit no. / Building level

Figure 10 – ADG Visual Privacy: 8 Vialoux Avenue (Source: AJ+C)

Figure 11 – ADG Visual Privacy: 8 Vialoux Avenue Section (Source: AJ+C)

3.4.2 Response – Overshadowing

The RtS Design Report by AJ+C (**RtS Appendix C**) includes sun-eye shadow diagrams and assessment tables showing the midwinter shadow impacts of the proposal. The diagrams show:

- 30 minute intervals for mid-winter showing views from the sun between 9am and 3pm (if a window, clothesline or open space is visible in the diagram, it is receiving sunlight)
- The level, unit number and use of each room in the adjoining residential developments (living room, bedroom, bathroom, kitchen or laundry) and noting if living rooms will receive >1m^2 or <1m^2 of sunlight
- Existing clothes lines on the adjoining Lawson Street sites.

Key conclusions from this assessment follow (which are consistent with the findings set out at Section 5.6.2 of the EIS):

- There will be no overshadowing of apartments to the west on Neild Avenue
- There will be no overshadowing of apartments to the south at 25-27 Lawson Street
- There will be no overshadowing of living rooms to the south at 29-33 Lawson Street and the shadow impact on existing clotheslines in negligible
- Solar access to three dwellings at 8 Vialoux Avenue will be reduced. As noted below, all dwellings will retain at least two hours of sunlight to living room windows in midwinter, consistent with the solar access control in Woollahra DCP 2015 Chapter F2 as noted below:
  - Unit 1 on the ground floor: 6 hours existing, 2 hours proposed to >1m^2
  - Unit 4 on the ground floor: 6 hours existing, 2 hours proposed to >1m^2
  - Unit 8 on Level 1: 6 hours existing, 4.5 hours proposed to >1m^2
- Two hours of sunlight to living room windows in midwinter is currently provided to 6 of 12 apartments and the proposal retains two hours of sunlight to living room windows to 6 of 12 apartments
- In comparison, a residential flat building permitted on the Zone R3 land (see RtS Design Report, **RtS Appendix C**) would have the following shadow impacts for the adjoining dwellings at 8 Vialoux Avenue:
  - Unit 1 on the ground floor: 6 hours existing, nil solar access from a compliant envelope
  - Unit 4 on the ground floor: 6 hours existing, 2.5 hours proposed to >1m^2
  - Unit 8 on Level 1: 6 hours existing, 4.5 hours proposed to >1m^2
  - Two hours of sunlight to living room windows would be provided to 5 of 12 apartments

The EIS Section 5.6.2 assessment of consistency with the Court's consolidated and revised solar access planning principle and the Woollahra DCP 2015 solar access controls remains valid.

3.5 Acid Sulphate Management Plan

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.

3.5.1 Response

An Acid Sulphate Soils Management Plan (**ASSMP**) has been prepared by JBS&G Australia Pty Ltd (**RtS Appendix G**), even though both Woollahra and the City of Sydney Councils recommended a condition of consent requiring preparation of an ASSMP prior to future development on the site. As

the ASSMP has been prepared as part of the SSDA, there is no need to impose the Council recommended conditions.

3.6 Height

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.

3.6.1 Response

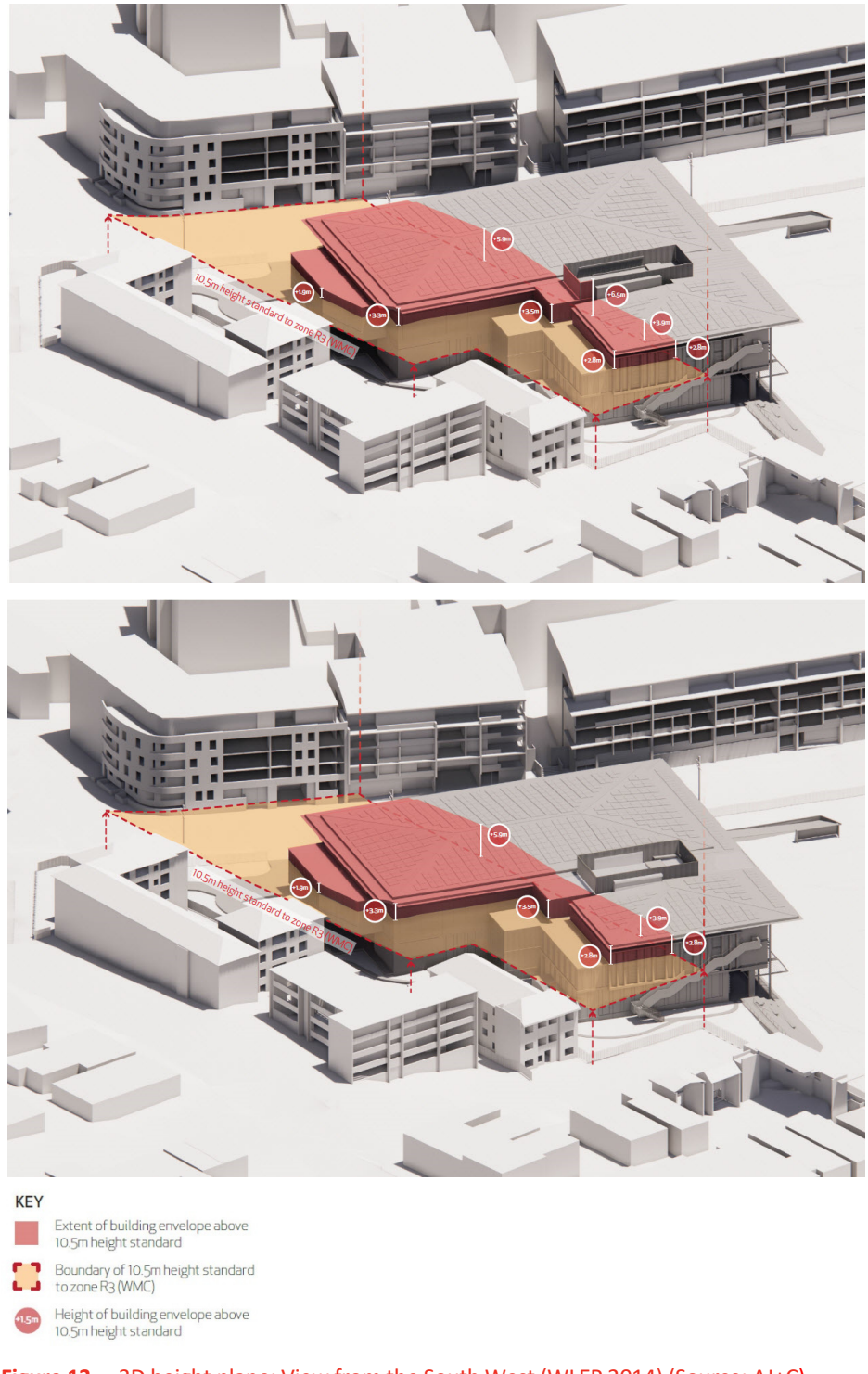
As illustrated by **Figure 11**, WLEP 2014 prescribes a 10.5m height standard over part of the SSDA site (being land in Zone R3 which comprises the existing tennis court site). The RtS Design Report by AJ+C (**RtS Appendix C**) includes 3D height plan diagrams that overlay the 10.5m height standard as follows:

- 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).

Figures 12 and **13** compare the original and RtS height plan diagrams and show that the taller elements in proposed Building 1 are located at the northern edge of the Zone R3 land, well away from residential land to the south. This minimises the shadowing and visual effects of height.

In comparison; a school gym, indoor sporting facility or hall building that could be developed as complying development on any part of the SSDA site pursuant to SEPP (Education and Child Care) 2017 could have a height of up to 16.4m on the Zone R3 land which is also up to 5.9m above the height standard (see **Figures 14** and **15** and RtS Design Report, **RtS Appendix C**).

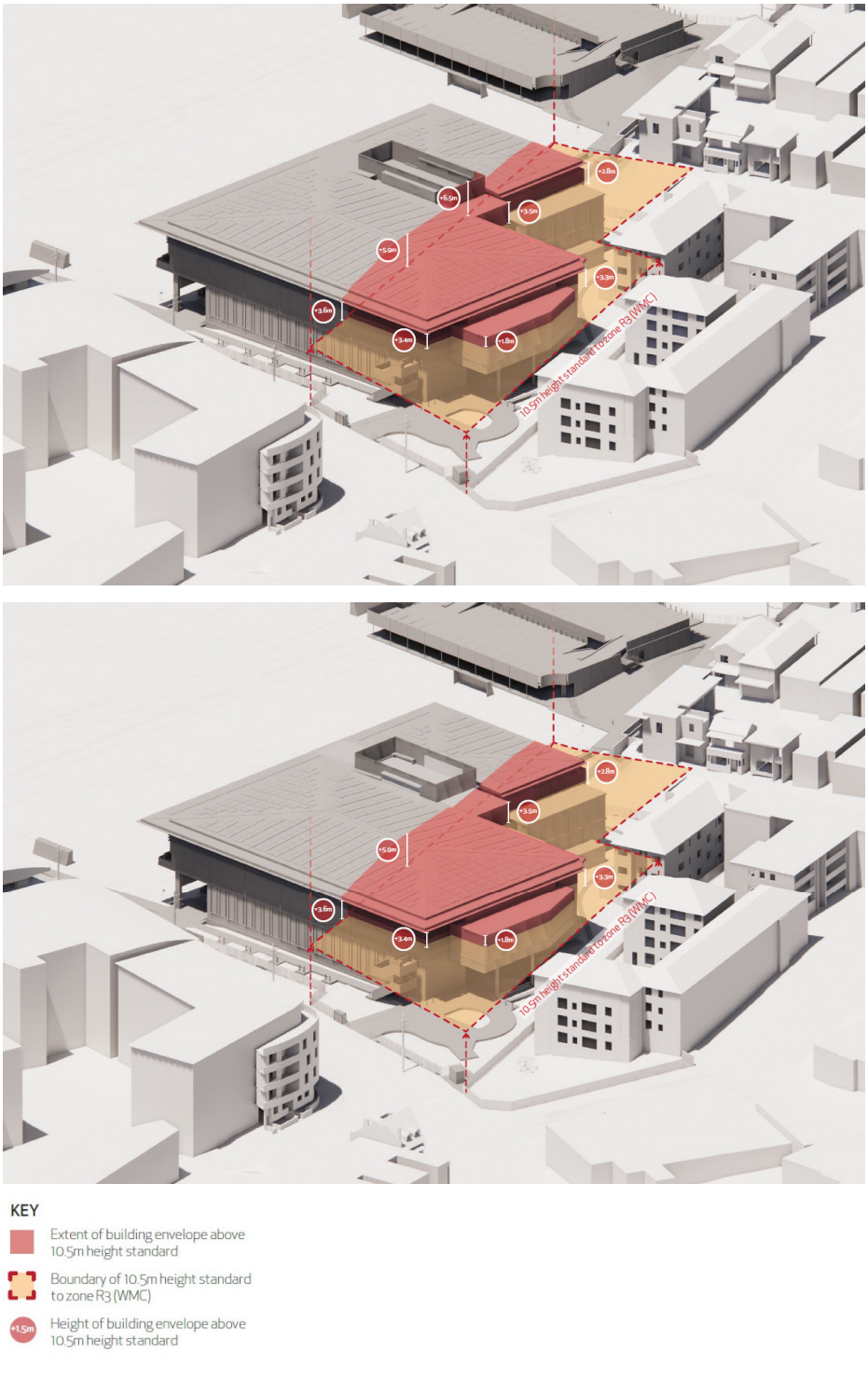
Figure 12 – Woollahra LEP 2014: Height of Buildings Map (Source: https://www.planningportal.nsw.gov.au)



Height as lodged (up to 6.5m above 10.5m height standard)

RtS height (up to 5.9m above 10.5m height standard)

Figure 13 – 3D height plane: View from the South West (WLEP 2014) (Source: AJ+C)



Height as lodged (up to 6.5m above 10.5m height standard)

RtS height (up to 5.9m above 10.5m height standard)

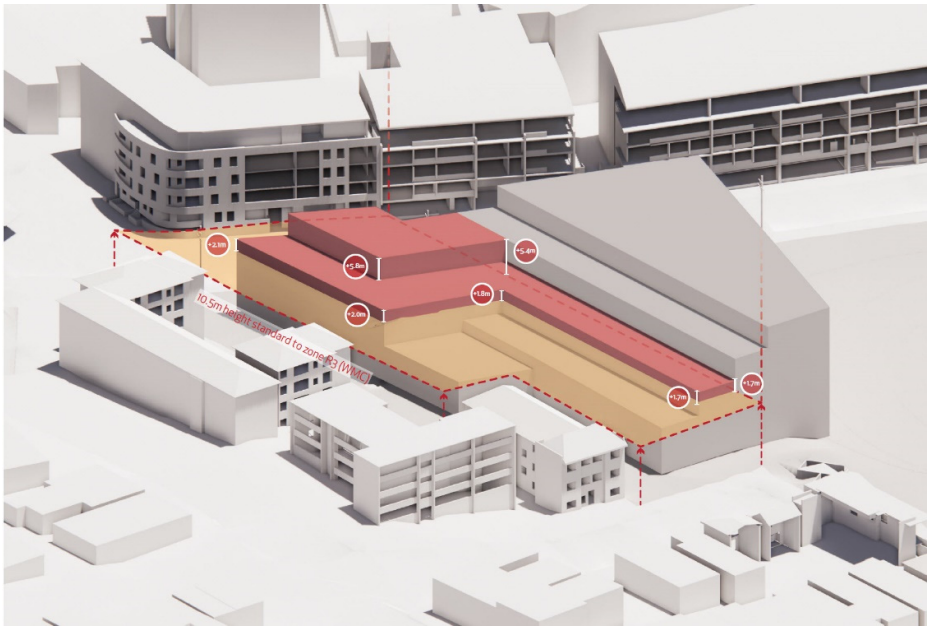
Figure 14 – 3D height plane: View from the South East (WLEP 2014) (Source: AJ+C)

SEPP Education Complying Development Envelope _ Plan

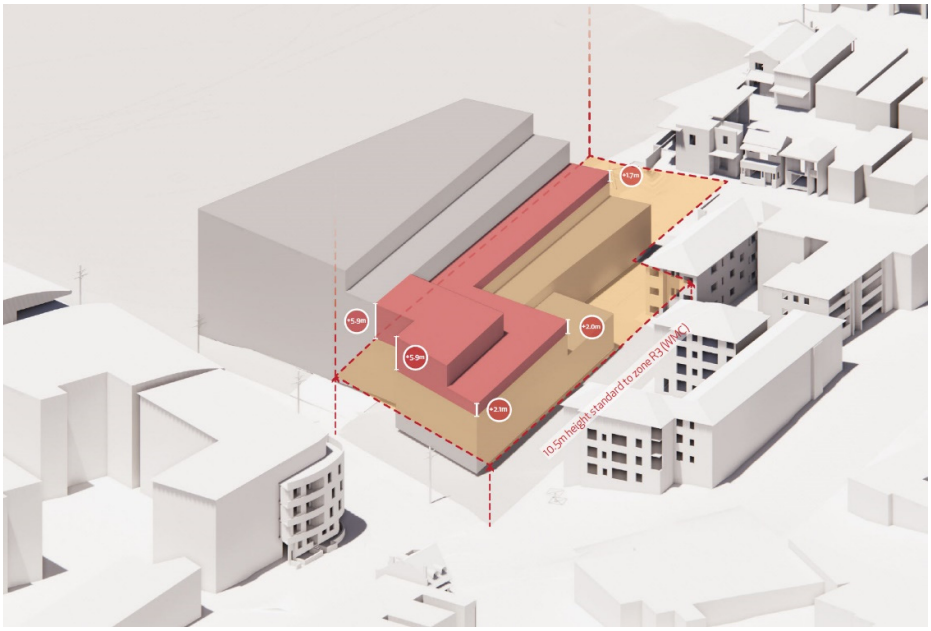
KEY

- Weigall site boundary
- Built form envelope
- Building height above existing ground level
- Setback to boundary
- Proposed building envelope
- Existing trees
- Open space
- Sports fields
- Contextual buildings

Figure 15 – Plan of School gym, indoor sporting facility or hall building that could be developed as complying development (Source: AJ+C)



View from South East



View from South West

KEY

Extent of building envelope above 10.5m height standard

Boundary of 10.5m height standard to zone R3 (WMC)

Height of building envelope above 10.5m height standard

Figure 16 – 3D height plane - School gym, indoor sporting facility or hall building that could be developed as complying development (Source: AJ+C)

3.7 Ecologically Sustainable Development (ESD)

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.

Response

An Amended ESD Report has been prepared by Steensen Varming including a green star design and as built scorecard which illustrates that the project would exceed a 4 Star Green Star Equivalency (**RtS Appendix H**).

3.8 Acoustic Assessment

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.

Response

The Architectural Plans by AJ+C have been amended to show plans and elevations of the proposed 2.2 metre high fence (see A4103, **RtS Appendix D**).

4.0 Agency, organisation and individual comments

Section 4.1 to 4.5 provide a response to the issues raised in the agency submissions (where not addressed above and excluding matters that are to be addressed by recommended conditions of consent). Section 4.6 responds to the remaining individual comments where not addressed elsewhere in this RtS.

RUP has prepared a detailed list of issues raised in the submissions, noting the response of SGS (see **RtS Appendix B**).

4.1 Woollahra Council

Excluding matters that are to be addressed by Council's recommended conditions of consent, a response to the comments set out in Woollahra Council's letter and traffic engineering memo follows.

4.1.1 View impacts private

Woollahra Council raised a concern about potential view impacts for residents a 25-27 and 29-33 Lawson Street. This issue is addressed at Section 3.1 above and in the Addendum Visual Impact Assessment by Urbis (**RtS Appendix C**).

4.1.2 Traffic, access and parking

The Response to Traffic Engineering Submissions by ptc (**RtS Appendix I**) considers the issues raised in Woollahra Council's traffic memo noting the following (showing Woollahra Council's comments in blue). Where relevant, the recommendations of Woollahra Council and ptc have been incorporated into the final mitigation measures set out in Section 5.0 of this RtS.

Car Parking Provision

1) Inconsistent/ambiguous information has been provided regarding number of players and spectator players in Figure 21, 22 and Figure 24, 25;

A response to this is provided in the following two points.

2) It is claimed that basketball functions will not generate additional parking demand, as these participants should already be on-site. While this conclusion is agreed upon, it should be noted that, basketball functions take place between 1:30pm and 2:30pm, before which participants for previous sessions are all calculated as "leave the site 30 minutes after the session", except for several students staying for multiple games. Therefore, the on-site students should be increased to include those who don't stay for another session but rather attend the later basketball function, as well as the accompanying spectators;

This was not presented in the TIA, however we note that the Functions described in the occupancy tables are only held for the winning teams on a few occasions throughout the year in that they only attract players from the preceding game. In this regard, the players (and associated spectators) from the earlier games do not stay and wait for the Function, which matches the parking demand profile presented in the TIA. This was not clearly set out in the TIA report, however the calculations and parking demand figures presented the TIA are correct and still apply.

3) It is understood that community use of the proposed facilities remain unclear, and that these users would not have access to car park in Building 2/Car Park Building. It should be noted that these users will require parking spaces, and without on-site provision, an increased demand for kerbside parking would occur. Traffic Section raises concerns on these parking demand in the surrounding area, where high occupancy rate of parking spaces are witnessed.

Community use will be managed (by prior arrangement only) and limited to local groups within walking distance of the site (on presentation of proof of address) and organisations that can provide transportation by coaches / shuttle buses.

Through consultation with the School, a community use schedule has been developed to define hours of possible use and user groups for which the complex will be available (refer to the letter responding to Item 3 – Community Use).

The schedule and the local aspect of the community uses have been specifically tailored to limit the use of private vehicles. Therefore, community use is expected to have minimal impact on the local on-street parking.

Small Car Parking & Accessible Parking

It is noticed that small car and accessible parking spaces are proposed. 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.

The car park will accommodate 102 parking spaces including two accessible spaces.

Three small parking spaces are proposed, which represents 3% of the total provision.

Drop-off / Pick-up Queue Analysis

While Traffic Section in principle agrees with the assumed mode splits, average service time and duration of pick-up/drop off period, 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.

In addition to the car park, the proposal includes a drop-off / pick-up area adjacent to the proposed building, having access from Neild Avenue. The drop-off / pick-up area will accommodate six vehicles at the same time. We have undertaken a Poisson Distribution analysis of the area using the peak Wednesday evening demand figures (adopting Council's calculated figures) and the typical average dwell time recorded at schools as a suitable benchmark.

Inputs			Outputs			
Total Arriving	190	Cars	Probability of queue	6.45%		
Time Period	30.0	Mins	Average length of queue	0.14	Cars	
Arrival Time	9.5	Seconds/Car	95th percentile queue	0	Cars	*Approximate, double check table*
Service Time	30.0	Seconds/Car	Average time in system	31.29	Seconds/Car	
No. of Services (N)	6	Spaces	Average time in queue	1.29		

The results indicate that adopting a 30 minute pick-up period and applying the 190 vehicles within this period (this ignores cars arriving outside the 30 minute period and therefore presents a robust assessment) there would be no queue (95th percentile) and a 6.45% of any queue.

Extending the pick-up period to a more realistic 45 minutes reduces this probability to 0.81% chance of a queue.

Operational Traffic Management Plan

Pursuant to E1.13.1 of Council's DCP, an OTMP is required for education facilities under Clause 104 and Schedule 3 of State Environmental Planning Policy (Infrastructure) 2007 or classified as designated development under S.77A of the EP&A 1979, which should be submitted along with the proposal for assessment prior to consent, as per E1.13.1 of Council's DCP.

We note the comments and would accept a condition of consent requiring the provision of an OTMP prior to the Occupation Certificate. An outline of the proposed operation has been described in the TIA, which presents the methods by which students will be transported to and from the facility. In this regard, Council can be satisfied that the SSDA proposal is able to function safely and with limited impact.

From a planning and timing perspective, it is more appropriate that the requirement for an OTMP be incorporated into a consent condition so that the OTMP can be prepared nearer the time of its implementation (i.e. the management strategies that rely on staff at the time of operation) and enable input from stakeholders.

Bicycle Parking

For weekday operations, Traffic Section does not agree to the statement made in the traffic report that no bicycle parking will be required, as only 30 percent of students are calculated as being picked up and dropped off by private vehicles, it is envisaged that some students will access the subject site for before and after school activities using bicycles, especially some students are from senior school, who are more than capable of riding bicycles with required sports facilities. It is however acknowledged that from above calculations, the post-development bicycle parking demand can be accommodated on-site by the proposed parking provision.

Noted

For weekend operations, bicycle generating rate is adopted as 1 per 15 visitors, as per DCP's minimum requirement for indoor recreational facilities. No GFA is provided for the proposed swimming pool area. Even without parking demand for swimming pools, a total of 26 bicycle parking spaces is calculated for weekend operations. Furthermore, 20-39 bicycle parking demand for visitors, as well as 1-2 staff bicycle parking demand is calculated in the traffic report. It should be noted that the lower limit is calculated by using the lowest parking generation rate for all facilities, the actual parking demand would, therefore, be higher than 20 spaces. The proposed bicycle parking provision of 20 spaces for visitors and 2 spaces for staff will result in an undersupply than actual demand.

The reference to bike parking in the TIA refers to double sided bike racks, therefore the 20 spaces actually cater for 40 bikes, which satisfies the maximum demand.

Local Area Traffic Management Plan

It should also be noted traffic report suggests 10% of students will walk to and from the site, and with children from preparatory school required to walk past the vehicular crossing of White City and use the shared vehicular/pedestrian crossing for Building 2 to wait for pick-ups, safety concerns are raised for pedestrian movements near the school premises.

As such, a Local Area Traffic Management (LATM) should 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.

We have contacted Council to begin discussions to agree on what form of LATM measures are suitable and whether these align with the LATM prepared by the White City development team.

Green Travel Plan

A Green Travel Plan (GTP) is submitted for the proposed development, as per E1.12.1 of Council's DCP. While Traffic Section finds the approaches to develop GTP and the initiatives listed generally reasonable and consistent with Council's overarching strategies to pursue alternative transport modes, it should be noted that current GTP focuses more on the physical conditions, active transport availability and principles of the plan, more quantifiable targets should also be provided, as well as more effective measures be developed to ensure these targets are achieved, especially regarding promoting alternative transport modes for staff/trainers, given they are currently assumed to predominantly use private vehicles.

As such, 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.

We note the comments made and will revise the GTP accordingly. It should be noted that the GTP prepared for submission with the application as a framework document (to ensure that any physical requirements are included within the building design). We would suggest that the comments from Council are incorporated into a consent condition so that the GTP can be updated nearer the time of its implementation (i.e. the management strategies that rely on staff at the time of operation).

Construction Traffic Management Plan (CTMP)

Preliminary assessment of the CTMP identifies the following issues that need amendment/clarification:

1) **Hours of work**: It is understood that all construction vehicle movements will be restricted on school days between 8:00am-9:30am and 2:30-4:00pm, however it should be noted that after school training ends around 5:00pm, where shuttle buses and pick-ups would also occur on the proposed construction vehicle routes. Applicant should coordinate to ensure construction vehicles movements are also restricted in that time period;
2) **Access and egress route of construction vehicles**: Restricted manoeuvres are identified in the swept path analysis on site and at roundabout of Lawson and Vialoux Avenue. It should be noted that Vialoux entrance is relatively narrow with vehicles constantly parking on the side;
3) **Cumulative effects with White City Development**: With another significant development taking place in the adjacent area, it is essential that applicant liaise with White City regarding in order to minimise the cumulative traffic and parking impacts of the developments;
4) **Parking spaces near Vialoux Avenue Entrance**: It is proposed that a no parking zone should be installed in front of Vialoux Avenue access point, and one (1) 2P parking space should be temporarily removed to accommodate the construction vehicle movements, which will affect six (6) parking spaces. Application to the changes must be lodged by the applicant. This application process is subject to community consultation and approval by local traffic committee.

We note the comments and will revise the CTMP accordingly. This is best done when a contractor has been engaged and following the completion of the consent conditions so that work hours, truck routes and other measures nominated in the condition can be incorporated.

4.1.3 Lighting

Woollahra Council has suggested imposition of Condition I.1 which relates to outdoor sports lighting including a requirement to comply with AS/NZS 4282:2019: Control of the obtrusive effects of outdoor lighting. Steensen Varming has advised that this condition is not relevant in the circumstances as noted below (see **RtS Appendix J**). They have also provided advice on the measures proposed to minimise the impacts of lighting:

Annexure A – conditions of consent (without prejudice)
Item I.1- Outdoor sports lighting must generally comply with AS/NZS 4282:2019: Control of the obtrusive effects of outdoor lighting

This condition relates specifically to outdoor sports field lighting which is not within the scope of the project.

All new external lighting is for safe access and passive security and is designed to align with the intent of AS/NZS 4282:2019: Control of the Obtrusive effects of outdoor lighting.

The extent of outdoor lighting is minimal comprising of the following elements:

- *Lighting to external stairs.*
- *Low level bollard lighting to pedestrian pathways to comply with the requirements of AS1158.3.1.*

- *Pole top luminaires to the roof top carpark and external carpark areas to comply with the requirements of AS1158.3.1.*
- *Carefully aimed subtle canopy lighting from internal light sources to minimise upward spill light (no externally mounted façade lighting).*

The design of these elements will be undertaken in line with the intent of AS4282 to reduce spill light on sensitive use areas and will consider the following spill light mitigation measures:

- *Targeted lighting approach.*
- *Lighting category selection to suit the site requirements in line with the*
- *relevant standards without over lighting.*
- *Light fittings selected to provide appropriate distribution for the task whilst minimising spill light.*
- *Consideration of mounting orientation and direction of light sources.*
- *Consideration of site* [stet] *lines and viewing angles to minimise glare.*
- *Minimisation of direct visibility of light sources (no omni-directional light fittings).*
- *Use of a lighting control system to automate the timing of the installation and to dim the light intensity outside of peak times (suggested curfew period of 11pm-6am).*

4.2 Council of the City of Sydney

Excluding matters that are to be addressed by Council's recommended conditions of consent, a response to the comments set out in the City of Sydney's follows.

4.2.1 Tree management

In relation to tree retention/removal, the City of Sydney suggested the following (shown in blue), noting the response of SGS:

- **T32, T35, T36 and T37 should be retained**: Tree iQ (the project arborist) has advised that is not possible to retain these trees as they require removal to accommodate the proposed building or pedestrian entries. 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.
- **Explore the possibility of ordering replacement trees 6-12 months before commencing the landscape works**: Efforts will be made to secure replacement trees early (see Section 5.0 - Final Mitigation Measures).

4.2.2 Lighting

See Section 4.1.3 above.

4.3 Heritage NSW

Heritage NSW identified a number of minor errors in the Aboriginal Cultural Heritage Assessment (**ACHA**) prepared by EcoLogical. An amended ACHA has been prepared which addresses each of the Heritage NSW comments (see **RtS Appendix K**).

In response to the Heritage NSW comments, Section 5.0 - Final Mitigation Measures includes a requirement to prepare an Aboriginal heritage management plan (**AHMP**).

4.4 Transport for NSW (TfNSW)

TfNSW provided a number of comments in relation to the GTP. An amended GTP will be prepared prior to issue of an Occupation Certificate (see Section 4.1.2 above).

4.5 Sydney Water

Sydney Water raised concern that there may be a conflict between the proposal and a 860mm x 990mm stormwater channel. Warren Smith Consulting Engineers has prepared a letter of advice and

drawings (**RtS Appendix L**) which illustrate the location of the existing easement and 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.

4.6 Organisation and individual issues

4.6.1 Adverse impacts on vulnerable residents

The proposal has been designed to have minimal and reasonable impacts on the residential amenity of adjoining and nearby residents (in terms of views and visual impact, overshadowing, noise, lighting, odour, construction impacts and traffic/parking/access).

To ensure that local residents have a forum to voice their concerns, the Final Mitigation Measures include the formation of a Community Consultative Committee during the construction phase as a forum for community participation.

In considering the weight to be given to the public submissions that raise concern about the impact of the project on the health and wellbeing of vulnerable neighbouring residents, reference should be made to the decision of Lloyd J in *New Century Developments Pty Ltd v Baulkham Hills Shire Council* (2003) 127 LGERA 303. Lloyd J states that the consent authority must not blindly accept subjective fears and concerns expressed in objections. In his conclusions, Lloyd J states:

> *While I recognise that there is strong community opposition to the proposal and that the residents have real fears, these fears must have foundation and a rational basis….*

4.6.2 Siting of proposed buildings (Option 4 preferred) and loss of green space

Siting

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.

The proposed siting of the Weigall Sports Complex has been independently reviewed by the Government Architect NSW (**GANSW**) prior to lodgement. By letter dated 20 August 2020, GANSW advised that:

> *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.*

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 siting of the proposal.

Loss of green space

A number of individual/organisation submissions raised concern about the loss of green space arising from the project. The RtS Design Report by AJ+C (**RtS Appendix C**) calculates the existing and proposed green space at Weigall with their calculations summarised below in **Table 2** and **Figure 17** (the calculated green space excludes buildings, tennis courts, basketball courts cricket nets and paved circulation areas).

The calculations show that the green space on the site would reduce by 1,600m^2 (44,800m^2 existing compared with 43,200m^2 proposed) which is a reduction of just 3.6%. The retained area of green space is vast and the small reduction will not diminish the amenity of the green valley floor.

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.

Table 2 – Green Space Calculations (Source: AJ+C)

	Existing	Proposed	Difference
Site area	49,900	49,900	-
Green space			
• Area (m^2)	44,800	43,200	-1,600
• % Site area	89.8%	86.6%	-3.6%

EXISTING GREEN SPACE

Existing Green Space _ Plan

PROPOSED GREEN SPACE

Proposed Green Space _ Plan

Figure 17 – Existing and proposed green space (Source: AJ+C)

4.6.3 Design, character and heritage impact

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.

Prior to lodgement of the EIS, the SGS team met with the GANSW and they supported the project.

No heritage issues have been raised by Woollahra Council, the Council of the City of Sydney or Heritage NSW.

4.6.4 Location of the proposed substation and potential impacts (noise, radiation and tree removal)

A distance of approximately 20m separates the proposed substation from the closest residential buildings, minimising the potential for adverse amenity impacts. In relation to the proposed substation design and siting, Steensen Varming has advised that (see **RtS Appendix H**):

- **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.

Trees 120 and 122 (being planted *Syzygium paniculatum* 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".

4.6.5 Location of service road along southern boundary

The driveway to Building 1 will not carry significant volumes of service 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**). Landscaping is proposed to screen views to the driveway.

4.6.6 Compliance with WLEP 2014 and Woollahra DCP 2014 (including height and FSR)

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. Clause 42 of the SEPP provides that SSDAs may contravene development standards under another environmental planning instrument.

FSR

The proposed FSR is reasonable noting the following:

- Woollahra LEP 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.

Height

The proposed height is reasonable noting the following:

- The contravention on land in Zone R3 has been reduced as follows:

  - 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)
- In comparison; a school gym, indoor sporting facility or hall building that could be developed as complying development on any part of the SSDA site pursuant to SEPP (Education and Child Care) 2017 could have a height of up to 16.4m on the Zone R3 land which is also up to 5.9m above the height standard (see **Figures 14** and **15** and RtS Design Report, **RtS Appendix C**). As complying development, the school project would be assessed and determined by a private certifier
- Generous setbacks and landscaping are proposed where the SSDA site adjoins land in Zone R3
- Views, overshadowing and privacy impacts have been considered in detail in the EIS and RtS.

Woollahra DCP 2015

No heritage issues have been raised by Woollahra Council, the Council of the City of Sydney or Heritage NSW.

4.6.7 Traffic, access and parking

TfNSW and the City of Sydney have no traffic, access or parking objections to the proposal. Woollahra Council has provided a memo in relation to traffic issues which is addressed in this RtS (Section 4.1.2 and **RtS Appendix I**).

A number of individual submissions objected to the loss of six existing on-street car parking spaces (during the construction period) in Vialoux Avenue.

As noted in the advice of ptc, the number of spaces lost could be reduced to four as detailed below (see **RtS Appendix I**):

> *The project is happy to work with Council and the community to minimise the impact on on-street parking, which can be further investigated at the time of preparing the final CTMP. A point to consider is that there are trees outside the property which should be avoided. It is also noted that Vialoux Avenue is a cul-de-sac and that the current parking arrangement restricts U-turning manoeuvres.*
>
> *Subject to appointment of a builder, consultation with Council and community as well as confirmation of swept paths we believe that 2 of the 6 spaces could be maintained on the eastern side of Vialoux Avenue.*

4.6.8 Tree removal and replacement landscaping

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:

- 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 Section 5.0 – Final Mitigation Measures).

4.6.9 Ventilation impacts (including chlorine/chemical odour)

The pool hall exhaust is to discharge in a manner that minimises odour impacts for the surrounding environment, and in particular, neighbouring residential dwellings. Key design considerations include:

- The point of discharge is located centrally within the Building 1 (on the roof) ensuring a minimum distance of 20 metres between the point of discharge and the site boundary

- The discharge velocity and pattern is designed to ensure optimal dilution at the point of discharge (ensuring an optimal mixing of exhaust air and ambient air)
- The discharge direction is designed with prevailing wind patterns in mind, further increasing its dilution
- The proposed chemical treatment of pool water is to be in accordance with modern, best-practice standards. These significantly reduce the usage of chlorine when compared to similar present/operational facilities, resulting in a reduced chlorine content within the exhaust air
- The air change rates within the pool spaces will be designed in accordance with best-practice standards, ensuring a high and air change rate and further dilution of the chlorine odours
- The mechanical system and its discharge solutions are designed in accordance with the Australian Standard 1668.2 including any minimum separation distances between discharge and intake areas at a building level.

4.6.10 Noise impacts (including management of noise/ventilation, use of open stairs and balconies)

Woollahra Council and the City of Sydney have reviewed the EIS (including the Acoustic Report) and recommended standard conditions of consent in relation to operational and construction noise.

As noted in the Amended Operational Plan of Management (**RtS Appendix F**):

- The proposed Weigall Sports Complex will not be used for functions
- There is a commercial kitchen in the existing Weigall Pavilion with a servery in proposed Building 1 for sport participants/patrons only.

4.6.11 Lighting impacts

Lighting is address above at Section 4.1.3.

4.6.12 Overshadowing and dust impacts for adjoining clothes line

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.

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 suppress dust and site cleaning). Should concerns arise during the construction period, residents will be able to voice their concerns through the Community Consultative Committee which is to be established during the construction phase (see Section 5.0 - Final Mitigation Measures).

4.6.13 Lack of public benefit (including community use and the Paddington Greenway Project)

Community use

Community use is addressed above at Section 3.3.

Paddington Greenway

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. Additionally, the Headmaster of SGS is a member of the Paddington Greenway Project Steering Group confirming the school's interest in supporting the project.

4.6.14 Stormwater and flooding

Woollahra Council and the Council of the City of Sydney have reviewed the EIS (including the Flood Report and Stormwater Concept Plan) and recommended standard conditions of consent in relation to stormwater management.

4.6.15 Ongoing maintenance and management

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.

Standard conditions of consent are recommended by Woollahra Council in relation to public domain improvements.

4.6.16 Inadequacy of consultation process/report and EIS documentation

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.

4.6.17 Impact on property values

The impact of development on property values is not a matter for consideration in the assessment of DAs.

4.6.18 SSDA site is too small

The site of the SSDA has been contained to protect the green valley floor including the SGS ovals.

4.6.19 Impacts of construction (including impacts on health)

Construction traffic generation

The advice of ptc (**RtS Appendix I**) considers the likely/predicted construction traffic generation and its impact on the local road network and estimates the following truck movements at the bulk excavation and construction stages:

- **Bulk excavation stage**

  This stage of construction will involve earthworks and minor demolition items removal during a 6 to 8 week period. The maximum sized truck to be used at this stage will be a medium rigid vehicle (up to 8.8m long). All bulk excavation works are to occur within the site, with construction vehicle access provided as follows:

  a) Building 1 – from Vialoux Avenue through the site exiting onto Neild Avenue

  b) Building 2 – from Vialoux Avenue through the site exiting onto Alma Street.

  The principal area of excavation and demolition is Building 1. This stage will have a maximum of 40 trucks per day (40 in, 40 out), which equates to a maximum of two truck movements every 15 minutes. It should be noted that this truck movement is anticipated to occur over a 6 - 8 week period and ptc conclude that the truck movements will have minimal impact on the surrounding intersections and road network around the site. As Building 2 (the carpark) is built without a basement, there will be minimal excavation on this part of the site.

- **Construction stage**

  This stage of construction will involve construction works including concrete pours, steel frame installation, wall panelling and roof sheeting during the following time periods:

  a) Building 1 – 22 to 24 month period
  b) Building 2 – 6 to 8 month period.

The maximum sized truck to be used at this stage will be a medium rigid vehicle (up to 8.8m long). All construction work is to occur within the site, with construction vehicle access provided as follows:

c) Building 1 – from Vialoux Avenue through the site exiting onto Neild Avenue
d) Building 2 – from Vialoux Avenue through the site exiting onto Alma Street.

This stage will have a maximum of 10 trucks per day (10 in, 10 out), which equates to a maximum of two truck movements every hour, noting that there will be restrictions on deliveries at school pick-up and drop-off times (8.00am to 9.30am and 2.30pm to 4.00pm on school days). This volume is therefore considered minor and will have negligible impacts on the surrounding intersections and road network around SGS.

Construction impact on amenity

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:

- Construction Management Plan by ADCO (**EIS Appendix V**)
- Construction Traffic Management Plan by ptc (**EIS Appendix H**) to be updated prior to the issue of a Construction Certificate
- 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**)
- ACHA 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**).

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).

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).

4.6.20 Shared Alma Street access arrangements with the White City Redevelopment (Hakoah Club)

A late submission was lodged on behalf of the development manager for the White City Redevelopment. The submission suggests the imposition of conditions to require signage to address traffic and pedestrian safety arrangements in Alma Street North, where a shared driveway services the proposed Weigall Sports Complex Car Park (Building 2) and the main vehicle entry/exit to White City. The provision of appropriate signage is addressed in the letter of advice from ptc (**RtS Appendix M**) which states:

ptc. has been engaged to assess the proposed driveway and signage arrangement and provide design recommendations related to both access points as a combined facility.

We would recommend the Pedestrians sign (W6-1) on each side of both driveways, Stop signs (r1-1) on left-hand side of each driveway upon exiting the driveways and a 10km/h speed limit sign on both gates upon approaching from Alma Street.

We recommend removing the existing 'dead slow' signs, as they are not recognised road signs.

I have read the letter from P+I dated 8th February 2021, and while the use of Stop or Give Way signs is supported, it is not recommended to provide traffic lights in any form. This can be done when entirely within a private property, but there is no way of extending this into the public roads (including the footpath at the end of Alma Street) without becoming an official signal installation.

What would be useful is if there is a civil design of their driveway (perhaps based on my concept from last year) that we can check, mark up and send back. The same applies to our driveway when those drawings are ready.

The recommended signage is illustrated on **Figure 18** below and the relevant recommendations of ptc have been added to the Section 5.0 - Final Mitigation Measures.

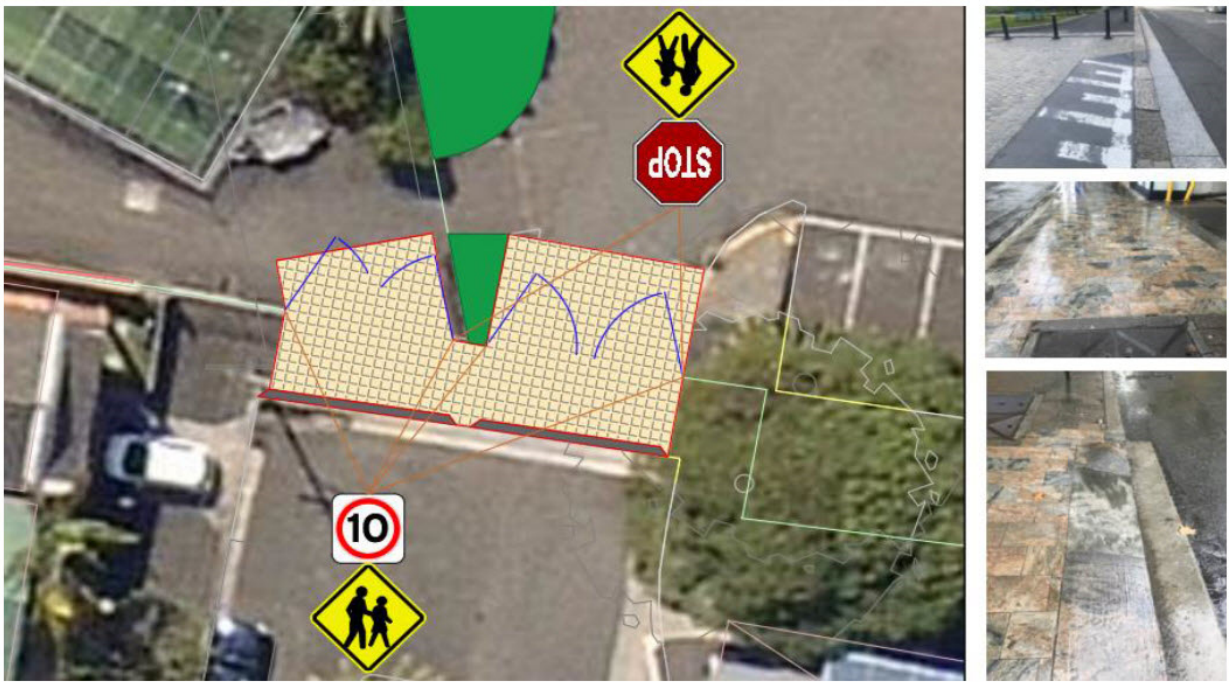


Figure 1 - Recommended Access Signage

Figure 18 – Addendum Alma Street signage (Source: ptc)

5.0 Final mitigation measures

The collective measures required to mitigate the impacts associated with the proposal are detailed in **Table 3** below. The measures include those stated in the EIS with new measures proposed to respond to issues raised in submissions and additional information provided in this RtS.

Table 3 – Final Mitigation Measures

Mitigation measures
Architectural and landscape design
• Implement the Architectural Plans and Design Report AJ+C (**EIS Appendix D** and **RtS Appendices C & D**) including material selections • Implement the tree protection measures set out in the Arboricultural Assessment by TreeIQ (**EIS Appendix EE**) • Implement the Landscape Plan by Aspect (**EIS Appendix Z**) including planting of 42 advanced replacement trees • Adopt CPTED measures in accordance with **Table 18** of the EIS.
Tree replacement and protection
• Order replacement canopy trees at least 6 months prior to commencement of any landscaping works • Implement the tree protection measures set out in the Arboricultural Assessment Report by TreeIQ (**EIS Appendix EE**) • Provide 42 replacement trees at providing a two to one replacement ratio.
Aboriginal cultural heritage
Prepare an Aboriginal heritage management plan (**AHMP**) outlining how the measures and recommendations from the ACHA (**RtS Appendix K**) will be implemented addressing the following matters: • 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.
Residential amenity
• **Privacy**: Building 1 (including balconies/terraces and spectator viewing areas) is orientated to the north towards Weigall (away from residences to the south and west) • **Noise**: Implement the design and operational recommendations in the Noise Impact Assessment by White Noise (**EIS Appendix M**) • **Lighting**: Implement the lighting recommendations in the Lighting Design Report and RtS Lighting Memo by Steensen Varming (**EIS Appendix N** and **RtS Appendix J**) • **Reflection from solar panels**: Implement the reflection recommendations in the RtS Lighting Memo by Steensen Varming (**RtS Appendix J**) • **Odour**: 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.
Traffic, parking and accessibility
• There will be no increase in students and only four additional SGS employees • Provide the following parking: (a) 102 car parking spaces (including two accessible spaces) to meet the peak parking demand generated by the Weigall Sports Complex (which would occur on Saturdays in summer) (b) 42 bicycle parking spaces comprising 2 staff + 40 visitor spaces (20 racks) on Neild Avenue (c) 6 motorcycle spaces

Mitigation measures
(d) 6 pick-up/drop-off spaces on the SSDA site to accommodate peak demand from the Weigall Sports Complex • Building 2 – Car Park is to be used for vehicle queuing during the morning drop-off and afternoon pick-up at Edgecliff Preparatory School on Alma Street to reduce existing traffic congestion (this mitigation measure addresses existing traffic congestion and does not relate to an impact generated by the proposed Weigall Sports Complex) • Continue to use SGS coaches to transport SGS students between Weigall and College Street • Prepare the following prior to the issue of an Occupation Certificate (to the satisfaction of Woolloahra Council's Engineering Services Department): (a) A Green Travel Plan (**GTP**) providing information including but not limited to: (i) Quantifiable targets of plan for different groups, including students and staff/trainers; (ii) Strategies, measures and actions that are practical, effective and compatible with the targets; (iii) Implementation of plan and representative responsible for implementing and enforcing the plan. (iv) Requirement to prepare monitoring annual reports for a minimum of 5 years post occupation. (b) An Operational Traffic Management Plan (**OTMP**) (c) A Local Area Traffic Management (**LATM**).
Community use
• Implement the community use proposal set out in the Amended Operational Plan of Management by SGS (**RtS Appendix F**).
Social impact
Implement measures to mitigate the potential negative social impacts, as set out in the Social Impact Assessment by Chikarovski & Associates and RUP (**Appendix K**): • Establish a Community Consultative Committee during the construction phase as a forum for community participation • Continue to investigate options for the local community to use the Weigall Sports Complex • Ensure measures are in place to control use of the parking facility and implement on-site queuing for the morning and afternoon pick up at the Edgecliff Preparatory School on Alma Street • Implement measures to promote safety and security.
ESD
• Implement the Environmental Framework as set out in the Amended ESD Report by Steensen Varming including achievement of a 4 Star Green Star Equivalency as a minimum (**RtS Appendix H**).
Contamination and Acid Sulfate Soils
• Implement the recommendations in the Contamination Reports (DSI, HHRA, RAP & HMS) by JBS&G (**EIS Appendix O**). • Implement the Acid Sulfate Soils Management Plan (**ASSMP**) by JBS&G (**RtS Apppendix G**).
Utility services
• Modify or extend existing utilities to the site as recommended by Steensen Varming (electricity and telecommunications services) (**EIS Appendix P**) and WSP (water and sewer) (**EIS Appendix Q**).
Stormwater drainage, OSD and sediment and erosion control
• Implement the Civil Report and Plans by WSP (**EIS Appendix Q**).
Waste
• Implement the recommendations of the Construction/Demolition and Operational Waste Management Plans by Waste Audit (**EIS Appendix U**).

Mitigation measures

Use and hours of operation

- Generally comply with the Amended Operational Plan of Management by SGS (**RtS Appendix F**) including community use of the Weigall Sports Complex by local schools and other organisations (rather than individuals) to manage SGS's duty of care to students and minimise potential environmental impacts associated with wider community use (traffic, on street parking demand and noise)
- Generally comply with the indicative usage profile by SGS (**EIS Appendix G**)
- Weigall Sports Complex base hours:
  - Monday to Friday (PDHPE and sports training): 6.30am to 8.00pm
  - Saturday (sports competition): 7.00am to 3.00pm
- Weigall Sports Complex extended/proposed operating hours:
  - Monday to Saturday: 6.00am to 10.00pm.

BCA and accessibility

- Implement the recommendations of the BCA Compliance Report by Design Confidence (**EIS Appendix DD**)
- Implement the recommendations of Accessibility Report by Design Confidence (**EIS Appendix EE**).

Construction management

To minimise potential adverse impacts, demolition/construction work will be carried out in accordance with the following:

- Construction Management Plan by ADCO (**EIS Appendix V**)
- Construction Traffic Management Plan by ptc (**EIS Appendix H**) to be updated prior to the issue of a Construction Certificate
- 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**).

Alma Street driveway signage

To maximise pedestrian and vehicular safety at the shared driveway that services the Weigall Sports Complex Car Park (Building 2) and the main vehicle entry/exit to White City, the following signage changes and consultation is to be implemented as set out in the letter of advice from ptc (**RtS Appendix M**):

- Install new Pedestrians sign (W6-1) on each side of both driveways, Stop signs (r1-1) on left-hand side of each driveway upon exiting the driveways and a 10km/h speed limit sign on both gates upon approaching from Alma Street
- Remove the existing 'dead slow' signs, as they are not recognised road signs
- Continue to work with the adjoining owner of the former White City site to ensure coordination of the driveway design.

Appendix A

DPIE letter to SGS (21 December 2020)

Appendix B

Submissions Tables, by RUP (April 2021)

Appendix C

RtS Design Report, by AJ+C Architects (March 2021)

Appendix D

Amended Architectural Plans, by AJ+C Architects

Appendix E

Addendum to the Visual Assessment Report, by Urbis (March 2021)

Appendix F

Amended Operational Management Plan, by SGS (8 March 2021)

Appendix G

Acid Sulfate Soil Management Plan, by JBS&G Australia Pty Ltd (22 February 2021)

Appendix H

Amended Ecologically Sustainable Development Report, by Steensen Varming (3 February 2021)

Appendix I

Response to Traffic Engineering Submissions, by ptc (23 April 2021)

Appendix J

Steensen Varming advice on lighting (4 February 2021)

Appendix K

Amended Aboriginal Cultural Heritage Assessment, by Ecological (25 January 2021)

Appendix L

Response to Sydney Water, by Warren Smith Consulting (18 March 2021)

Appendix M

Advice on Alma Street signage, by ptc (20 April 2021)