

Sydney Grammar School Weigall Sports Complex (SSD-10421)

Response to Request for Information



Development Application

Statement of Environmental Effects to
Department of Planning, Industry and Environment

Prepared on behalf of Sydney Grammar School



15 June 2021 | 19049

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1.0 Introduction and summary

A Response to Submissions (**RtS**) in relation to the State Significant Development Application (**SSDA**) for the Sydney Grammar School Weigall Sports Complex (SSD-104210) was submitted to the Department of Planning, Industry and Environment (**DPIE**) in April 2021.

Following a review of the RtS, the DPIE requested additional information by letter to Sydney Grammar School (**SGS**) dated 19 May 2021 in relation to the following matters:

1. Options analysis
2. Residential amenity
3. View impact assessment
4. Streetscape character
5. Apartment Design Guide (**ADG**)
6. Noise impact and pick-up/drop-off facility
7. Construction Management Plan
8. Signage
9. End of trip facilities
10. Tree canopy cover
11. Drawings

This report responds to the request for information (**RFI**) and is accompanied by the following plans and specialist consultant reports:

- **RFI Appendix A** DPIE letter to SGS (19 May 2021)
- **RFI Appendix B** Response to Submissions 02, by AJ+C addressing Issues 1, 2, 4 and 5 (2 June 2021)
- **RFI Appendix C** Flood advice, by Enstruct (4 June 2021) addressing Issue 1
- **RFI Appendix D** Letter from Dr Malpass, SGS Headmaster (15 June 2021) addressing Issue 1
- **RFI Appendix E** Addendum 2 to the Visual Assessment, by Urbis (June 2021) addressing Issue 2 and 3
- **RFI Appendix F** Amended Architectural Plans, by AJ+C Architects addressing Issues 1, 2, 4, 5, 8, 9 and 11
- **RFI Appendix G** Amended Operational Plan of Management, by SGS (8 June 2021 Rev C) addressing Issues 2 and 6
- **RFI Appendix H** Response to Traffic Engineering Submissions, by ptc (16 June 2021) addressing issues 6, 7 and 9
- **RFI Appendix I** Request for additional information – Acoustics, by White Noise (4 June 2019) addressing Issue 6
- **RFI Appendix J** Amended Construction Management Plan, by ADCO (9 June 2021)
- **RFI Appendix K** Signage Lighting Assessment, by Steensen Varming (1 June 2021) addressing Issue 8
- **RFI Appendix L** Amendewd Landscape Plans (2 June 2021), by Aspect addressing Issue 10.

2.0 Response to RFI

A response to the DPIE's request for further information follows.

2.1 Options analysis

DPIE RFI

Update the submitted options analysis to address the following:

- a) Noting the amenity impacts to 8 Vialoux Avenue (solar access, views / outlook), provide a detailed response as to why a greater setback to this property or relocation of the eastern portion of Building 1 to the northern side of the building (fronting Neild Avenue or elsewhere) was not considered as part of the options analysis.*
- b) Provide greater detail of the potential impact of flooding on the development in case it is proposed to be located adjacent to the railway corridor, including the effect of, or ability to provide, any mitigation.*
- c) Provide additional clarification of how the strategic need for the development is balanced with / outweighs the impact on the community and residential amenity.*

2.1.1 New Option 5

AJ+C has amended their Options Analysis (see **RFI Appendix B** reproduced in part at **Figures 1 and 2**) noting the following key amendments:

- Consideration of a new Option 5 which locates proposed Building 1 along the Weigall frontage to Neild Avenue to address point 1(a) in the DPIE RFI
- Refinement of the options analysis for Options 1 to 5 to better evaluate the site and context conditions in relation to landscape context (taking into account impact on the valley floor and impact on trees tree) and view impacts (taking into account the different view impacts for residents to the south and west). **Table 1** illustrates the proposed changes to the option analysis.

New Option 5 scores well in terms of minimising view impacts to the south, response to built context, overshadowing and building cost; but scores poorly in terms of:

- Flooding
- Impact to Valley Floor
- Reduction in quality of open space (loss of rugby field, cricket oval and 400m running track)
- Potential loss of significant existing trees along Neild avenue

Overall, new Option 5 receives the lowest score with 54/100 compared with 79/100 for preferred Option 1.

Table 1 – Site Options Comparative Analysis (amendments shown in green)

EIS Analysis Points	Max score	Amended Analysis Points	Max score
Footprint can accommodate the brief	10	Footprint can accommodate the brief	10
Built form can respond to the surrounding built context	10	Built form can respond to the surrounding built context	10
Built form can respond to the surrounding landscape context	10	Built form can respond to the surrounding landscape context	
		<i>Minimises impact to Valley Floor</i>	5
		<i>Minimises impact to trees</i>	5
		Sub Total	10
Least flood effected	10	Least flood effected	10
Least impact to playing fields	10	Least impact to playing fields	10
Maximises northern orientation and aspect to playing fields	10	Maximises northern orientation and aspect to playing fields	10
Minimises view impacts	10	Minimises view impacts	
		<i>South of Site</i>	5
		<i>West of Site</i>	5
		Sub Total	10
Minimises overshadowing impacts	10	Minimises overshadowing impacts	10
Site coverage and land cost	10	Site coverage and land cost	10
Building cost	10	Building cost	10
Total	100	Total	100



Figure 1 – Site options comparative analysis: Options 1, 2 and 3 (Source: AJ+C)



OPTION 4

Footprint can accommodate the brief	10
Built form can respond to the surrounding built context	7
Built form can respond to the surrounding landscape context	
Minimises impact to Valley Floor	5
Minimises impact to trees	2
Sub Total	7
Least flood effected	1
Least impact to playing fields	8
Maximises northern orientation and aspect to playing fields	3
Minimises view impacts	
South of Site	5
West of Site	5
Sub Total	10
Minimises overshadowing impacts	8
Site coverage and land cost	2
Building cost	1

57/100

Key Issues

Severely flood effected
Location of existing high voltage line servicing railway
Relocation of football field and cricket oval to roof of proposed building
Constrained pedestrian and vehicular access

OPTION 5

Footprint can accommodate the brief	10
Built form can respond to the surrounding built context	9
Built form can respond to the surrounding landscape context	
Minimises impact to Valley Floor	1
Minimises impact to trees	1
Sub Total	2
Least flood effected	4
Least impact to playing fields	1
Maximises northern orientation and aspect to playing fields	2
Minimises view impacts	
South of Site	3
West of Site	2
Sub Total	5
Minimises overshadowing impacts	9
Site coverage and land cost	2
Building cost	10

54/100

Key Issues

Highly flood effected
High impact to Valley Floor and reduction in quality of open space
Potential loss of significant existing trees along Neild avenue
Loss of rugby field, cricket oval and 400m running track

Figure 2 – Site options comparative analysis: Options 4 and 5 (Source: AJ+C)

2.1.2 Flood impact for development adjacent to the railway corridor

Enstruct has prepared a letter of advice (**RFI Appendix C**) considering the potential flood impacts of a development near the railway corridor (Option 4), taking into account the relevant flood planning levels for “critical and sensitive development” set out in Woollahra Development Control Plan 2015 (**WDCP 2015**).

Enstruct concludes that development adjacent to the railway corridor would be very challenging with respect to flooding noting that the PMF flood planning level is at least 3m above the existing ground level (which would increase the height of development by a full storey) and flood evacuation would be nearly impossible as noted below:

Impact on Building

As per the DCP requirements, the minimum floor level should be no lower than the PMF at 6.10 mAHD. Filling of the floodplain would result in raising flood levels for neighbouring properties which is not acceptable.

A building with an open undercroft may be possible, with a minimum floor level of 6.10 mAHD suspended over the existing ground. The undercroft area cannot be used for car parking or storage, as non-habitable floors must also be above the PMF level. These requirements severely impact any development at the site.

Flood Evacuation

Flood evacuation from a site adjacent the rail corridor would be near impossible, as all access points to the building are flood affected in a 1% AEP flood event. A shelter in place policy could be a valid option for the site but is not recommended due to the depth of flooding in a PMF 3.0m to 3.7m flood depth). The access via Walker Avenue has a flood depth in the order of 2m during a PMF event.

2.1.3 Strategic need for the development balanced with impact on the community and residential amenity

Dr Malpass, SGS headmaster has provided a letter explaining the importance of the Weigall Sport Complex for existing and future students as SGS balanced with the impact and needs of neighbours and the community (**RFI Appendix D**). He states that:

In planning the Weigall Sports Complex, SGS sought to improve facilities and safety for our students while minimising adverse amenity impacts for our neighbours and the wider Paddington and Rushcutters Bay community. This balance is encapsulated in our five guiding principles for the project which state:

- *A masterplan for the site having regard for the opportunities and constraints of the site*
- *Minimal impact and maximum opportunities for the community*
- *Facilities to foster The Whole Child in our care*
- *An Exemplar Building that fits within the context of the neighbourhood*
- *A Consolidation of sporting facilities, which are currently spread across Sydney, to improve child protection, supervision and transport.*

Each year, SGS educates 1,150 students at College Street, 400 students at Edgecliff and 300 students at St Ives. The benefits of the Weigall Sports Complex for these existing and future students and our staff is considerable. Reduced travel times to weekly training sessions and competition, improved facilities to encourage student participation and commitment to sport, fitness and healthy lifestyles and most importantly improved child protection. Further to this, public facilities currently hired by SGS will be freed up to the wider community.

Aware of the NSW State Government and Woollahra Council's support for shared use of school facilities, external organisations will be able to use the Weigall Sports Complex

(organisations could include local schools such as Glenmore Park Public School, tertiary educational establishments, sports associations and clubs).

Additional car parking is to be provided to alleviate demand for on-street parking. On-site student drop-off and pick-up facilities are provided to take pressure of local roads.

A thoughtfully designed “polite” building is proposed that responds to the site and context constraints. Our design team has gone to great lengths to ensure that we have met, and in most cases, exceeded the authority requirements in relation to setbacks, privacy, solar access, views, car parking, and acoustic amenity. Critical to SGS and the wider Paddington/Rushcutters Bay communities, the project retains the existing sports fields which form “the green valley floor”.

We acknowledge that there will be an impact on local residents during the construction phase. We are committed to appointing a reputable builder and we are committed to working with the community to minimise these impacts by convening a community liaison committee who will work with SGS and the community to minimise this (relatively) short term impact.

Sydney Grammar considers these sporting facilities as a fundamental and integral part of developing our students into well rounded people who will contribute in a positive way to society in the future.

SGS has been in integral part of the Paddington community since 1907 through development of the Weigall Fields and the Preparatory School. In the same way that the Weigall Fields were developed to enhance the sporting activities and capabilities at SGS, so too will the development of the new Weigall Sports Complex be regarded as an important school and community asset. We believe that the rather than being at odds with community and residential amenity, it is a building that fits well with the urban fabric providing a local and regional benefits.

It is considered that the strategic need for the development and benefits for thousands of existing/future SGS students outweighs the minimal and reasonable impacts of the proposal.

2.2 Residential amenity

DPIE RFI

Provide an assessment of the impacts of the proposal on the environmental amenity of the residential properties at 9 Vialoux Ave and 24 Alma St (Sydney Grammar School owned properties), including:

- a) The nature/use of the rooms with windows facing Building 2 and the associated impacts.*
- b) Impacts of Building 2 on solar access, view and outlook of the abovementioned properties.*
- c) Impacts of light-spill from cars (due to headlights) on the Building 2 roof top car park.*

2.2.1 Nature and use of rooms

The nature and use of rooms/windows at 9 Vialoux Avenue and 24 Alma Street facing proposed Building 2 is noted in **Figure 3**.



Figure 3 – 24 Alma Street and 9 Vialoux Avenue: Nature and use of rooms facing Building 2 (Source: AJ+C)

2.2.2 Vialoux Avenue

Solar access: The sun's eye studies by AJ+C (**RFI Appendix B**) show that from 9.00am to sometime after 2.30pm in midwinter (at least 5½ hours), the proposal will not reduce solar access to any windows or open spaces at 9 Vialoux Avenue. At 3.00pm only, the ground floor living room will be overshadowed by Building 1. Given the short duration of impact, the shadow impact on 9 Vialoux Avenue is considered to be minimal and reasonable.

Views/outlook: Addendum 2 to the Visual Assessment by Urbis (**RFI Appendix E**) concludes that proposed Building 2 will have a minor to moderate impact on the view/outlook from 9 Vialoux Avenue as noted below:

Based on the information available and observations made from this dwelling, Building 2 will occupy part of the foreground and midground views available to the north-east. The most affected view place will be the east end of the existing external terrace. The built form proposed will block part of a wider expansive view, leaving the majority of the view unaffected. The view lost is characterised by the school's sports field, vegetation, infrastructure and distant tree canopy, and topography to the north-east.

If view loss was rated against the Tenacity planning principle in our opinion, it would range from minor to moderate given that;

- *although expansive and of moderate amenity the view composition does not include scenic or highly valued icons or features,*
- *not all views from the dwelling would be affected,*
- *views are gained via a side boundary which Tenacity states is more difficult to retain,*
- *views from the main internal living area and associated terrace to the north, are unlikely to be significantly affected,*
- *views from the kitchen would be affected to an extent which increases the view loss rating to moderate,*
- *the dwelling belongs to the Sydney Grammar School and therefore the view sharing outcomes relate to an 'involved dwelling'. Visual impacts on views from involved residents or landowners would carry less weight due to their associated low viewer sensitivity. This approach has been adopted in NSW in relation to infrastructure VIAs.*
- *building 2 is significantly spatially well separated from the boundary of this dwelling and would be partially screened by proposed planting.*

Light spill: Acoustic screens proposed along the southern edge of Building 2 will effectively screen most light-spill from car headlights on the Building 2 roof top car park. To ensure that lighting nuisance is not caused by rogue headlight from high wheel base vehicles and/or turning vehicles, the hours of operation for Building 2 - Car park are to be restricted as follows:

- No use between 9.00pm and 6.00am (except for nine events per year or approximately two events per term which would end at 10.30pm)
- No use of the Building 2 - Car park roof after 7.00pm (except for nine events per year or approximately two events per term which would end at 10.30pm), controlled by a boom gate and signage which is shown at the base of the ramp up from the Upper Ground Level (A2110_B, **RFI Appendix F**).

The Amended Operational Management Plan (**RFI Appendix G**) and Final Mitigation Measures (Section 3.0) have been amended accordingly.

2.2.3 24 Alma Street

Solar access: The sun's eye studies by AJ+C (**RFI Appendix B**) show that the proposal will not reduce solar access to any windows or open spaces at 24 Alma Street at any time.

Views/outlook: Addendum 2 to the Visual Assessment by Urbis (**RFI Appendix E**) concludes that proposed Building 2 will have a moderate to severe impact on the view/outlook from 24 Alma Street as noted below:

Based on the information available and observations made from this dwelling, Building 2 will occupy part of the foreground and midground views that are available to the north and north-east. The most affected view place will be the west end external terrace, which offers unobstructed views to the north. The built form proposed will block part of a wider expansive view. The view lost is characterised by the school's sports field, vegetation, infrastructure and distant tree canopy and topography to the north-east.

The proximity and placement of the proposed built form in relation to the living, dining, kitchen and outdoor terrace area will generate visual change by partially blocking views. The most visible facade of Building 2 from this residence is proposed to be precast concrete and screening for noise mitigation as prescribed by the acoustic consultant.

If view loss was assessed against the Tenacity planning principle in our opinion, it would be likely to be rated as moderate to severe in terms of the extent of change. Notwithstanding, other factors required to be considered in Tenacity would provide a 'down-weight' to the overall level of visual impact, including the following reasons;

- *although expansive and of moderate amenity the view composition does not include scenic or highly valued icons or features as described in Tenacity,*
- *not all views from the dwelling would be affected,*
- *views are gained via a side boundary which Tenacity states is more difficult to retain,*
- *views from the main living area would be less affected,*
- *the dwelling belongs to the Sydney Grammar School and therefore the potential view sharing outcomes relate to an 'involved dwelling'. Visual impacts on views from involved residents or landowners would carry less weight due to their associated low viewer sensitivity. This approach has been adopted in NSW in relation to infrastructure VIAs,*
- *building 2 is significantly spatially well separated from the boundary of the dwelling and would be partially screened by proposed planting,*
- *the building proposed complies with the LEP height control.*

Light spill: See above.

2.3 View impact assessment

DPIE RFI

- a) *The View Impact Assessment submitted in the Environmental Impact Statement (EIS) should be amended to include analysis or imagery at Chapter 5.0 and Appendix 2 relating to the Alma Street 'View 02' / 'Viewpoint 02'.*
- b) *The View Impact Assessment submitted in the EIS indicates that the view loss impact to some windows at 8 Vialoux Avenue are 'devastating'. In this regard, the Department notes that planning principles of the Tenacity Land and Environment Court Case provide 'high value' to views with significant attributes (including iconic, water or other landmarks features). However, these attributes are not present in views from 8 Vialoux Avenue. Consequently, justify why view loss is considered to be 'devastating' rather than 'severe'.*

If the view impact is considered to be 'devastating' then please clarify what steps were taken to reduce the devastating impact on 8 Vialoux Street.

2.3.1 Alma Street (view from Lawson Street)

WDCP 2015 identifies a significant view looking down Alma Street from Lawson Street (which incorporates the heritage listed Phoenix palms running down the centre of Alma Street).

Addendum 2 to the Visual Impact Assessment by Urbis (**RFI Appendix E**) includes an existing photograph and photomontages of proposed Building 2 looking down Alma Street from Lawson Street illustrating a massing model and rendered model (which are reproduced at **Figure 4**).

Urbis concludes that the impact of proposed Building 2 on this significant view will be minimal and acceptable, as noted below:

The public domain view identified in the Woollahra Development Control Plan 2015 was inspected, documented and represented by a photomontage as requested by the DPIE. The minimal level of visibility of Building 2 from this viewpoint generates a low level of visual change (effects) and negligible changes to the existing visual character and scenic quality of the view. The proposed building will not block access to scenic or highly valued items or to the heritage-listed Palm trees. The proposed development does not generate any significant negative visual effects in this indicative DCP view and in our opinion considering other relevant factors, overall generates a low level of visual impact.



Original Photo



Photomontage indicating proposed Building 2 rendered model



Photomontage indicating proposed Building 2 massing model

Figure 4 – Alma Street public domain view (Source: Urbis)

2.3.2 View impact on 8 Vialoux Avenue

Urbis has provided additional information to explain their assessment of view impacts for dwellings at 8 Vialoux Avenue (**RFI Appendix E**). Urbis explains that *Tenacity* is a 'recipe' which outlines a number of steps and factors to be considered when determining the extent of view loss and note that their assessment of view impact for this property is conservative and that others could determine a lower rating of view impact. Urbis concludes that for 8 Vialoux Avenue, the overall extent of view loss is acceptable, as noted below:

The most relevant planning principle to private domain view loss is Tenacity Consulting v Warringah [2004] NSWLEC 140 - Principles of view sharing: the impact on neighbours (Tenacity).

Tenacity concerns private domain view loss and describes a four Step process as to how view loss can be assessed. Tenacity is not case law but provides guidance as to how view loss can be assessed and rated. It is described by the Court as a statement of 'desirable outcomes' aimed at reaching a planning decision and defines a number of appropriate matters to be considered in making that decision. Therefore, the importance of the principle is in outlining all relevant matters and the relationships of factors to be considered throughout the process. It is not simply a process of describing or listing particular features in a view which may be lost or retained.

Tenacity refers to some features as being more highly valued than others in relation to that Court matter, the examples given included sections of land-water interface. This is not to say that views without those features such as water, icons or land-water interface are not valuable. Step 1 in Tenacity also refers to;

"Whole views are valued more highly than partial views" and the further stages in Steps 2 and 3 require the consideration of where views to be affected are from in relation to the property boundary as follows; "The expectation to retain side views and sitting views is often unrealistic".

In Step 3 we are required to consider view loss for the entire dwelling in qualitative terms; "The third step is to assess the extent of the impact. This should be done for the whole of the property, not just for the view that is affected".

Therefore, the ratings determined in the VIA of severe and devastating relate to the extent of view loss not the features or icons which may or may not be present in views. For example for 5/8 Vialoux Avenue, all rooms in the dwelling are affected, by a severe or devastating extent (size or magnitude) of view loss. Views are available from what we conservatively consider to be the front boundary of the dwelling (the VIA states our assumptions of this as the front boundary, as the dwellings only have one elevation which includes windows). In addition as per Step 3, kitchens and living areas are given more weight or value in Tenacity thus affecting our ratings of view loss.

In other words, the rating of view loss as guided by Tenacity considers; the number of rooms to be affected, whether a whole view or partial view will be affected or lost, over which boundary views are accessed, and the use of each room where view loss will occur. These factors are considered in reaching the rating of severe or devastating. The ratings are subjective and conservative and it is possible that others would reach lower values of perhaps severe.

Notwithstanding view loss ratings as determined in the VIA, taking all relevant factors into consideration the view sharing outcome is considered to be acceptable.

The massing and location of Building 2 was determined by the project team based on many layers of technical information, physical constraints and design objectives. The merits of the final design are discussed in detail by others with the appropriate expertise.

Steps taken in the design to minimise view impacts for 8 Vialoux Street include:

- **Reduction in height:** The height of Building 2 steps down to 10.1m where it has an interface with 8 Vialoux Avenue (see **EIS Figure 66** and **RTS Figure 13**). This height is below the 10.5m height standard that applies to this part of the site (and 8 Vialoux Avenue) pursuant to Woollahra LEP 2014. The view impact of the proposal is therefore commensurate with a residential flat building development permitted on the site pursuant to Woollahra LEP 2014.
- **Generous setbacks:** Building 1 is setback 8.5m to 15.0m from the site boundaries to the 8 Vialoux Avenue, consistent with the Apartment Design Guide (**ADG**) building separation design criteria. Even though it is not relevant to the Weigall Sports Complex, the ADG has been applied to the boundaries with 8 Vialoux Avenue to ensure that appropriate separation distances are achieved. A Residential Flat Building developed in accordance with WLEP 2014 and the ADG is likely to provide narrower setbacks (6m for a residential flat building).
- **Dense landscaping and deep soil:** The proposed setback areas adjoining 8 Vialoux Avenue will be densely landscaped to provide a screening of trees (planted in deep soil to maximise the future canopy area) with a vegetated understorey to provide an attractive outlook for residents at 8 Vialoux Avenue.
- **Minimised footprint:** The total building footprint (46% of the SSDA site area) is compact to minimise unnecessary building bulk and maximise landscaped setbacks to 8 Vialoux Avenue.

2.4 Streetscape character

DPIE RFI

a) *The RtS has not provided a response to Woollahra Council's 'Streetscape Character' comments on page 5 of the EIS submission.*

In its submission, Woollahra Council provided the following comment on streetscape character:

Minimum openings/windows are proposed at the interface with Neild Ave (on the western façade) and Vialoux Ave (on the eastern façade). This is not an acceptable outcome from an urban design point of view in terms of streetscape character and activation of the adjoining public domain. This is inconsistent with the following provisions:

Control	Particulars	
SEPP – Educational Establishments and Child Care Facilities	Principle 1 – Context, built-form and landscape	<i>Schools should be designed to respond to and enhance the positive qualities of their setting, landscape and heritage, including Aboriginal cultural heritage. The design and spatial organisation of buildings and the spaces between them should be informed by site conditions such as topography, orientation and climate. Landscape should be integrated into the design of school developments to enhance on-site amenity, contribute to the streetscape and mitigate negative impacts on neighbouring sites.</i>
Woollahra DCP 2015	F2.3 Siting of development F2.2 Building and urban design	<i>O1 To protect and promote the amenity of the public domain. O2 To encourage buildings that positively contribute to the streetscape and character of the location.</i>

To achieve design excellence, it is recommended that the façade is amended to provide transparent openings/windows and greater articulation of the façade. One way to achieve this is through a varied material palette of high-quality finishes and materials. A denser landscape and tree canopy would further mitigate the impacts of the deactivated part of the facade on the streetscape.

In response to this comment, AJ+C (**RFI Appendix B**) has provided additional information in relation to streetscape character, supported by perspectives.

2.4.1 Neild Avenue

AJ+C has advised that the Neild Avenue façade includes significant openings and windows (comprising 65% of the façade area), articulation and high quality materials as detailed below and illustrated on **Figure 5**:

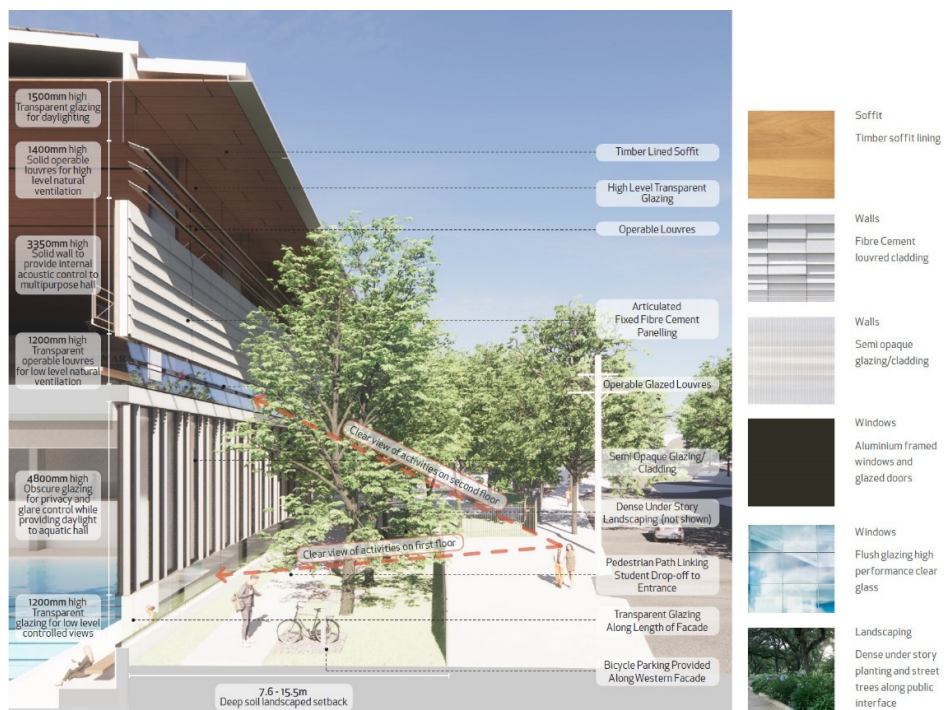
Significant areas of openings and windows are proposed. This includes low level clear glazing, mid-level obscure glazing, operable glazed louvres, operable solid louvres and high level clear glazing. These components make up approximately 65% of the façade area while balancing the functional requirements of solar and glare control, internal acoustic control to sporting functions and privacy/overlooking.

The proposal presents a strong degree of varied façade articulation and includes the use of a varied and high quality material palette. This includes:

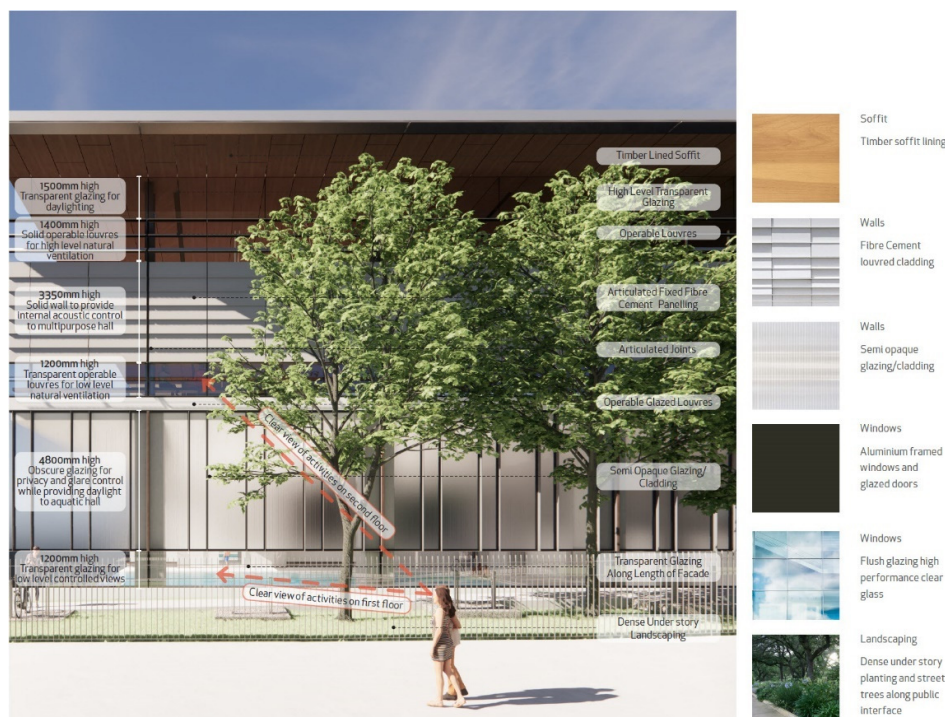
- + low level horizontal frameless glazing at ground level providing controlled views in and out of the pool area*
- + a finer grain vertical window mullion pattern to the lower to mid-levels comprising of framed aluminum sections and feature hardwood timber elements relating to the structural bays. This system includes obscure glazing/cladding to provide daylight into the pool area while balancing glare, privacy and overlooking*
- + horizontally expressed white off form concrete slab edge*
- + large scale horizontally orientated operable glazed louvres to provide low level natural ventilation to the multi-purpose sports hall*
- + fixed lapped horizontally proportioned fibre cement sheeting with vertical shadow line detailing relating to the structural bays*
- + operable lapped horizontally proportioned fibre cement sheeting to provide high level natural ventilation to the multi-purpose sports hall*
- + high level frameless glazing to provide daylight while balancing solar control and glare*
- + Cantilever roof form with timber soffit cladding*

A significant deep soil setback to Neild Avenue of 7.6-15.5m accommodates existing significant trees, proposed trees and under storey planting, visitor bicycle parking and internal site footpath connection.

These components contribute to the streetscape character and appropriate activation of the adjoining public domain and a highly articulated façade.



Streetscape character of Neild Ave - Sectional Perspective



Streetscape character of Neild Ave - Elevational Perspective

Figure 5 – Streetscape character: Neild Ave (Source: AJ+C)

2.4.2 Vialoux Avenue

AJ+C has advised that the Vialoux Avenue façade includes significant areas of glazing (comprising 90% of the façade area), articulation, high quality materials and significant deep soil planting, as detailed below and illustrated on **Figure 6**:

Significant areas of openings and windows are proposed. This includes low level clear glazing, mid-level obscure glazing, operable glazed louvres, and high level clear glazing. These components approximately make up to 90% of the façade area while balancing the functional requirements of solar and glare control, internal acoustic control to sporting functions and privacy/overlooking.

The proposal presents a strong degree of varied façade articulation and includes the use of a varied and high quality material palette. This includes:

- + low level horizontal frameless glazing at ground level providing controlled views in and out of the pool area*
- + a finer grain vertical window mullion pattern to the lower to mid-levels comprising of framed aluminum sections and feature hardwood timber elements relating to the structural bays. This system includes obscure glazing/cladding to provide daylight into the pool area while balancing glare and privacy and overlooking*
- + horizontally expressed white off form concrete slab edge*
- + large scale horizontally orientated operable glazed louvres to provide natural ventilation to the smaller multi-purpose sport halls*
- + large scale fibre cement angled vertical blades to provide solar control to operable and fixed glazing*
- + high level frameless glazing to provide daylight while balancing solar control and glare*

A significant deep soil setback to Vialoux Avenue of 8.6-14.2m accommodates proposed trees and under storey planting and internal site footpath connection.

These components contribute to the streetscape character and appropriate activation of the adjoining public domain and a highly articulated façade.



Streetscape character of Vialoux Ave - Sectional Perspective



Streetscape character of Vialoux Ave - Elevational Perspective

Figure 6 – Streetscape character: Vialoux Ave (Source: AJ+C)

2.5 Apartment Design Guide (ADG)

DPIE RFI

- a) Confirm the percentage of overshadowing of the rear private communal open space between 29-33 Lawson Street south of the site, to demonstrate compliance with the minimum ADG solar access to private open space (min 50% for 2 hours in mid-winter).
- b) Provide further justification as to why the building separation between 8 Vialoux Street and the Building 1 is considered to be acceptable although the distance, being 10m, does not comply with the minimum 12m requirement of the ADG.

2.5.1 Solar access to communal open space at 29-33 Lawson Street

AJ+C (RFI Appendix B) has prepared shadow diagrams that assess the impact of the proposal on solar access to the communal open space area at 29-33 Lawson Street (shadow diagrams have been prepared at half hourly intervals between 9am and 3pm on 21 June). The analysis, which is summarised in **Table 2**, shows that the proposal would retain four hours of sunlight to 50% of the communal open space area at 29-33 Lawson Street, well above the ADG minimum requirement for two hours.

Table 2 – Solar access to communal open space at 29-33 Lawson Street (Source: AJ+C)

	Solar access to at least 50% of communal open space (mid-winter)	Compliance with ADG Objective 3D-1 2. Developments achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9 am and 3 pm on 21 June (mid-winter)
Existing	6 hours	✓
Proposed	4 hours	✓

2.5.2 Building separation between Building 1 and 8 Vialoux Avenue

The DPIE reference to a required 12m separation distance is inconsistent with ADG Objective 3F-1 which states that:

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

This equitable sharing of building separation distances is also illustrated at ADG Figures 3A.6, 3F.3 and 3F.6 which are copied below at **Figure 7**. The ADG figures consider conditions when the adjoining development does not comply with the ADG building separation distances (consistent with existing circumstances near the site where windows to the existing residential flat building at 8 Vialoux Avenue have a setback of 1.5m when the ADG requires 6m). In these circumstances, the ADG does not oblige a new development to compensate for an existing non-compliance. Applying the ADG guidance as it would apply to a residential flat building, a setback of just 6m is required for habitable rooms in Building 1. With setbacks of more than 8.5m proposed, Building 1 fully complies with the ADG.

If the equitable distribution of building separation is put aside, a small section of Building 1 is below the 12m habitable to habitable room separation requirement of the ADG (see plan and section at **Figure 8** and elevation at **Figure 9**). The non-compliance comprises a fixed window to the programme pool area (3.2m long x 1.25m high located 1.45m above the internal floor level). The privacy impact of this window would be minimal and reasonable for the following reasons:

- The window has a sill height of 1.45m above the pool deck floor level restricting sight lines, particularly from young children
- Landscaping is proposed within the setback area to screen views to the south
- The window is fixed and will have a fritted glazing to prevent any privacy/overlooking issues to 8 Vialoux Avenue (see amended Drawing No. A3100_C, **RFI Appendix F** and **Figure 9**). Windows above in the south elevation will have obscure glazing (and are treated as blank for the ADG assessment of compliance).

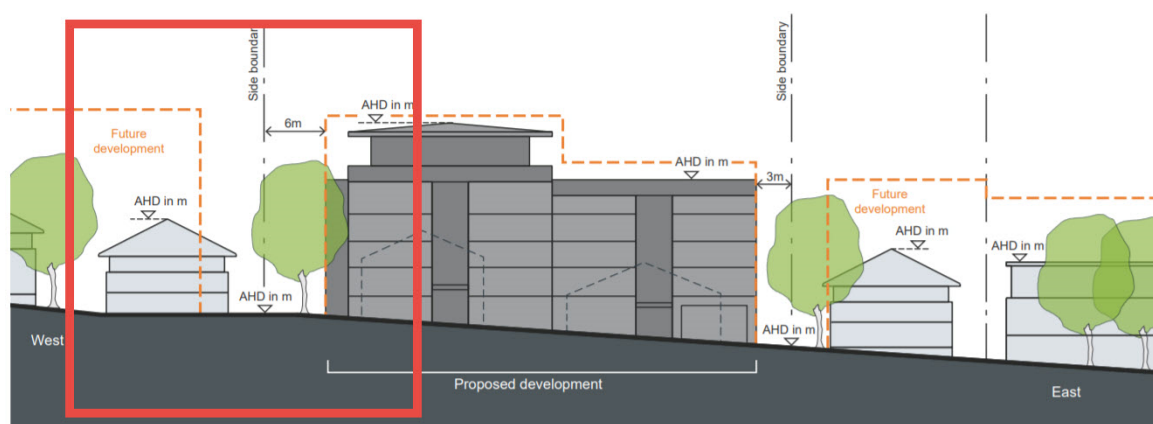


Figure 3A.6 Streetscape elevation

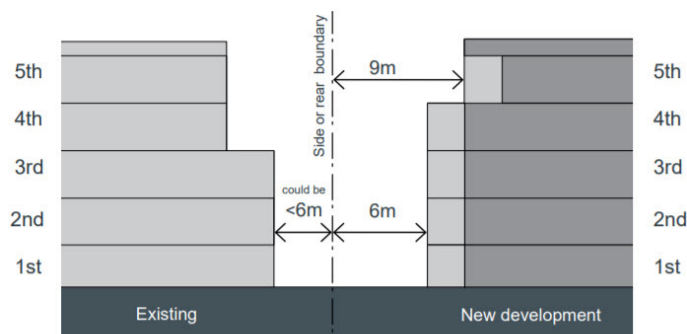
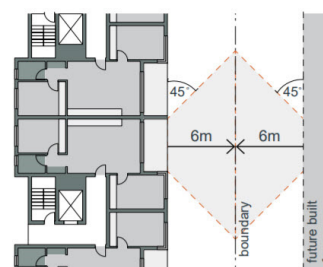


Figure 3F.3 New development adjacent to existing buildings should provide adequate separation distances to the boundary in accordance with the design criteria

Boundary conditions

Habitable to habitable rooms



Habitable to non-compliant existing

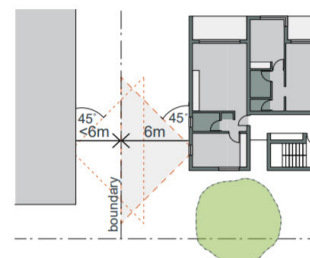
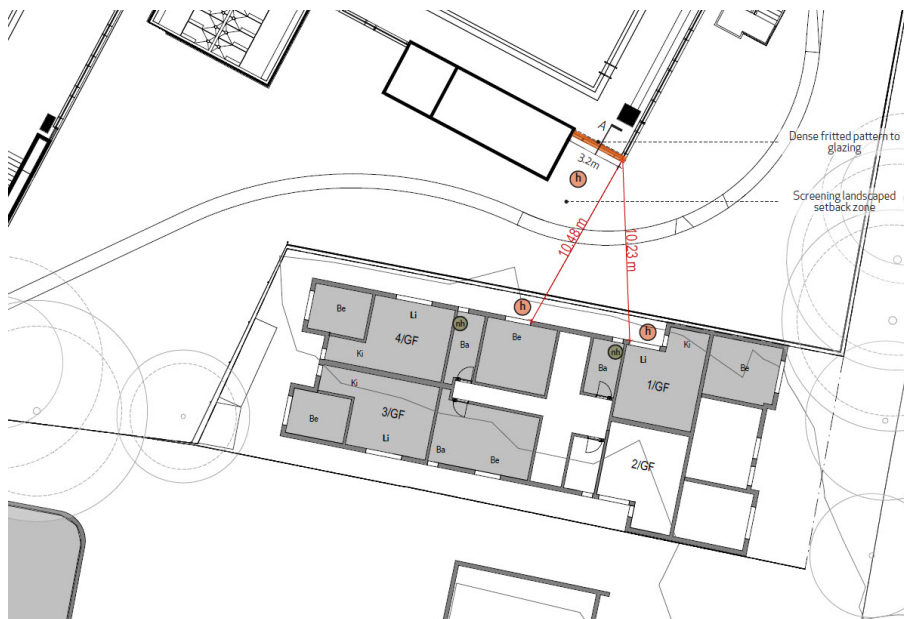
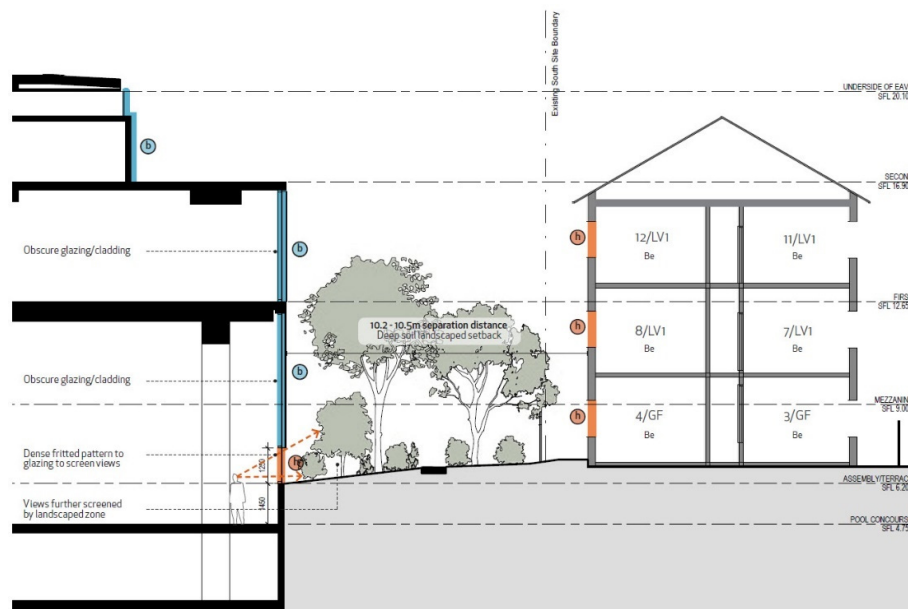


Figure 3F.6 Diagrams showing different privacy interface conditions

Figure 7 – ADG Figures 3A.6, 3F.3 and 3F.6: Equitable distribution of building separation distances



Ground Level Plan 8 Vialoux Avenue



Section A

Figure 8 – Building separation/visual privacy: 8 Vialoux Ave (Source: AJ+C)



Key

- CG CLEAR GLAZING
- FG FRITTED GLAZING
- OG OBSCURE GLAZING/CLADDNIG



Window separation to 8 Vialoux Avenue <12m

Figure 9 – Window separation to 8 Vialoux <12m (Drawing No. A3100_C) (Source: AJ+C)

2.6 Noise impact and pick-up/drop-off facility

DPIE RFI

- a) *Clarify the proposed time restrictions on the use of the Building 1 pick-up/drop-off cited within the Noise Assessment Report (page 33), noting this is not proposed within the Traffic Impact Assessment. If proposed:*
 - i. *Confirm how this will be enforced and what will happen to parents/guests wanting to pick-up/drop-off outside these times.*
 - ii. *Ensure the noise management levels relate to the ICNG requirements (i.e. +5dB during 'night period' and +10dB during 'standard hours').*
- b) *Update the Noise Assessment Report (section 7.2) to provide a more detailed assessment of the impact of car parking and pick-up/drop-off impacts on neighbouring properties. In particular:*
 - i. *Confirm predicted maximum noise levels, any exceedances, the effect of proposed mitigation measures.*
 - ii. *For the Building 1, pick-up/drop-off area, clarify the benefit of the proposed noise wall (noting it is located below the height of the rear garden area of 29-33 Lawson Street).*
- c) *Update the Noise Assessment Report to confirm the RBL and Noise Management Level (NML) for Sydney Grammar School Edgecliff (educational sensitive receiver).*

2.6.1 Time restrictions on the use of the Building 1 pick-up/drop-off

The additional traffic information prepared by ptc (**RFI Appendix H**) confirms that pick-up and drop-off at schools and during school events generally occurs within a 30-minute period of time. With this in mind, the Building 1 pick-up/drop off facility will be open at the following times:

- Monday to Friday:
 - Open 6.00am (morning events commence at 6.30am)
 - Close 7.00pm (afternoon events end at 5.00pm)
- Weekends:
 - Open 6.30am (morning events commence at 7.00am)
 - Close 7.00pm (afternoon events end at 3.00pm)

These time restrictions are to be enforced by closing the Neild Avenue gates outside at other times (7.00pm to 6.00am Monday to Friday and 7.00pm to 6.30am on weekends), as stated in the Amended Operational Management Plan (**RFI Appendix G**) and the Final Mitigation Measures at Section 3.0.

These hours will be communicated to the SGS community and staff will be on-site to enforce compliance. Student/parents that do not comply with the arrangements would be disciplined. In the unlikely event that parents pick-up or drop-off students outside of these times, students and parents would be directed to Alma Street. It is anticipated that this would be an infrequent event.

2.6.2 Noise management levels (ICNG requirements)

The Acoustic letter of advice by White Noise (**RFI Appendix I**) confirms that their EIS Construction noise impact were undertaken in accordance with the recommendations of the EPA's ICNG including the relevant noise management levels of background + 5 dB(A) during extended working hours periods and Background + 10 dB(A) during normal working hours.

2.6.3 Impact of car parking and pick-up/drop-off impacts on neighbouring properties

The Acoustic letter of advice by White Noise (**RFI Appendix I**) assesses noise impacts from the proposed Building 1 pick-up/drop-off facility (noting that the usage period of 6.00am to 7.00am is defined by the EPA as night-time period). White Noise concludes that the resulting maximum noise levels from use of the proposed vehicle turning area and pick-up/drop-off facility will comply with the relevant criteria for sleep disturbance.

In addition, White Noise recommend the installation of signs at the entry to the site reminding users that noise should be minimised.

2.6.4 Proposed noise wall

The Acoustic letter of advice by White Noise (**RFI Appendix I**) notes that the proposed noise wall to the south of the proposed Building 1 pick-up/drop-off facility is intended to include a line of sight barrier between noise sources (vehicle engines and door closing) and the residential building to the south at 29-33 Lawson Street (including communal open space areas).

As the proposed wall provides a line of sight barrier between the turning bay and pick-up/drop-off facility and to the external residential areas to the south, it will provide an effective and best practice noise attenuation.

2.7 Construction Management Plan

DPIE RFI

- a) *Update Appendix V Construction Management Plan (page 13) construction hours to be consistent with the hours noted in the EIS (page 154) and the Noise Assessment Report (page 37).*
- b) *Provide further details to demonstrate that medium rigid vehicles (as specified in the EIS) and other construction trucks will be able to manoeuvre from Lawson Street into Vialoux Street without conflict with parked cars or the existing central island with the overhanging trees. If suitable truck access is not achievable, suggest an alternative construction truck entry point for the site.*

2.7.1 Construction hours

An amended Construction Management Plan has been prepared by ADCO (**RFI Appendix J**) confirming the following construction hours (consistent with the EIS and Noise Assessment Report):

- Monday to Friday:
 - General site work 7.00am – 6.00pm
 - Noisy work 8.00am – 5.00pm
- Saturday: 8.00am – 1.00pm

2.7.2 Construction truck access

The additional traffic information provided by ptc (**RFI Appendix H**) confirms that a Medium Rigid Vehicle (**MRV**) is the largest anticipated vehicle entering the site off Vialoux Avenue. ptc has considered the physical constraints at Lawson Street and Vialoux Avenue and concludes that:

- An MRV will not obstruct any on-street parking
- The body of an MRV would slightly overhang the median island on Vialoux Avenue; however, there is sufficient clearance between the vehicle and the sign posts / power pole.

(See MRV swept paths at **Figure 10**).

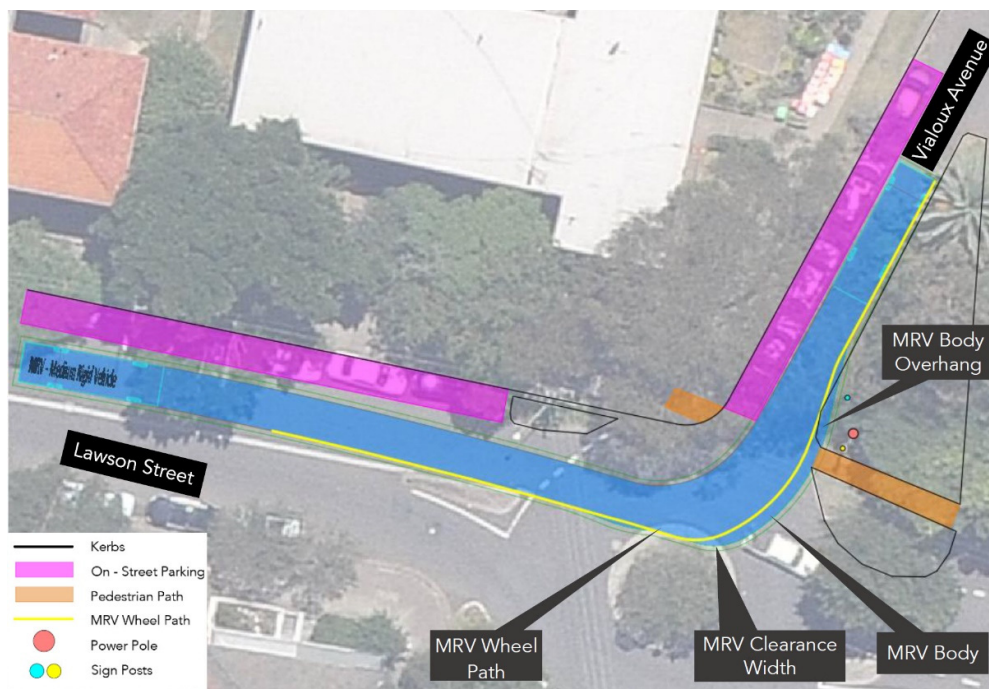


Figure 10 – MRV swept path (Source: ptc)

2.8 Signage

DPIE RFI

Provide details relating to signage including:

- Confirmation of whether the application applies for physical 'signage' or for 'signage zones' (i.e. with physical signage to form part of future separate application(s))
- Provide an elevation of the proposed sign located at the gate/entrance to the site from Alma Street.
- Details of illumination including which signs are to be illuminated, method of lighting (internal, halo, up-lit etc) and whether lighting intensity will be adjustable.

A response to each of the signage questions follows:

- The SSDA seeks consent for physical signage and additional signage details have been added to the Architectural Plans, **RFI Appendix F**)
- An elevation of the proposed sign located at the gate/entrance to the site from Alma Street is provided on the Building 02 Car Park Elevations North and South (DA A3110_C, **RFI Appendix F**)
- Details of the proposed signage illumination is set out in the Signage Illumination Advice by Steensen Varming (**RFI Appendix K**) which recommends that:

The brightness of all light sources, luminous surfaces and lit surfaces that are visible from the street, are recommended to be limited to a maximum 300 candelas / square metre. It is recommended that evidence is produced by the manufacturer of the signage element (if of the illuminated variety), in demonstrating compliance with this requirement.

Any external signage lighting (i.e. front wash) should be aimed at the sign, with appropriate optical controls to reduce spill light. Consideration is to be given to the beam angle, area to be lit, aiming angle, viewing angle of light source, luminaire colour temperature and day time visual impact. Surface material of the sign is also to be reviewed. A matt non-gloss surface is recommended for diffusion of the light source and to minimise glare and reflections. For externally lit signage, it is recommended calculations are undertaken to assess compliance with AS4282 Control of obtrusive effects of outdoor lighting.

Use of night-time controls to reduce or turn off signage lighting after 11pm is proposed for both internally and/or externally illuminated signage.

The Final Mitigation Measures have been amended to require compliance with these Signage Illumination recommendations.

2.9 End of trip facilities

DPIE RFI

Confirm what end of trip facilities will be made available to cyclists, with reference to the requirements of the Woollahra Development Control Plan 2015.

The Amended Architectural Plans by AJ+C (A2101_C, RFI Appendix F) show the following end of trip facilities in Building 1 – Ground Floor:

- Two all day bicycle parking spaces
- Two lockers
- One shower and change cubicle
- One charge point.

As noted by ptc (RFI Appendix H) and explained below, these end of trip facilities comply with the relevant WDCP 2015 requirements:

The following requirements have been extracted from Section E1.6.1 of the Woollahra Development Control Plan 2015 in regard to the provision of end of trip facilities for non-residential land uses. The responses to the requirements are as below:

C3 One secure locker is provided for each bicycle parking space.

The proposal involves the provision for two (2) all-day bicycle parking spaces for staff. While not stored individually, the two spaces are proposed to be located in one securely locked room. This is in accordance with the Planning Guidelines for Walking and Cycling and is considered sufficient for this development.

C4 One shower and change cubicle is provided for between 5 and up to 10 bicycle parking spaces, two showers and change cubicles for 11-20 bicycle parking spaces and one additional shower and cubicle for each additional 10 bicycle parking spaces.

The proposal involves the provision of two (2) bicycle parking spaces for staff. Therefore, one (1) shower and one (1) change cubicle has been provided within the staff change rooms in line with the DCP requirements.

C5 A charging point is provided for every five bicycle parking spaces.

The proposal involves the provision of two (2) bicycle parking spaces for staff. Therefore, the proposal involves the provision of one (1) charging point within the staff bicycle storage area to accommodate potential electric bicycle users.

2.10 Tree canopy cover

DPIE RFI

Provide an update of Figure 54 of the EIS (page 55) to confirm the 'as-existing' tree canopy coverage and confirm the difference between the existing and proposed cover in square metre and as a percentage.

The amended package of Landscape Plans has been prepared by Aspect (**RFI Appendix L**) calculates the following existing and proposed tree canopy coverage on the site and adjoining streets:

- Existing: 3,376m² (28.9%)
- Proposed: 3,696.1m² (31.7%)

The findings of Aspect show that the proposal increases the canopy coverage by 263m².

2.11 Drawings

DPIE RFI

- The submitted drawing A4103 shows the acoustic fence as 1.83m tall (not 2.2m tall as confirmed in the EIS and drawing A2101). Confirm the acoustic fence height and update all the relevant plans. In addition, provide a date on drawing A4103.*
- The submitted drawing A3100 should be updated to clearly indicate which windows are to comprise obscure glazing*

The Architectural Plans (**RFI Appendix F**) have been amended to address these issues, as noted below:

- Drawing No. A4103_C has been amended to show a 2.2m acoustic fence consistent with other plans and information
- The materials legend and elevations on Drawing No. A3100_C have been amended to indicate which windows comprise obscure glazing and fritted glass.

3.0 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, RtS and this response to DPIE's RFI.

Table 3 – Final Mitigation Measures

Mitigation measures
Architectural and landscape design <ul style="list-style-type: none"> Implement the Architectural Plans AJ+C (RFI Appendix F) 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 (RFI Appendix L) including planting of 42 advanced replacement trees Adopt CPTED measures in accordance with Table 18 of the EIS.
Tree replacement and protection <ul style="list-style-type: none"> 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 <p>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:</p> <ul style="list-style-type: none"> An Unexpected Finds Protocol for Aboriginal objects Outlining when additional survey or assessment may be required Outline ongoing consultation and involvement with the registered Aboriginal Parties as part of construction activities.
Residential amenity <ul style="list-style-type: none"> 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). Obscure glazing or fritted glass is to be installed in accordance with the stamped Architectural Plans Noise: <ul style="list-style-type: none"> Implement the design and operational recommendations in the Noise Impact Assessment by White Noise (EIS Appendix M) Implement the Building 1 drop-off/pick-up facility hours of operation (see later) Lighting: <ul style="list-style-type: none"> Implement the lighting recommendations in the Lighting Design Report and RtS Lighting Memo by Steensen Varming (EIS Appendix N and RtS Appendix J) Implement the recommendations in the Signage Lighting Assessment by Steensen Varming (RFI Appendix K) Implement the Building 2 – Car park hours of operation (see later) 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.

Mitigation measures

Traffic, parking and accessibility

- There will be no increase in students and only four additional SGS employees
- Provide the following:
 - (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
 - (d) 6 pick-up/drop-off spaces on the SSDA site to accommodate peak demand from the Weigall Sports Complex
 - (e) End of trip facilities in Building 1 (comprising, 2 all day bicycle parking spaces, 2 lockers, 1 shower and change cubicle and 1 charge point)
- 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 Woollahra 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 (**RFI Appendix G**).

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 Appendix G**).

Mitigation measures

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).

Use and hours of operation

- Generally comply with the Amended Operational Plan of Management by SGS (RFI Appendix G) 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.
- Building 1 pick-up/drop off facility will be open at the following times:
 - Monday to Friday: 6.00am to 7.00pm
 - Weekends: 6.30am to 7.00pm

Neild Avenue gates are to be closed outside of these times (7.00pm to 6.00am Monday to Friday and 7.00pm to 6.30am on weekends)
- Building 2 - Car park hours of operation:
 - No use between 9.00pm and 6.00am (except for nine events per year or approximately two events per term which would end at 10.30pm)
 - No use of the Building 2 - Car park roof after 7.00pm (except for nine events per year or approximately two events per term which would end at 10.30pm), controlled by a boom gate and signage which is shown at the base of the ramp up from the Upper Ground Level (A2110_B).

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 (RFI Appendix J)
- 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)

Mitigation measures

- 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 (19 May 2021)

Appendix B

Response to Submissions 02, by AJ+C

Appendix C

Flood advice, by Enstruct

Appendix D

Letter from Dr Malpass, SGS Headmaster

Appendix E

Addendum 2 to the Visual Assessment, by Urbis

Appendix F

Amended Architectural Plans, by AJ+C Architects

Appendix G

Amended Operational Plan of Management, by SGS

Appendix H

Response to Traffic Engineering Submissions, by ptc

Appendix I

Request for additional information – Acoustics, by White Noise

Appendix J

Amended Construction Management Plan, by ADCO

Appendix K

Signage Lighting Assessment, by Steensen Varming

Appendix L

Replacement Landscape Plans