



21 October 2021

Ms Samantha McLean
Executive Director
Office of the Independent Planning Commission NSW
Level 15, 135 King Street
Sydney NSW 2000

via email: [REDACTED]

Dear Ms McLean

**Response to Request for Information
Weigall Sports Complex (SSD-10421)**

I write in response to the Independent Planning Commission's (the Commission) request for information, dated 18 October 2021, in relation to Weigall Sports Complex (SSD-10421).

The Department's response to the Commission's request for information regarding vehicle queuing is provided below.

1. Visual impact – Would the proposed design amendments to Building 1 increase the sky views for residential units at 8 Vialoux Avenue, including as an example – Unit 1? What would be the quantitative difference and how has that been assessed?

The Department is satisfied the proposed amendments to the design of Building 1 would increase sky views experienced from the living rooms of north facing apartments within 8 Vialoux Avenue as discussed below.

The Department's assessment report (at paragraph 6.3.44) states that the view loss impact on unit 9 at 8 Vialoux Avenue is 'severe' rather than 'devastating' as sky views from a standing position within the subject living room would be retained in the future (**Table 10** of the report). In addition, the Department concluded view loss impact to the remaining apartments' living rooms should not be permitted to be any worse than those at unit 9 (i.e. severe rather than devastating).

The Tenacity principles confirm views from living rooms are valued more highly than bedrooms and views from sitting are more difficult to protect than from standing. The Department's assessment therefore focused on reducing view impacts to the living rooms of north facing apartments within 8 Vialoux Avenue from a standing perspective.

In assessing whether the amendments to Building 1 would achieve the Department's desired outcome (above) of improving views from living rooms in north facing apartments, the Department was mindful of the following key physical attributes of the development:

- the orientation of Building 1 is set at an angle, not parallel, to the north elevation of 8 Vialoux Avenue. Therefore, view impact is not uniform across the impacted north facing apartments.
- the closest point of where Building 1 is set back from 8 Vialoux Avenue would occur opposite bedrooms in units 4, 8 and 12 (western end of the apartment's northern façade) and due to its skewed orientation to the common boundary, Building 1 recedes away from all living room windows.
- the living rooms of units 4, 8 and 12 face onto the angled rear wall of Building 1, whereas the living rooms of units 1, 5 and 9 face into an open view corridor provided on the eastern side of Building 1.
- due to the skewed orientation of Building 1, view loss impact may be considered greater to units 4 and 8 compared to 1 and 5 as the living rooms of units 1 and 5 face onto the open view corridor.

Noting the above physical attributes, the Department considered the proposed increased reduction of the height of the rear elevation by 4 metres (m) at first floor level and 3m at second floor level would provide a meaningful reduction in bulk/scale in front of the north facing living room windows of 8 Vialoux Avenue. Furthermore, this benefit is magnified due to the skewed orientation of Building 1 to the common boundary.

The Department notes that the Applicant has not provided any visual impact assessment for unit 1 which compares the existing views from the living room of this unit and the impacts of Building 1 on the future views.

Notwithstanding, the Department considers that the amendment to the rear setbacks of Building 1 would result in someone within the ground floor level living rooms of the north facing apartments, in a standing position, being afforded approximately 45-degree angle (as a minimum) line of sight of the sky. Given this, the Department is satisfied that the additional setbacks to the upper level of Building 1, coupled with the key physical attributes (building orientation and view corridor) of Building 1, would achieve the desired outcome of providing a variety of sky views for all impacted living rooms including unit 1.

This is further clarified in the **Figure 1** below.

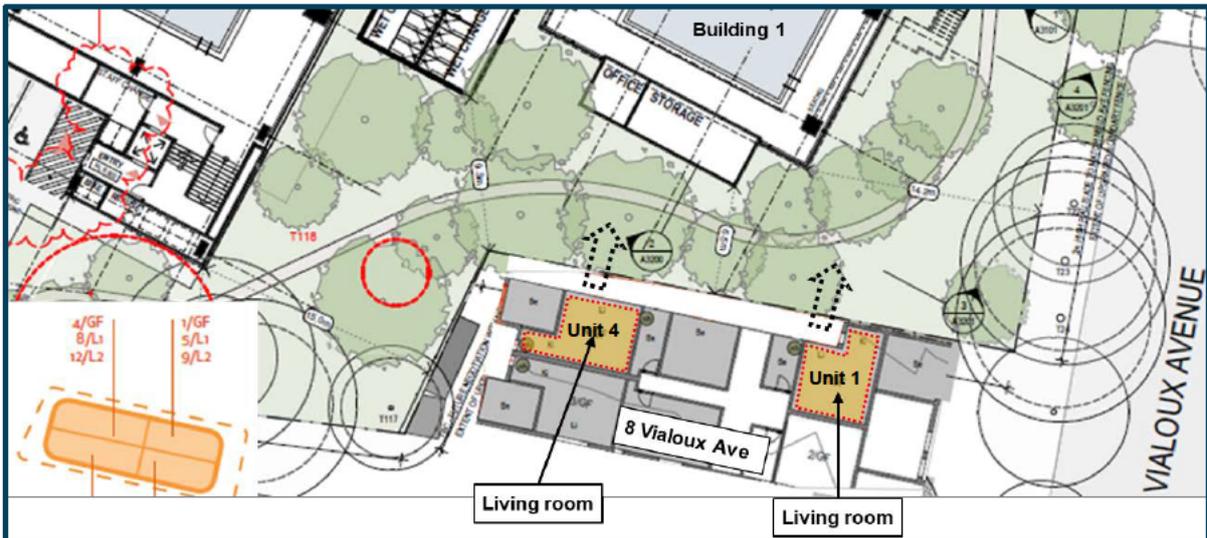


Figure 1: Location of unit 1 and unit 4 within the apartments at 8 Vialoux Avenue relative to the location of Building 1

- 2. Building separation – The separation between Building 1 and 8 Vialoux Avenue does not fully comply with the building separation standards in the Apartment Design Guidelines. Even though the ADG do not apply to this Application, in terms of the ‘Tenacity’ principles for view sharing and the need to demonstrate design excellence, would the ADG specified setbacks represent a reasonable minimum?**

The Department’s assessment confirms (at **Table 10** of the report) that Building 1 does not meet the Apartment Design Guidelines (ADG) building separation distance at ground floor level. This is because Building 1 includes a habitable window opposite a habitable window in 8 Vialoux Avenue at this level. Notwithstanding that the ADG does not apply to this application, the Department concluded that the separation distance in this instance as was acceptable, as the window is a high-level landscape window.

Opposite 8 Vialoux Avenue, all levels above ground floor level of Building 1 (as proposed in the supplementary Response to submissions) already exceed the ADG recommended minimum building separation distances. The proposed additional amendment of Building 1 would result in greater exceedances of the minimum ADG separation distances at first and second floor levels.

Given that the (non-compliant) ground floor level setback of Building 1 is not the component of the development that results in significant view loss impacts, and as the building already exceeds the ADG separation distances at upper levels, the Department does not consider applying the ADG separation distances for the purposes of Tenacity would result in an improved view loss outcome.

3. Building 1 façades – Both Woollahra Council and the NSW Government Architect recommended increased building articulation for the western and southern elevations of Building 1 in their comments on the proposal. Could GANSW please review the Applicant’s response on this matter and provide further comments on the revised articulation of the building façades – particularly the western façade which fronts Neild Street?

GANSW have reviewed the Applicant’s response and advised the following

“Articulation of the south elevation resulting from the proposed stepped massing is supported. Incorporation of landscape treatments to roof and wall surfaces is recommended to improve outlooks for neighbours immediately to the south”.

GANSW have provided the following response regarding the articulation of the western elevation.

“The Western Elevation of the proposal is approximately 14m high from ground to underside of eave, or the equivalent of a four-storey building. It is stratified into a glazed base of two storey height equivalent and a solid upper level (with a glass clerestory under the eaves), also approximately 7.5m in height.

The glazing design of the lower level has a vertical ratio and a fine rhythm that responds well to context.

The horizontal emphasis of the overall building form, however, elongates the façade where previous advice from SDRP recommended a finer vertical grain in line with local terrace house precedents. The indicative pattern of cladding to the upper level suggests a horizontal proportion with minimal vertical articulation.

Incorporation of some deeper vertical articulation similar to the eastern façade may help to alleviate the long and monolithic horizontal form currently proposed and achieve a more contextual composition”.

The comments from State Design Review Panel (SDRP) regarding the southern and western elevations, dated 20/08/2020, is provided in **Attachment C**.

4. Substation – Does the Department consider that a better public domain design outcome might be achieved for the proposed substation at the corner of Neild Ave and Lawson St (such as an underground substation)?

The Department considers the substation location and visual impact are acceptable and the substation would not be particularly noticeable within the streetscape as:

- it is a small sub-station kiosk.
- it would be located adjacent to the southern site boundary in an area currently / historically used for school materials storage.
- it is located beneath an extensive tree canopy.
- small sub-station kiosks are frequently accessed from the street and are not uncommon occurrences within Sydney streetscapes.

Should the Commission wish to pursue amendments to the substation, the Department recommends the Commission consult with the Applicant to seek its technical response to matters relating to flood inundation implications on this flood affected site, servicing, access and location requirements associated with any relocation / amendment.

5. Sydney Trains – The Department’s recommended conditions of consent include conditions to prevent impacts upon Sydney Trains infrastructure. Noting that the site is not close to the Sydney Trains elevated viaduct, could the Department please confirm whether these conditions are necessary?

The Department has recommended the conditions based on the comments from Transport for NSW (Sydney Trains). The Weigall Sports Ground site adjoins a railway corridor and therefore the Department consulted with Sydney Trains. The conditions of consent require the Applicant to search for location of rail services adjacent or near the site. Following this, the Applicant would have to consult with Sydney Trains if any impact on the rail infrastructure is anticipated, due to the proposed development. If no impact is anticipated, then the conditions would not be applicable.

While the Department acknowledges that the site is located at a distance from the train line, the Department is unaware of the construction details for this project and/or the location of cranes or the delivery of all services through the site etc. Therefore, the Department is not certain that there would be no impact on the rail infrastructure due to this development and if there is an unknown impact, the potential consequences could be high if the condition is removed. Thus, the Department recommends that the conditions be included in the development consent. As such, the Applicant has accepted these conditions in the current form and have raised no concerns.

6. Traffic – Could the Department please expand upon the opportunities for alternative arrangements for truck movements in and around the site to minimise construction traffic impacts. In particular, would it be feasible to limit construction traffic to Neild Avenue and avoid local residential streets?

The Department’s assessment shows (at **Figure 47** in page 88) that construction traffic would arrive from Neild Avenue and depart along Boundary Road.

The Department considers condition C15 could be updated to require the Applicant to investigate alternative construction vehicle entry/exit arrangements to exclude movements along Lawson Street, Vialoux Avenue and Alma Street.

This is further clarified in **Figure 2** below.

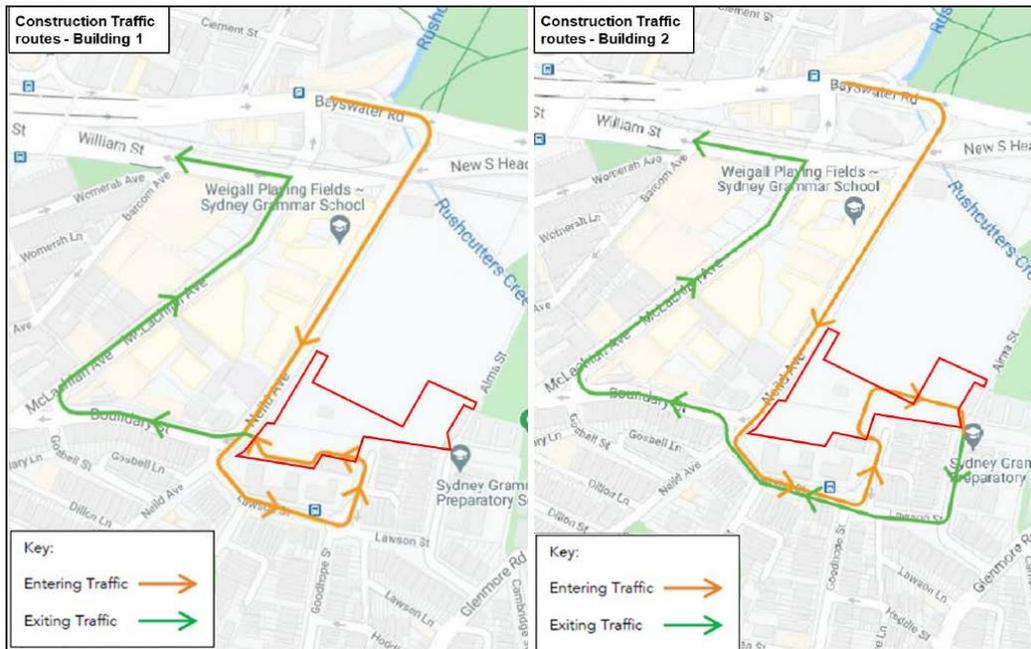


Figure 2: Figure 47 of Department’s Assessment Report showing construction vehicle routes

7. Events – The Department’s recommended conditions of consent include conditions to limit the number of events to be held at the site. Could the Department please provide a definition for the types of events to be limited and confirm that the total number of events allowed would be an annual figure.

The proposed types of events are summarised at **Figure 15** (page 17) of the Department’s assessment report and also in the Applicant’s Response to request for additional information dated 15 June 2021. This is provided in **Attachment B**.

The Department has referred to this document in condition E34(f) and condition F8, which require the Applicant to ensure that the use of the Weigall Complex including events are consistent with section 1.1.3 of Appendix H – Traffic Advice prepared by PTC dated 15 June 2021.

The Department can confirm that the events allowed would be an annual figure.

8. Community Consultation Committee – The Department’s recommended conditions require this Committee to commence prior to construction. Could the Department please suggest a workable timeframe in advance of the commencement of construction for this Committee to commence and have held its first meeting – bearing in mind the desirability that community interests and concerns should inform construction operations and the need to provide relevant information to the local community before works commence.

The formation of the Community Consultative Committee (CCC) and the processes for the Applicant and the Department ahead of the establishment of the CCC are as per the guidelines available on the Department’s website.

The Department recommends that the condition requiring the formation of the CCC be updated to require the CCC meet for the first time, at least one month prior to the commencement of construction.

9. Department’s engagement – Could the Department please provide notes from the in-person consultation event completed on 10 May 2021.

The notes from the community meeting are attached in **Attachment C**.

10. Trees – Would the location of the proposed trees between Building 1 and 8 Vialoux Avenue enable the trees proposed to reach the indicated sizes in a reasonable timeframe, thereby offering the suggested resulting amenity improvements?

The Department has recommended a condition B14(h), which requires the tree stock sourced to comprise at least a 200-litre pot size. The Department is satisfied this requirement ensures the planting of sufficiently mature trees.

11. Amenity – Could the Department please advise whether the tree planting locations between Building 1 and 8 Vialoux Avenue might worsen amenity impacts to these flats, including view and daylight/sunlight impacts.

The Department’s recommended condition B14(a) requires the submission of revised landscaping plans to take account of the amendment to Building B1.

The Department has further considered the tree species proposed in front of the north facing windows of 8 Vialoux Avenue. While the Department supports the planting of native trees, it is noted that the species selected (including Blueberry Ash, River Cherry, Weeping Lilly-Pilly) are likely to be dense when mature and being native will be non-deciduous.

This being the case, the Department raises no issues with condition B14 being amended to require the Applicant to select alternative native tree species that would provide for more sunlight access and be less dense and or high on maturity.

Should you require any further information in relation to this matter, do not hesitate to contact me on (02) [REDACTED] or by email at [REDACTED]

Yours sincerely



21/10/2021

Karen Harragon
Director
Social and Infrastructure Assessments

Attachments:

- A – State Design Review Panel comments dated 20 August 2020.
- B – Traffic Advice prepared by PTC dated 15 June 2021.
- C – Community meeting notes.

GOVERNMENT ARCHITECT NEW SOUTH WALES

20.08.20

Tina Tang and Jane Lloyd
Jattca Property Solutions
Via email –
[REDACTED]
[REDACTED]

PROJECT: Sydney Grammar School (SGS) Weigall Sports Complex
RE: SDRP SESSION 60 – 12.08.2020 (first review)

Dear Tina and Jane,

Thank you for the opportunity to review the above project at this stage. Please find a summary of advice and recommendations arising from the design review session held on 12.08.2020.

The team's thorough presentation clearly explained the opportunities, constraints and masterplan for the Weigall Sports Fields. Generally, the design approach to the project is supported, in particular:

- Overall masterplan and landscape design incorporating landscape elements, views and connection to the sports fields;
- Thorough and clear environmental sustainability initiatives including carbon neutrality of the site and building;
- Placement of the sports complex to the southern edge of the fields allowing for views and solar access to the north;
- The 'arbor' as above ground carpark, COLA and pick-up location;
- Proposed materials palette including off-form concrete, timber finishes and planted screens.

The following commentary provides recommendations for the further development of the project:

Masterplan & Landscape

- Planting species are to be clearly noted on the Landscape Plan including for the Car Park and Southern Garden;
- Clarify what the floor finish will be on the upper level of the carpark and any potential views down onto it.
- Confirm how far the planted screen will project above the floor level and the species selection for this screen;
- Provide details on the acoustic mitigation methods to ensure there is no negative impact to the adjacent units to the south and across Nield Ave;

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- Clarify if these facilities will be made available to the public/ greater school community and confirm hours of operation;
- Clarify methods and schedule of drop off and pick up to ensure that children are not left waiting in Alma St;
- Clarify how the carpark will work as a designated pick up area while managing the competing interests inherent in the movement of children and cars;
- Tree retention is encouraged for shade, amenity and aesthetic quality. Provide arborist report to indicate significance of existing trees and clarify trees to be retained, new trees proposed and trees to be removed;
- Provide diagrams showing the student movement through the building and security points; for example how does a student arriving before 7am get from the drop off point to the changerooms;
- Provide diagrams showing the entry sequence of people being delivered to the eastern carpark;
- Provide details of how connection to Country and engagement with Indigenous Culture and Heritage will be demonstrated through the proposal;
- Clarify DDA accessibility between entry points, landscape areas and built form;
- No gate is shown to the vehicle access at Boundary St, clarify if one is to be installed;
- Explain the shared facilities plan, if any, with the proposed White City development.

Architecture

- We understand that a comprehensive neighbor consultation process has occurred, and this has informed the design of the building, in particular relating to the near neighbours to the south. Notwithstanding this, significant overshadowing remains to some units. Explore opportunities to relocate plant to mitigate overshadowing where possible;
- The proposed sports complex and car park building are pavilions, seen in the round and approachable from all sides. This calls for a more thorough and considered response to context. Please provide elevations of all four sides of both buildings at the next SDRP;
- Consider a more articulated approach to the southern and western façades of the building; explore references to the finer grain of the local terrace forms of Paddington. Please provide street elevations demonstrating the further refinement, architectural detail and articulation to the Nield and Boundary St elevations;
- The large expanse of glazing and cantilevered roof form to the north eastern corner currently has a commercial quality. There is an opportunity here to employ large operable windows that open to the north and east to allow natural ventilation and increased openness. A similar strategy may be suitable for the pools;

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- Consider more of a filigree detail rather than glass balustrades to the main central stair;
- Please provide additional views of the car park both with and without cars;
- Provide details as to how the Car Park at ground level will be separated from the sports fields when it is being used as car park;

The items raised above should be addressed in the SSDA and we look forward to further review of this project as it progresses through the assessment process.

Please contact GANSW Design Advisor, Caroline Comino

 if you have any queries regarding this advice.



Rory Toomey
Principal Design Excellence
Chair, SDRP

CC	
NSW SDRP Panel members	Matthew Bennet, Amanda Roberts, Rory Toomey (Chair – GANSW)
GANSW Design Advisor	Caroline Comino
DPIE	Prity Cleary
AJ+C	Lee Collard
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15 June 2021



Tina Tang
Jattca
Suite 101, Level 1
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Sydney
NSW 2000

Dear Tina

1. SSD10421 – Proposed Weigall Sports Complex, Sydney Grammar School – Request for Additional information

We have prepared this letter to address comments relating to parking and traffic engineering received from the Department of NSW Government Planning, Industry and Environment in relation to the subject project.

The comments received are provided in the following correspondence:

- Planning Industry & Environment – Letter Dated 19 May 2021

1.1 Pick-up and Drop-off

DPIE Comment

6. Noise impact and pick-up/drop-off facility

- 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:*
 - Confirm how this will be enforced and what will happen to parents/guests wanting to pick-up/drop-off outside these times.*
 - Ensure the noise management levels relate to the ICNG requirements (i.e., +5dB during 'night period' and +10dB during 'standard hours')*
- 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:*
 - Confirm predicted maximum noise levels, any exceedances, the effect of proposed mitigation measures.*
 - 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).*
- Update the Noise Assessment Report to confirm the RBL and Noise Management Level (NML) for Sydney Grammar School Edgecliff (educational sensitive receiver).*

Response

I understand that a collaboration between the noise and traffic assessments is sought in relation to the proposed pick-up and drop-off at Building 1. The following represents an extract of information from the Traffic Impact Assessment submitted as part of the SSDA, with a focus on the subject matter.

As an overarching note, it is generally found that pick-up and drop-off at schools and during school events occurs within a 30-minute period of time.

A summary of the anticipated pick-up / drop-off requirement is shown in Table 1.

Table 1 – Pick-up and Drop-off Requirement

Max Private Pick-up / Drop-off Requirement	
Before School	38 vehicles => 4 spaces
During School	-
After School	48 vehicles => 6 spaces
Weekend Events	26 vehicles => 4 spaces
TOTAL / MAX:	Up to 6 spaces

1.1.1 Morning School Day Drop-off

The proposed utilisation schedule for before-school activities is summarised in Figure 1 and Figure 2 for summer and winter seasons respectively. The commencement times of activities are outlined by pink squares.

With the earliest activity starting at 6:30am, it is assumed that the drop-off will commence at approximately 6:00am.

Proposed Utilisation Profile - WSC - Morning - School Days - Summer														
Sport	Event	Attendees	Event / Session Profile						Attendance Profile / session					
			Event days					Event start - end	Event Duration (mins)	No. of Sessions / Event	Session duration (mins)	Players / Session	Staff / Session	Total/ Session
			M	Tu	W	Th	Fr							
Basketball - Specialty	Training	Players	60	60	60	60	60	6:30 AM - 8:00 AM	60	1	60	60	5	65
		Staff	5	5	5	5	5							
Swim Squad	Training	Players	30		30			6:30 AM - 8:15 AM	105	1	90	30	2	32
		Staff	2		2									
Swim Fitness	Training	Players		30		30		7:00 AM - 8:15 AM	75	1	90	30	2	32
		Staff		2		2								
Water Polo	Training	Players		22		22		6:30 AM - 8:00 AM	90	1	90	22	2	24
		Staff		2		2								
Weights + Cardio	Training	Players	60	60	60	60	60	6:30 AM - 8:00 AM	90	1	90	60	3	63
		Staff	3	3	3	3	3							

Figure 1 - Proposed Utilisation Profile - Morning - School Days - Summer

Proposed Utilisation Profile - WSC - Morning - School Days - Winter														
Sport	Event	Attendees	Event / Session Profile						Attendance Profile / session					
			Event days					Event start - end	Event Duration (mins)	No. of Sessions / Event	Session duration (mins)	Players / Session	Staff / Session	Total/ Session
			M	Tu	W	Th	Fr							
Volleyball	Training	Players	20	20	20	20	20	6:30 AM - 8:00 AM	90	1	90	20	2	22
		Staff	2	2	2	2	2							
Futsal	Training	Players		60		60	60	6:30 AM - 8:00 AM	90	1	60	60	5	65
		Staff		5		5	5							

Figure 2 - Proposed Utilisation Profile - Morning - School Days - Winter

1.1.2 Afternoon School Day Pick-up

The proposed utilisation schedule for after-school activities is shown in Figure 3 and Figure 4 for summer and winter seasons respectively. The finish times of the activities are outlined by green squares.

With the latest activity finishing at 5:00pm, it is assumed that the pick-up will finish at approximately 5:30pm.

Proposed Utilisation Profile - WSC - Afternoon - School Days - Summer															
Sport	Event	Attendees	Event / Session Profile							Attendance Profile / session					
			Event day/s					Event start - end	Event Duration (mins)	No. of Sessions / Event	Session duration (mins)	Players / Session	Staff / Session	Total/ Session	
			M	Tu	W	Th	Fr								
Basketball Open to All Boys	Training	Players	60	60	60	60		3:15 PM	5:00 PM	05	1	85	60	5	65
		Staff	5	5	5	5									
Fencing (beginners)	Training	Players	10	10	10	10		3:15 PM	5:00 PM	05	1	105	10	2	12
		Staff	2	2	2	2									
Taekwondo	Training	Players	20	20	20	20		3:15 PM	4:40 PM	05	1	85	20	2	22
		Staff	2	2	2	2									
Swim Fitness	Training	Players	20		20			3:15 PM	5:00 PM	05	1	105	20	2	22
		Staff	2		2										
Water Polo	Training	Players		22		22		3:15 PM	5:00 PM	05	1	105	22	2	24
		Staff		2		2									
Weights + Cardio	Training	Players	60	60	60	60	60	3:15 PM	5:00 PM	05	1	105	60	4	64
		Staff	4	4	4	4	4								

Figure 3 - Proposed Utilisation Profile - Afternoon - School Days - Summer

Proposed Utilisation Profile - WSC - Afternoon - School Days - Winter															
Sport	Event	Attendees	Event / Session Profile							Attendance Profile / session					
			Event day/s					Event start - end	Event Duration (mins)	No. of Sessions / Event	Session duration (mins)	Players / Session	Staff / Session	Total/ Session	
			M	Tu	W	Th	Fr								
Volleyball	Training	Players	70	70	70	70		3:15 PM	5:00 PM	105	1	105	70	2	72
		Staff	2	2	2	2									
Fencing	Training	Players		30		30		3:15 PM	5:00 PM	105	1	105	30	3	33
		Staff		3		3									
Fencing	Training	Players	60		60			3:15 PM	5:00 PM	105	1	105	60	5	65
		Staff	5		5										
TKD	Training	Players	30	30	30	30		3:15 PM	4:00 PM	45	1	45	30	2	32
		Staff	2	2	2	2									
Weights + Cardio	Training	Players	60		60			3:15 PM	5:00 PM	105	1	105	60	4	64
		Staff	4		4										

Figure 4 - Proposed Utilisation Profile - Afternoon - School Days - Winter

1.1.3 Event Day Drop-off and Pick-up

The proposed utilisation schedule at the sports complex on weekends is shown in Figure 5 and Figure 6 for summer and winter seasons respectively. The commencement and finish times of activities are outlined by pink and green squares respectively. An attendance accumulation is shown in Figure 7.

With water polo commencing at 7:00am, the morning drop-off is expected to start at 6:30am.

With the basketball and volleyball events finishing at 3:00pm, the afternoon pick-up is expected to finish at 3:30pm.

Proposed Utilisation Profile - WSC - Weekends - Summer											
Sport	Event	Event Profile						Attendance Profile / session			
		Events / year	Event start - end		Event Duration (mins)	No. of Sessions per Event	Session duration (mins)	Players / Session	Officials - Staff / Session	Spectators / Session	Total / Session
Basketball	Comp	14	8:00 AM	3:00 PM	420	7	60	80	8	60	148
Basketball	Function	14	1:30 PM	2:30 PM	60	1	60	50	6	60	116
Weights (Rehab)	Training	14	8:00 AM	10:00 AM	120	1	120	20	3	0	23
Fencing (Beginners)	Training	14	8:00 AM	10:00 AM	120	1	120	10	2	0	12
Water Polo		14	7:00 AM	12:00 PM	300	1	5	44	4	20	68

Figure 5 - Proposed Utilisation Profile - Weekends - Summer

Proposed Utilisation Profile - WSC - Weekends - Winter											
Sport	Event	Event Profile						Attendance Profile / session			
		Events / year	Event start - end		Event Duration (mins)	No. of Sessions per Event	Session duration (mins)	Players / Session	Officials - Staff / Session	Spectators / Session	Total / Session
Volleyball	Comp	14	8:00 AM	3:00 PM	420	5	90	72	8	30	110
Winter Tennis	Comp		Not occurring at Weigall								
Weights (Rehab)		14	8:00 AM	10:00 AM	120	1	120	20	3	0	23

Figure 6 - Proposed Utilisation Profile - Weekends - Winter

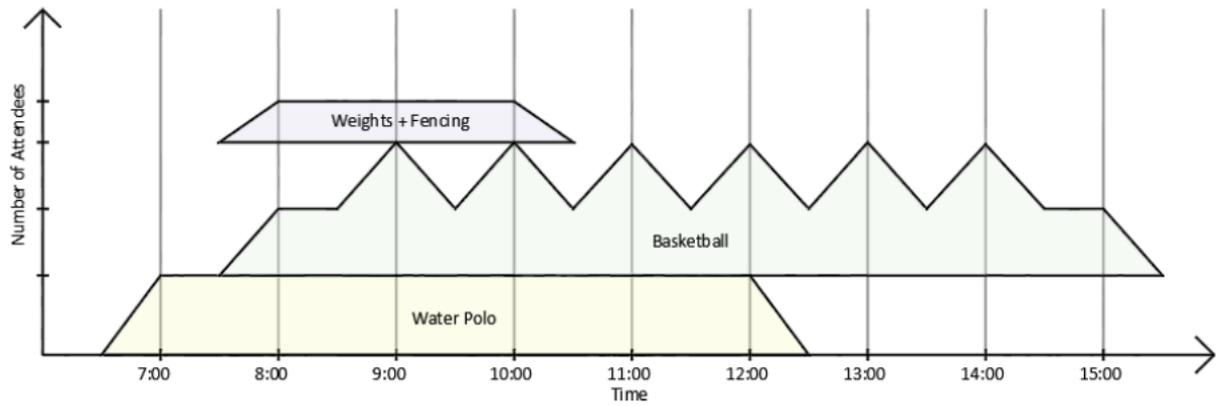


Figure 7 - Attendee Accumulation on Saturdays

1.1.4 Summary

A summary of the anticipated arrival and departure times is shown in Table 1.

Table - Anticipated arrival and departure times

	Max Private Pick-up / Drop-off Requirement	Earliest anticipated arrival time	Latest anticipated departure time
Before School	38 vehicles => 4 spaces	6:00am	N/A
After School	48 vehicles => 6 spaces	N/A	5:30pm
Weekend Events	26 vehicles => 4 spaces	6:30am	3:30pm

1.2 Construction Vehicle Routes

DPIE Comment

7. Construction Management Plan

- a) 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.

Response

Height Requirement

As per the Concept Construction Traffic Management Plan dated 28/10/2020 submitted as part of the SSDA, the largest anticipated vehicle entering the site off Vialoux Avenue will be a medium rigid vehicle (MRV).

According to National Heavy Vehicle Regulator (NHVR), the height limit for heavy vehicles is 4.3 meters, unless it is a vehicle used to carry cattle, a vehicle built with at least 2 decks and a double-decker bus. Following this, the height limit of any MRV is 4.3 metres.

The Woollahra Council's *Attachment 1 - Site Waste Minimisation and Management* specifies garbage truck dimensions for domestic waste collection, according to which the travel height of a vehicle is 4.3 meters (see Figure 8).

The dimensions and weight of garbage trucks for domestic waste collection are provided in Table 3 below.

Length	8.0 metres
Width	2.5 metres
Operational height	4.3 metres
Travel height	4.3 metres
Weight (vehicle and load)	22.5 tonnes
Weight (vehicle only)	13 tonnes
Turning circle	25.0 metres

Table 3: Garbage truck dimensions and weights

Figure 8 - Garbage Truck Dimensions and Weights (Source: Attachment 1 - Site Waste Minimisation and Management)

Based on the above, any MRV used for construction can travel along the routes of a Woollahra Council's domestic waste collection truck without having a negative impact on overhanging trees.

Length of Vehicle

The Woollahra Council's *Attachment 1 - Site Waste Minimisation and Management* specifies the length and width of the domestic waste collection truck as 8 meters and 2.5 meters respectively (see Figure 8). According to the AS2890.2:2018, an MRV can be up to 8.8 meters long and 2.5 meters wide. It is acknowledged that an MRV can be longer than the domestic waste collection truck used by Council. Therefore, a swept path analysis has been undertaken to confirm that an MRV can manoeuvre from Lawson Street into Vialoux Avenue. Consideration has been made to kerbs, power poles, sign posts and on-street parking spaces on Lawson Street and Vialoux Avenue, see Figure 9.

It has been found that an MRV is able to manoeuvre within the physical constraints of the carriageways and not obstruct any on-street parking, as shown in Figure 10. The body of the MRV overhangs slightly over the median island on Vialoux Avenue; however, there is sufficient clearance between the vehicle and the sign posts / power pole.

It is noted that the corner where the HRV has been shown to overhang the median island there is a roll curb allowing vehicles to mount it, if required.

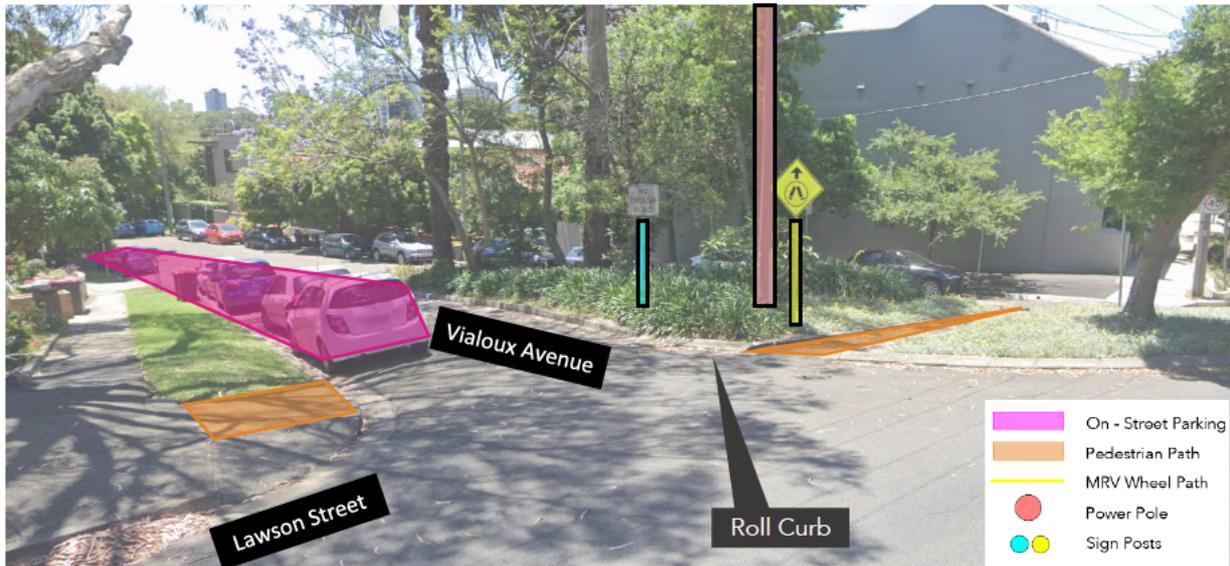


Figure 9 - Lawson Street / Vialoux Street Intersection and the Physical Constraints



Figure 10 - MRV Swept Paths

1.3 End of Trip Facilities

DPIE Comment

9. End of Trip Facilities

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

Response

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. The responses have been prepared in reference to the following architectural plan prepared by Allen Jack + Cottier Architects (see Attachment 1):

- *Building 01 Sports Facilities Building General Arrangement Plan Ground (Drawing No. A2101, Issue C, Dated 10 June 2021).*

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.

We trust that this response assists with the assessment of the project and if any further clarification be required, please do not hesitate to contact me.

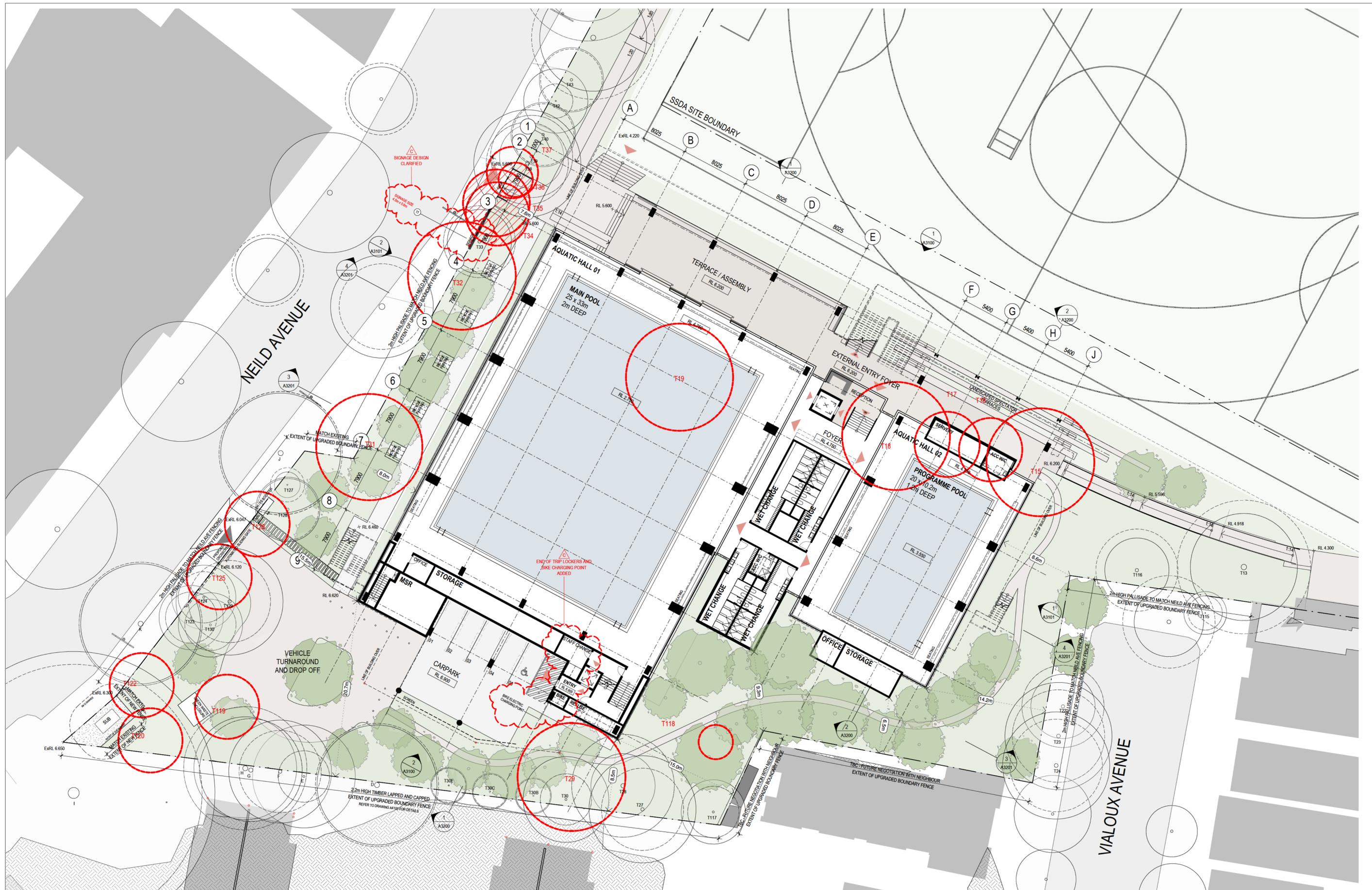
Yours faithfully



Kasia Balsam
Team Leader

Document Control: Prepared by PS/JJ on 15 June 2021. Reviewed by KB/SW on 15 June 2021.

Attachment 1 Architectural Plan



Revisions	No.	Date	Description	Checked	Approved
A	02092020	ISSUED FOR SSDA		ADC	LC
B	19032021	ISSUED TO OPIE FOR RIS			
C	10062021	ISSUED TO OPIE FOR RIS2			

Checked ADC
Approved LC



Key

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Project
SGS Weigall Sports Complex
Neild Ave, Rushcutters Bay

Proj. No. 19086

Drawing Title
BUILDING 01
SPORTS FACILITIES BUILDING
GENERAL ARRANGEMENT PLAN
GROUND

Sheet Status
NOT FOR CONSTRUCTION

Scale
1 : 200 @A1

Drawing No.
A2101

Issue
C

DRAFT

NSW Land and Housing Commission (LAHC) Residents – 25-33 Lawson Street, 2 Vialoux Avenue, Paddington

Meeting attendees	<p>Karen Harragon (DPIE)</p> <p>Aditi Coomar (DPIE)</p> <p>Prity Cleary (DPIE)</p> <p>Matt Rosel (DPIE)</p> <p>Donna Brooks (Alex Greenwich MP’s office)</p> <p>Neil Parker (FACS)</p> <p>LAHC residents (25)</p>
Meeting Date/time	10 May 2021, 11am and 2pm
Meeting Location	At LAHC Courtyard in between 29 and 33 Lawson Street, Paddington
<p>First session at 11am</p> <p>Second session at 2pm</p>	<p>Karen Harragon (KH): Introduced the DPIE team, she outlined the propose of the meeting, role of the DPIE in the assessment of the application and role of Independent Planning Commission (IPC).</p> <p>Frequently Asked Questions (FAQs) sheet was handed out to everyone.</p> <p>KH spoke about her experiences with IPC and how IPC often asks groups to identify representatives rather than every submitter to speak.</p> <p>Matt Rosel provided an overview of the proposed development.</p> <p>The residents asked several questions around the role of IPC, who the commissioners were, their independence, the Applicant’s relationship to the IPC and how IPC operates.</p> <p>The residents raised concerns relating to construction impacts during construction period.</p> <p>The residents also raised concerns around loss of daylight and increase in moisture and dampness on the communal open space area.</p>

	<p>Most of the resident raised concerns around that the development would have health impacts as they spent most of their time at their resident.</p> <p>Other issues were raised included wind tunnelling impact, sewage problems, vents from the proposed swimming pool and the chlorines, boundary fencing, view impacts, and noise from pick-up/drop-of.</p>
Other matters	<p>DPIE staff did a walk around and within the LAHC site.</p> <p>During the walk, communication was carried out between the residents and DPIE. Concerns already raised was re-iterated by the residents.</p>