

Strictly Confidential



WHITE CITY REDEVELOPMENT

Hakoah Club Limited
Response to Submissions to Woollahra Council

18 June 2020



Projects & Infrastructure

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1. Executive Summary

Introduction

Overall, community acceptance and support for development of new sports and community facilities at White City is overwhelming.

Maccabi Tennis continues to operate an active and dynamic social teaching and coaching tennis centre at White City. Hakoah Club currently has around 3,000 members, all of whom are anxiously awaiting their new Club at White City. In its heyday membership approached 10,000. An online community survey conducted by the Hakoah Club in August 2019 elicited around 1,500 responses, 92 % of which support the Project and indicate an intention to use new club facilities.

We have intentionally not directed letters or expressions of support to Council, consequent on the advertising of the Detailed DA application, from members of the clubs or survey respondents. These would number in the thousands. We are sensitive to and appreciate the workload that such an avalanche of support would create for Council. Understanding, as we do, that all submissions need to be read and considered.

Support for the Project is not universally consistent, and, as was the case with the Stage 1 DA, and the S4.55 applications lodged in 2015 and 2018, the Detailed DA application (December 2019), has attracted a high level of community comment in the form of submissions to Council. The clubs did engage openly and positively with the local community by holding community information evenings shortly after the DA was submitted, and by direct engagement with The Paddington Society, Sydney Grammar Edgecliff Preparatory School, and Parents Association. A briefing was provided to Woollahra Councillors. The objective in all cases being to provide information and a forum for questions.

Two hundred and ninety-seven submissions were received. Many submissions are substantially similar, or identical. For example:

- 69 expressions of support for the Paddington Greenway;
- A group of near identical submissions received from residents or business in the second notification, along the proposed construction traffic route;
- Submissions referring to, or substantially similar to issues raised Councillor Price; and
- School parents', White building, Lawson St groups similarly.

Most are straightforward. Six issues on the Project, and submissions about the Greenway, collectively account for around 90% of all submissions, and these issues



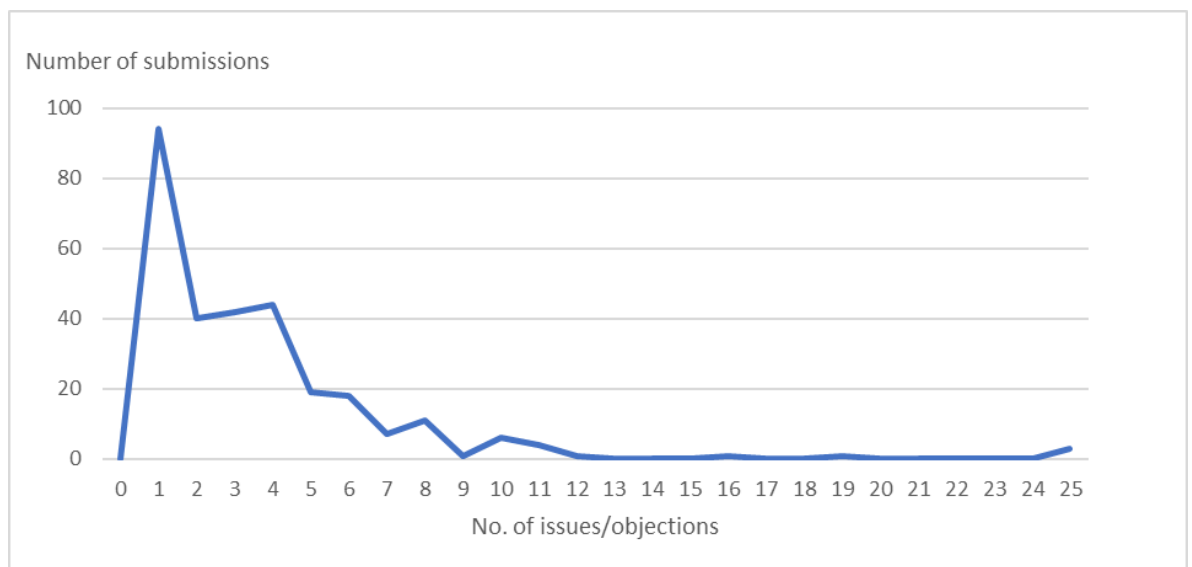
are addressed individually in this document. Within the six issues, most submissions (43%) include references to, or comments on construction traffic.

There are a few notable exceptions, including:

- A 42-page submission prepared by urban planning, parking and traffic and project management consultants for Sydney Grammar School, (plus submissions from the Headmaster and Parents (8 pages + 8 pages);
- A 7- page submission from Councillor Harriet Price (Woollahra Council);
- Resubmission of the September 2019 material prepared by traffic consultants (19 pages plus 36 page appendices) for the Strata Manager at 357 Glenmore Rd, including a 6 page February 2020 update.

To the extent possible, each submission has been recorded in terms of the issues raised. The diagram below shows the relationship between number of issues raised in each submission, and number of submissions submitted. The data indicates that the substantial majority of submissions relate to a few issues.

The principle areas of focus, accounting for around 90% of all submissions, include reference to construction traffic, and the proposed Paddington Greenway. Other areas of interest (trees, pedestrian safety, Glenmore road, and operational aspects) account for the balance.



The clubs, and the project team have read and considered all the submissions.

We take the views expressed by local residents seriously and have sought to respond accordingly. The clubs have engaged the full resources of the design and project delivery team to investigate ways in which we can allay concerns, and deal with or eliminate legitimate problems.

The substantial majority of opinions expressed are comprehensively addressed by clarification, or suggested proposals, for example provision of landscaped borders and trees along the NE boundary between football field and stormwater channel, and along the boundary with the primary school playground and adjacent residence.

We have taken on board the feedback given, and in response we have worked to provide acceptable outcomes wherever possible. Our response includes:

1. **New Landscape border NE**– a substantial, deep soil landscape border, around 3m wide, including planting of mature native species trees and shrubs between the new playing field and stormwater channel. This will be a substantial improvement in sustainability and positive environmental impact. See landscape plans and arborist report and section 5 below.
2. **New Landscape border W** – a substantial, deep soil landscape border, 3-4m wide, including planting of mature native species trees between White City and the primary school playground. This replaces self-seeded exempt species trees with native species trees improving sustainability and habitat. See landscape plans and arborist report and section 5 below.
3. **Retention / replacement of trees** – including
 - a. Retaining or replacing trees along stormwater channel and along boundary with primary school playground. 90 new endemic species trees.
 - b. Retaining iconic tree 18 at boundary with school playing fields.
 - c. Acceptance if included as a condition of consent – the retention of trees 99, 100, and 101.
4. **Construction traffic** – acceptance as a possible condition of consent, requiring adoption of different construction traffic routes, and suggestion of delivery route via Nield Ave, and Lawson St, and departure route via Lawson St, Boundary Ave.
5. **Pedestrian Safety** – Expansion of the Local Area Traffic Management Plan (LATM) to detail elements which will improve pedestrian safety, including traffic calming measures, median strips, and a raised pedestrian crossing on Lawson St. The expanded LATM will be provided to local schools and other interest for consultation.

In principle support for the proposal by the adjacent school for a new vehicle



entry/exit at Alma Street north as part of a broader strategy for traffic and pedestrian safety management in and around Alma Street. We understand the school believes that its proposal substantially meets pedestrian safety concerns. Until such time as the school's strategy is implemented, our offer remains open to accommodate school-day drop-off and collection traffic on the right-of-way on our site, keeping these vehicles off local streets and providing for an orderly flow.

Some of the outcomes sought, are simply not deliverable. For example, the Project cannot be undertaken without construction traffic, some noise and some dust at some point in time. Pedestrian safety and the shortest possible construction period (and disruption to adjacent properties) can only be ensured if the period available for construction traffic is not restricted. The Construction Traffic Management Plan (CTMP) provides measures to avoid conflict between construction traffic and school drop-off / collection peak periods.

Wherever possible, mitigation measures have been suggested or are already in place and documented in the submission, including appropriate building hours, avoiding school drop off and collection times etc.

The main issues, accounting for the substantial majority of all issues raised and our responses are detailed in the pages which follow. In summary, however, the principle issues raised, and the mitigation measures suggested include:

1) Construction traffic

The routes proposed in the Construction Traffic Management Plan (CTMP) were independently determined by the clubs' traffic engineers, having regard for existing heavy vehicle (bus) routes locally, as well as swept path geometry. The clubs, and their builders, have no particular preference and are prepared to accept, as a condition of consent, heavy vehicle entry/exit routes determined by Council or the approval authorities.

As an alternative, which it likely to considerably allay concern in this area, heavy vehicle access to the site via New South Head Rd, Nield Ave, Lawson Ave would be acceptable. Noting however, that left turn in from Lawson into Alma St requires some adjustments to accommodate 12.5m HRV swept paths.

Exit via Alma, Lawson and Boundary St would be acceptable.



It might be useful to note that most concerns raised about road pavements strength and geometry being insufficient for construction traffic referred to roads which are existing bus routes.

As far as minimising impact on traffic in surrounding streets and on the school, the only way this can be ensured is if the period available for construction traffic is not restricted. This allows traffic to be spread over the day, reducing impact at any particular time. This also allows incoming construction traffic to be held away from the site during the limited drop-off and collection periods, and similarly outgoing traffic held inside the site during these periods. It also allows construction traffic before school and after school i.e. minimising the impact of construction traffic on school (learning and amenity).

The Construction Traffic Management Plan (CTMP) provides traffic safety wardens, and other measures to avoid conflict between construction traffic and school drop-off / collection peak periods. The CMP provides a forum for regular and ongoing communication between site construction leadership and the school, to assist co-ordinate school and construction milestones, events or activities.

2) Pedestrian Safety

The clubs hold pedestrian safety as one of their highest priorities. Over and above the requirements of DA application, the clubs sought professional advice from two traffic and road safety consultancies acting independently.

We have previously submitted proposals for pedestrian safety and elimination of road queueing during school drop off and collection period to the primary school. The suggested approach to pedestrian safety and drop-off / collection were included in the DA submission, and prior approval submissions (2015, 2019).

We support the provisions of a designated pedestrian crossing at Alma St North to facilitate safe transit of



pedestrians between Alma St east and west sidewalks. In addition, the LATM is being clarified to include details of a new raised pedestrian crossing on Lawson St adjacent to Alma St, median strips and traffic calming tactiles in Glenmore Rd, and other measures aimed to improve pedestrian safety.

In the period following receipt of the submissions to Council on this application, the White City project team and the team assisting the school have engaged and collaborated seeking solutions to current and anticipated future traffic management and pedestrian safety issues in Alma Street, and in the entrances to the school playing fields, and to White City.

Arising from this collaboration, the school has offered, as a solution to address traffic and pedestrian safety, of a second vehicle entry / exit point to the schools playing fields at Alma St North, immediately to the west of the main gate to White City. See plan ptc-001 rev 1 (attached).

We support this proposal in principle, subject only to finalisation of the details in relation to pedestrian crossing, tactiles, gradient, sight lines, traffic and safety signage, etc. Specifically, including provision of traffic / safety signage indicating vehicles exiting the school site should (consistent with road rules) stop and give way to pedestrians and oncoming traffic.

The proposal from the school includes provision for containment and queueing of parent vehicles on its site for the morning drop-off and afternoon collection. We expect that, as presently, children will be dropped off and collected on the sidewalk immediately outside the school, and this activity will continue to be coordinated by the school, with marshals and orderly sequencing.

If the new school facilities for parking and queueing of vehicles on the school's playing field site are not completed coincident with completion of White City, the Alma St extension can be used in the interim for traffic management.



**3) Paddington
Greenway**

Nearly 90 submission received, support the idea of establishing a pedestrian and cycling “Greenway” over the stormwater channel just beyond the NE boundary of the White City Site.

Hakoah and Maccabi Tennis support the establishment of the Greenway.

In addition, the Proponent is proposing to establish a substantial landscape border on the north east boundary of the site, to compliment and improve the amenity of the Greenway, where it borders on our site.

Issues raised with Council however, request both:

- a) additional landscaping barrier along the NE boundary of the sit to improve screening; and
- b) transparency along this boundary ensuring potential Greenway users are highly visible from within White City for safety purposes.

The landscape architect and arborist recommend that planting of trees with an underlayer of shrubbery. In both cases selecting suitable local plant species. This will provide shade, pleasant views and some screening, but with some transparency. See landscape proposal.

We propose retaining and refurbishing the current boundary fence, or an equivalent replacement, to achieve a better visual outcome for Greenway users, than a 1.8m high Colourbond fence (permitted by Sydney Water). The current fence, being transparent, is a better visual outcome for users of the proposed Paddington Greenway, and local residents in Walker St.

Construction access for the Paddington Greenway can be facilitated from the NW corner of the White City site with the Greenway progressively constructed from west to east. In addition, access to the Greenway path over the channel, can be provided in the NE corner of White City to link the Greenway with the existing public walkway to Rushcutters park.

4) Operating phase, liquor licenses/noise

No change to licensing at White City is proposed. A clubs (liquor) license has been held at White City for over 70 years (since 1948).

Hakoah will, as it did at Bondi, operate scrupulously within the terms of its club license.

In relation to the potential noise impact on sensitive local receivers, it should be noted that most views raised refer to potential noise impacts occurring at times at which the primary school is closed.

3d acoustic modelling indicates that both mechanical (plant) and sports related noise sources are unlikely to adversely impact sensitive receivers, even under the most stringent criteria (nighttime).

Moreover, and professional acoustic engineering advice confirms this, the noise signature of the facilities and activities identified in the Detailed DA, is substantially below current / historic uses including 18 tennis courts, and outdoor spectator seating for 5,000 people. The noise profile modelled for the Detailed DA is a tiny fraction of the historic profile of White City as a Davis Cup venue holding over 25,000 spectators and its even earlier use as a public amusement park.

5) Landscaping and trees

We are sensitive to feedback given to Council seeking additional landscape on the NE boundary of the site and along the interface with the adjacent primary school playground.

Playing field geometry, position, and clubs building location have been examined to permit a significant landscape border to be provided along the NE and West boundary. Details appear in the sections which follow.

Specialised arboricultural and landscape design advice indicates the best environmental and sustainability outcomes are achieved from new planting of endemic species, selected to compliment the residual native forest at Cooper Park nearby. 90 new large scale endemic species trees in 400L and 750L sizes are proposed. This

will considerably improve the sustainability outcome and support local bio-diversity and wildlife.

To facilitate a meaningful, sustainable and more natural landscape boundary, a setback of three metres from the edge of the stormwater canal is needed for all building structures, primarily the synthetic field edge beam and picket fence.

The boundary fence is proposed to be left in the position it has occupied for the last 98 years. It can be refurbished or maintained in its current position and height. Any setback of the boundary fence from the boundary reduces the area available for deep soil landscaping and therefore reduces the opportunity to address environmental and sustainability outcomes sought. The endemic species landscaping proposed is a major enhancement to the area adjacent to the south of the proposed Paddington Greenway.

The clubs will accept modifications to the suggested landscape plan as conditions of consent which either increase or decrease the transparency of the NE boundary landscaping relative to the proposals made.

The landscape design as submitted in the Detailed DA, was approved as part of the S4.55 submission in September 2019. However, the design team has worked to adjust the design in the SW section of the Project to create a substantial zone of deep soil planting (as occurs currently) along the east boundary of the adjacent school playground. This will permit planting density equivalent to current quantum of trees. The landscape zone is typically in excess of 3m wide, and over 4m wide in the southern portion closest to nearby residences.

Arboricultural and landscape advice indicates current growth are exempt (undesirable) species, in poor condition, and the best result is through replanting with appropriately sized trees. The clubs will accept, as a condition of consent, a direction to ensure trees of reasonable size are planted.

A consequence of the substantial increase in landscaping in this part of the site is a need to adjust adjacent carpark area, with a consequent net loss of 4 spaces.

6) Exit ramp on Glenmore Rd

A number of submissions have been received in relation to the exit only ramp onto Glenmore Rd. The ramp is intended to operate as left turn out only.

A left turn out only outcome can be ensured by placement of a median strip in the zone immediately adjacent to the exit driveway, refer amended LATM. This will minimise the impact of the ramp on residents on the South side of Glenmore Rd, and preclude a right turn out across a lane of oncoming traffic.

Moreover, the last 6 m of the ramp are essentially horizontal, minimising the risk of disturbance to local residents from vehicle headlights.

The December 2015 approval includes entry and exit ramps on Glenmore Rd, to the west of the position now proposed, and closer to the bend in the road as it sweeps down past the Southern grandstand.

The current proposal, which was approved in the S4.55 application in 2019, eliminates one ramp and moves the position of the driveway onto the roadway to a safer position away from the corner. The ramp is compliant with all relevant standards.

Aboricultural advice recommend removal of tree 101 on the basis of the current plan. In seeking a solution, we have obtained expert advice which indicates that there is more than sufficient space between tree 100 and tree 101 for a standard width exit driveway. We are therefore prepared to accept, as a condition of consent, a requirement to locate the final position of the driveway, between trees 100 and 101, in accordance with Council preferences.

The Club will accept any direction from Council, given as a condition of consent, to retain both trees on either side of the exit driveway, notwithstanding the arboricultural



advice indicating that this may not be sustainable due to interference with a significant tree root.

2. Summary of Submissions to Woollahra Council

Objections	No. of Objections
Total Submissions	297
Construction traffic impacts on residents and local amenity	
Construction traffic routes	172
Increase in traffic during construction	121
Construction traffic impact on amenity	74
Impact on local parking	36
Impact on local businesses	35
Load limits on Glenmore rd.	13
Construction traffic impacts on school/pedestrians/safety	
Glenmore Rd student safety	33
Impact on pedestrians	29
Risk to student safety at SGS (see Sydney Grammar School below)	
Construction impacts - general	
Dust/air quality during demolition	17
Safe removal of Asbestos	18
Noise impacts during construction	15
All demolition work to be outside school hours	12
Dust, noise and other pollution, and road damage from trucks	10
Operational Phase	
Increase in traffic and impact on parking	41
Liquor license and hours of operation to be capped at 9 or 10pm daily.	28
Glenmore Rd student safety after opening	26
Noise from sport and functions	26
Membership and public access unclear	15
Increased parking demand	12
Acoustic study not acceptable worried about noise impact after construction	9
Insufficient parking provided on site	3
Too many parking spaces. Please reduce so people won't drive.	2
Impact of increased traffic on Alma st needs to be addressed	1
Glenmore Rd exit ramp	
Glenmore Rd Ramp impacts	25
Tree removal for Glenmore Rd ramp (see Tree Removal)	



Impact of Ramp on neighbours	7
Tree Removal	
Excessive tree removal	22
Tree removal for Glenmore Rd ramp	18
Plant impact on Lawson St (see Lawson St below)	
Tree removal on SGS boundary unacceptable (see Sydney Grammar School below)	
Loss of trees for Substation	5
Removal of trees on Creek	2
Landscape	
Insufficient detail in Landscape plans re replacement planting	8
Sydney Grammar School	
Risk to student safety at SGS from construction vehicles and cranes	14
Tree removal on SGS boundary unacceptable	8
SGS Safe drop off zone	6
Child safety for SGS and kids moving to Weigall	2
Supports the boom Gate option as discussed with Hakoah	1
Support the Greenway	89
Lawson St	
Lawson St Amenity impacts	9
Plant impact on Lawson St	8
Side Boundary fencing required at 2.5m on Lawson St	1
Others	
Support PRICE	12
Location of Substation	10
Insufficient community consultation prior to lodging DA	5
In full support of the Project	4
Unclear site waste management plan	4
Light pollution from Soccer lights	4
Insufficient detail on flood impacts	4
Dilapidation reports to be undertaken on Cambridge St and all surrounding streets	3
Would like detail on Fence for Greenway and ensure its transparent	2
Please keep grass tennis courts	2
More work to be done to consider cyclists in the application	2
Pollution in the creek from run off from the football field	2
objects to synthetic football	2
Heat from football field	2
Objects to Phased delivery of the development	2
Make the site safe for bikes and walkers	1



Will compensation be provided to affected neighbours	1
Cambridge St safety upgrade proposal	1
Prepare a Construction Env Management Plan detailing complaints contacts etc.	1
Reduce building height to suit local area	1
Cant access documents online	1
Insufficient detail on security at the site	1
Photomontage Fig 8 incorrect. Missing a building on cnr Glenmore and Cambridge	1
Intention to secure legal representation to fight and strongly contest this proposal.	1
No consideration of the subterranean watercourse under Hargrave St	1
Application has not considered heritage views, not meeting heritage standards	1
Non compliance with Sydney water setback for the Creek	1
Height of clubhouse	1
Please don't remove the centre court	1
Protect the lives and prosperity of residents of Woollahra	1
Alternate CVR offered	1
Aged care facility will be adversely affected by CVR	1
Raised mini courts noise impact and unclear on photo montages	1

3. Detailed responses to Submissions

Submissions	Number of Submissions	Response
1. Construction traffic impacts on residents and local amenity		
a) Construction traffic routes	172	CTMP developed in accordance with relevant requirements. Proponent open to Council suggestions on alternate routes including via Nield Ave, and Boundary St.
b) Increase in traffic during construction	121	<p>CTMP developed in accordance with relevant requirements. Impact of construction traffic on local traffic and neighbours can only be minimised if the traffic is spread over normal construction hours. Restriction of construction vehicle movements to a limited period will concentrate traffic to potentially unacceptable levels in the period.</p> <p>Restriction of construction traffic between nominated hours will lead to an unsustainable increase in construction time with consequential increase in construction costs which are beyond the capacity of a community not-for-profit to fund and endure.</p> <p>Restricted traffic access hour hours (consistent with the CSFC 3a i) place an unfair and disproportionate burden on a community not-for-profit. Unsustainable adverse time and cost impact.</p>
c) Construction traffic impact on amenity	74	CTMP developed in accordance with relevant requirements. Impact of construction traffic on local traffic and neighbours can only be minimised if the traffic is spread over normal construction hours.
d) Impact on local parking	36	Unlikely to be significant, as large areas of the site are available for construction parking during construction, and the site is well serviced by rail and bus transport.



e) Impact on local businesses	35	CTMP developed in accordance with relevant requirements. Proponent open to Council suggestions on alternate routes inc away from the Five Ways and the Woollahra Village area.
f) Load limits on Glenmore rd.	13	CTMP developed in accordance with relevant requirements. Proponent open to Council suggestions on alternate routes inc inbound and exiting via Nield, Lawson and Boundary.

2. Construction traffic impacts on school/pedestrians/safety

a) Glenmore Rd student safety	33	Where appropriate specific arrangements will be in place during construction to assist in the safe movement of vehicles and minimise risk to student and pedestrians alike. Glenmore Rd is unlikely to be used, except very occasionally for construction traffic purposes. The CMP provides for co-ordination between the contractor and school.
b) Impact on pedestrians	29	Where appropriate specific arrangements will be in place during construction to assist in the safe movement of vehicles and minimise risk to student and pedestrians alike.
c) Risk to student safety at SGS (see Sydney Grammar School below)		Where appropriate specific arrangements will be in place during construction to assist in the safe movement of vehicles and minimise risk to student and pedestrians alike. The CMP provides for co-ordination between the contractor and school.

3. Construction impacts - general

a) Dust/air quality during demolition	17	Construction will be conducted in accordance with relevant standards, and mitigation measures taken to ameliorate dust when necessary.
b) Safe removal of Asbestos	18	Any asbestos will be removed by appropriately certified contractors, in accordance with relevant standards.

c) Noise impacts during construction	15	Construction will be conducted in accordance with relevant standards, and mitigation measures taken to ameliorate noise when necessary. The noise impact on the adjacent school can be minimised if construction occurs before and after school hours.
d) All demolition work to be outside school hours	12	A proposal was submitted to the primary school to collaborate with a view to ensuring demolition commences early in the school holidays. This opportunity remains open and the proponent is working diligently to achieve this outcome. The ultimate outcome depends on factors outside of the proponent's control (date of approval, conditions, etc)
e) Dust, noise and other pollution, and road damage from trucks	10	See above.
4. Operational Phase		
a) Increase in traffic and impact on parking	41	Professional traffic engineer advice indicates impact during operations on local traffic is unlikely to be discernible. Parking numbers determined in accordance with guidelines. Details are being provided of the hour-by-hour, day-by-day estimates of demand for parking.
b) Liquor license and hours of operation to be capped at 9 or 10pm daily.	28	White City has been a licensed premise for over 70 years. A licence is currently held and will continue. Hakoah has always operated in accordance with the provision of its license.
c) Glenmore Rd student safety after opening	26	While the exit driveway is compliant with relevant standards, students can use the Glenmore Rd south sidewalk, and avoid potential conflict with White City traffic entirely.



d) Noise from sport and functions	26	<p>A comprehensive acoustic report including 3d acoustic modelling has been completed and submitted in response to Council request. The report indicates no significant adverse noise impact from the proposed development.</p> <p>Acoustic reports indicate no material increase or difference from present, and certainly less than the noise signature of historic (approved) use.</p>
e) Membership and public access unclear	15	<p>Membership of the new Hakoah Club is open to people of all backgrounds, and faiths, local residents and people from further afield alike. Details on membership packages will be publicly available on or prior to opening. A range of membership packages including family, social and gym membership will be offered. The restaurant and café will be accessible to the public. As presently, Tennis will continue to be open to the public.</p>
f) Increased parking demand	12	<p>Parking numbers determined in accordance with guidelines and on the basis of detailed hour-by-hour, day-by-day analysis by type of use.</p>
g) Acoustic study not acceptable worried about noise impact after construction	9	<p>A comprehensive acoustic report including 3d acoustic modelling has been completed and submitted in response to Council request. The report indicates no significant adverse noise impact from the proposed development.</p>
h) Insufficient parking provided on site, insufficient staff parking	3	<p>Parking numbers determined in accordance with guidelines.</p>
i) Too many parking spaces. Please reduce so people won't drive.	2	<p>Parking numbers determined in accordance with guidelines.</p>
j) Impact of increased traffic on Alma St needs to be addressed	1	<p>A proposal from the primary school for a second vehicle entry/exit at Alma street north to address impact of increased traffic and pedestrian safety is supported. Until such time as the school implements its intended plans, we offer as an alternative the</p>



opportunity to accommodate and queue school drop-off and collection traffic on the right-of-way within the site.

5. Glenmore Rd exit driveway

a) Glenmore Rd driveway impacts	25	Ramp and driveway were approved in September 2019 in the S4.55 consent. As the ramp is left turn out only, and the exit driveway largely horizontal, impact on adjacent properties and local traffic is minimised.
b) Tree removal for Glenmore Rd driveway (see Tree Removal)		Arboricultural advice recommends removal of tree closest to exit driveway. Position of exit driveway can be adjusted to move away from and retain tree 101. Tree 100 and tree 99 may interfere with sightlines to oncoming traffic. Proponent will accept Council advice on retaining or removing trees.
c) Impact of Ramp on neighbours	7	Ramp and driveway were approved in September 2019 in the S4.55 consent. As the ramp is left turn out only, and the exit driveway largely horizontal, impact on adjacent properties and local traffic is minimised.

6. Tree Removal

a) Excessive tree removal	22	Removal of exempt or poor specimens and replacement with extensive planting of endemic species to meet landscape, habitat, and sustainability objectives. Outcome is more intensive landscape provision than required in concept masterplan approval. The overall number of trees is increasing by the provision of 90 new large scale endemic species trees in 400L and 750L sizes. This will considerably improve the sustainability outcome and support local bio-diversity and wildlife.
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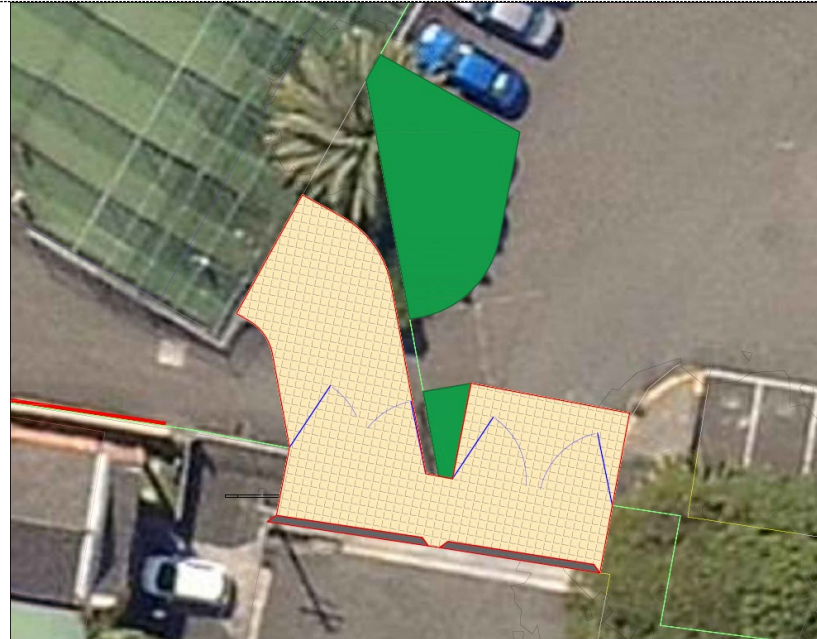
b) Tree removal for Glenmore Rd driveway	18	Not required, see above
c) Plant impact on Lawson St (see Lawson St below)		See response in Lawson St below
d) Tree removal on SGS boundary unacceptable (see Sydney Grammar School below)		Removal of exempt or poor specimens and replacement with extensive planting of endemic species to meet landscape, habitat, and sustainability objectives. Outcome will be a landscape border with sustainable species, and equivalent in density and height to currently, with frequent inclusion of mature trees in the plan.
e) Loss of trees for Substation	5	Will not occur. Proposal submitted retains all, or replaces a single tree to accommodate the sub-station pad. Overall impact is a reduction in trees in this area. Final substation position subject to authority approval and specialised Level 3ASP electrical engineering advice.
f) Removal of trees on Creek	2	The number of trees alongside the stormwater channel is increasing. Removal of exempt or poor specimens and replacement with extensive planting of endemic species to meet landscape, habitat, and sustainability objectives. Planting includes low level shrubbery and trees with frequent inclusion of mature trees in the plan.
7. Landscape		
a) Insufficient detail in Landscape plans re replacement planting	8	Landscape proposal provides full details which include extensive planting with endemic species.
b) Insufficient setback from stormwater canal		The landscape proposal establishes a ~3m landscape zone between the nearest built structure (edge beam and picket fence surrounding the synthetic playing field) and the stormwater canal.



8. Sydney Grammar School

a) Risk to student safety at SGS from construction vehicles and cranes	14	<p>Proponent proactively engaged with school leadership at the highest level. A series of meetings were held with an open invitation to the school for more. Builders indicate that craneage will be either from mobile cranes contained entirely within the White City site, or from a tower crane, with no impingement on the adjacent primary school property.</p> <p>Construction traffic will be managed as part of a construction management and safety plan and the contractor will work closely with the school to ensure minimum disruption or impact.</p>
b) Tree removal on SGS boundary unacceptable	8	<p>See new landscape proposal for boundary for school playground, includes planting of substantial endemic tree species. Outcome will be a landscape border with sustainable species, and equivalent in density and height to currently, with frequent inclusion of mature trees in the plan.</p>
c) SGS Safe drop off zone	6	<p>Comprehensive proposal for safe managed drop-off and collection arrangements submitted to school.</p> <p>A proposal has been received from the school's consultants, for an alternative approach to drop-off and pick up traffic management as part of a development the school is undertaking. This solution offers a separate entry and parking area for school parents. We support this proposal</p>





d) Child safety for SGS and kids moving to Weigall Oval

2

A pedestrian safety proposal, including a pedestrian crossing at Alma Street north was submitted to the school. The driveways arrangement above will include provision for safe pedestrian crossing. Details are being developed by the traffic consultants retained by the school and we expect will be supported by both the proponent and the school.

e) Supports the boom Gate option as discussed with Hakoah

1

Noted.



9. Proposed Paddington Greenway

- | | | |
|---|----|---|
| a) Supports the proposal for building a new pedestrian and cycle track beside the White City Site | 89 | Proponent similarly supports the Greenway proposal. |
|---|----|---|

10. Lawson St

- | | | |
|--|---|---|
| a) Lawson St Amenity impacts | 9 | Considerably improved by new landscape proposal for western boundary alongside the school. |
| b) Plant impact on Lawson St | 8 | Engineering advice confirms that, should the substation kiosks be located where indicated, they will be compliant with appropriate health and safety standards, and given the distances do not pose any risk to the health of residents on Lawson St, or within the primary school.

The acoustic report and 3d acoustic model indicates that the potential noise impact from mechanical plant on the west of the southern grandstand complies with the most stringent night time criteria. |
| c) Side Boundary fencing required at 2.5m on Lawson St | 1 | Fencing will be Code compliant. |

11. Others

- | | |
|--|--------|
| a) Supports Cr Price's submission to Council in relation to White City | Noted. |
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b) Location of Substation and concern for health and safety around the substation	Final position and design on substation subject to signoff by appropriately qualified electrical engineers. Any substation will meet relevant safety standards. There is no evidence of adverse health impacts from kiosk substations. Specialist electrical engineering advice indicates that, given the distance to the nearest residence, potential electro-magnetic radiation effects from the sub-station kiosk are below background levels, and less than are generated from domestic appliances.
c) Insufficient community consultation prior to lodging DA	Community surveys were conducted, and meeting held with interested parties prior to lodgement. The earliest possible date after the holiday period was chosen for public consultation and meeting with Paddington Society, and parent's groups.
d) In full support of the Project	Thank you. Noted.
e) Unclear site waste management plan	Noted
f) Light pollution from Soccer lights	Light spill modelling indicates new LED lighting does not cause light pollution.
g) Insufficient detail on flood impacts	Comprehensive flood modelling study informs the flood strategy. Site has a detention basin currently, no additional flood waters are displaced elsewhere during a flood event. We believe Council flood engineers are satisfied with the plan. All buildings are designed to be compliant with relevant flood standards.
h) Dilapidation reports to be undertaken on Cambridge St and all surrounding streets	Available to all nearby properties on request.

i) Would like detail on Fence for Greenway and ensure its transparent	See above. Provided in landscape proposal / response.
j) Please keep grass tennis courts	Grass is lovely but cannot sustain frequent and regular use without falling into disrepair and there is a tremendous demand in the eastern suburbs for access to playing fields.
k) More work to be done to consider cyclists in the application	Noted. Carpark has excellent bike, and motorcycle parking and end of trip facilities for cyclists.
l) Pollution in the creek from run off from the football field	Remediation action plan prepared in response to Council request.
m) Objects to synthetic football	Grass is lovely but cannot sustain frequent and regular use without falling into disrepair and there is a tremendous demand in the eastern suburbs for access to playing fields.
n) Heat from football field	See landscape proposal, and surface can be water cooled.
o) Objects to Phased delivery of the development as inconsistent the original approval.	Legal advice indicates that the application is consistent with approvals.
p) Make the site safe for bikes and walkers	Noted. Carpark has excellent bike, and motorcycle parking and end of trip facilities.
q) Will compensation be provided to affected neighbours	No.



r) Prepare a Construction Env Management Plan detailing complaints, contacts etc.	Submission prepared in accordance with Council guidelines.
s) Reduce building height to suit local area	Buildings are within the approved envelope.
t) Cant access documents online	Noted
u) Photomontage Figure 8 is incorrect. Missing a building on cnr Glenmore and Cambridge	Noted.
v) No consideration of the subterranean watercourse under Hargrave St	N/A
w) Application has not considered heritage views. And does not meet heritage standards	Application is a substantial improve in heritage conservation relative to approved masterplan.
x) Non compliance with Sydney water setback for the Creek	See new landscape border.
y) Height of clubhouse	Clubhouse is within the approved envelope.
z) Please don't remove the centre court	Conserving southern grandstand, as a legacy heritage asset, is a substantial improvement on approved masterplan.



aa) Protect the lives and prosperity of residents of Woollahra	Projects delivers new community assets, and programs as a permanent enhancement to the Paddington Woollahra community for generations to come.
bb) Alternate CVR offered	Proponent has indicated openness to alternative traffic routes to be advised by Council.
cc) Aged care facility will be adversely affected by CVR	Proponent has indicated openness to alternative traffic routes to be advised by Council.
dd) Raised mini courts noise impact and unclear on photo montages	Comprehensive acoustic report, including noise modelling prepared in response to questions from Council.
ee) Retain fence on 302 Glenmore Rd and Site	The fence will be retained.
ff) A construction liaison committee should be established	A comprehensive stakeholder and communication management plan is included in the CMP.
gg) Requirement for a Glenmore Rd School pedestrian crossing supervisor	Proponent will accept alternative construction route.
hh) Proposal lacks public benefit	Public benefit is ensured through the renewal of a once iconic sports venue as a venue for sports and community activity. Membership of the new Hakoah Club is open to all. The Club is a community not-for-profit entity. The amenity of nearby properties achieved through the reduction in density that the proposal represents relative to existing condition. Further public benefit is achieved through the replacement of weed and non endemic (exempt) species with tree species native to Australia.

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- ii) Proposal is not connected or integrated into the surrounding locality

The proposal increases the level of integration of White City into the Paddington community. Ne pedestrian access points are provided on Glenmore Rd in the restored southern grandstand building and immediately to the east as a pedestrian thoroughfare to tennis courts, playing field and the new Club. For the first time White City provides dedicated bicycle and cycle parking and end of trip facilities.

