

SUSAN FRYDA-BLACKWELL

Submission

Concept Proposal and Stage 1 application for a new independent school in North Sydney

Application No SSD-46014456

I object to the Concept Proposal for the reasons outlined below.

Traffic

I live at [REDACTED] North Sydney. Our building backs onto Harnett St. The Concept Proposal outlines the proposed drop-off and pick-up area as being within the basement area with entry and exit via Harnett St. Harnett St is a very narrow dead-end street and our garage entries are directly opposite the entry for the school. If drop-off and pick-up at Wenona School is anything to go by, the traffic congestion will be heavy and result in queueing along McLaren St. It will be very difficult for residents of my building to enter or exit our garage hoists during peak times. The proposal states that traffic will be managed within the basement but what about the clear need to manage the school traffic in Harnett St? Arrangements must be made by the school to ensure clear entry and exit for residents of 150 Walker St.

The school must be mandated to introduce the Green Travel Plan as outlined in the Arup document as soon as the school opens.

There is also the question of traffic congestion around the school. Vehicles leaving Harnett St will then bank up in McLaren St as they try to enter Walker St to travel south towards the city. During peak hours local residents already report waiting up to 20 minutes to make this turn. Then there is the gridlock at the corner of Walker & Berry Sts. This has not been factored into the traffic study as Transport for NSW is apparently unable to provide guidance due to the construction of the Western Harbour Tunnel. Their excuse is ridiculous. They and we know how much traffic uses that intersection and how difficult it is to navigate during peak hours.

There is daily gridlock in Miller St during peak hours. And I point out that vehicles cannot turn right from McLaren St into Miller St. Vehicles need to travel north use Ridge St to turn right onto Miller St. That access is minimal due to very short periods for cars to turn right at the lights and the queues regularly extend right down Ridge St and into Walker St at Wenona.

Buses in the vicinity are already full and not stopping at McLaren St as they have already picked up passengers in the North Sydney CBD; footpaths are already choked with students from the major schools together with CBD and resident users; there is no parking available in the area to support this proposal and the area cannot support the additional traffic generated by the required trades, services and waste collection.

I therefore have considerable concerns about the traffic studies as I believe they do not reflect the present reality of local residents in the area. The proposal notes that there are a number of ongoing developments surrounding the site which will operate during the proposed redevelopment. Surrounding construction sites include (but are not limited to) 168 Walker Street, 173-179 Walker St & 11-17 Hampden St, 45 McLaren Street, Marist College, Monte Sant Angelo Mercy College, North Sydney Demonstration School and Wenona School.

The vehicle access for the 28 storeys and 300 plus vehicles at 168 Walker St is only via McLaren St, directly opposite the school entrance. The two buildings will be competing for egress into McLaren St which itself will be at the mercy of the traffic from Miller St and Walker St. The proposed development at 45 McLaren St includes provision for 100 or more residential and



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commercial vehicles. 284 apartments are planned for 173-179 Walker St & 11-17 Hampden St with at least 200 vehicle movements. The impacts from both the Warringah Freeway upgrade and the Western Harbour Tunnel are not addressed at all.

Figures from the surrounding development sites shown in table 5 on page 21 of the Arup Traffic and Transport Impact Assessment contain figures which have been shown to be grossly understated and simply self-serving for the respective developers. The queueing lengths in table 6 are fictional and not related to the reality of the current queueing. They bear no relationship to the reality experienced daily by current residents, let alone what will be experienced once all of these developments have been completed. Nor do they take account of first responders, deliveries to the school or to surrounding properties.

But the difference between this proposal and the other works is that the school will remain and suffer the traffic consequences whereas the residential developers will be long gone.

I also question the wisdom of funneling cars into a basement area. The fumes from slowly moving and/or stationary vehicles will not be conducive to good health for anyone standing there, students and teachers alike. The health aspects of this part of the proposal surely must be of concern to the Department.

There is also the issue of managing construction traffic in Harnett St. The proposal suggests that Harnett St will be blocked at certain times to permit crane access in the street. Residents of my building must be given adequate notice so that we can move our cars. The proponent must be required to pay for alternative parking for residents in the nearby parking stations when crane access blocks Harnett St.

The 10 metre green work zone to the south of Harnett St is directly opposite the entrance to our garage hoists. I request that this be moved away from the entrances to further along the street. Curiously, the McKenzie Report at p 10 refers to "*Warning Tactile Ground Surface Indicators (TGSIs) and/or provision of bollards shall be provided either side of the car park entry points on Grace Avenue and Forest Way*". Does this indicate that the McKenzie Report is a cut and paste from another project and therefore irrelevant to this proposal?

Sunshade Devices

The proposal includes the proposed removal of the sunshade devices along Harnett St on the Basement Level. These will be replaced with a solid bronze metal finish. I support this enhancement to the building and suggest that it might be considered more broadly around the building. However, I also note that the solid metal will enclose the basement area thus trapping noxious fumes from cars crawling around the area during drop-off and pick-up times.

Amenity

The Planning Secretary's Environmental Assessment Requirements include "*consideration of the potential cumulative impacts due to other developments in the vicinity (completed, underway or proposed)*" and the proponent is required to "*assess amenity impacts of the concept on the surrounding locality, including lighting impacts, visual privacy, visual amenity. A high level of environmental amenity for any surrounding residential or other sensitive land uses must be demonstrated (where applicable).*"

In this context I have serious concerns about noise levels from students accessing the very small outside areas available in the building. The noise from the playground areas on levels 2, 3, 6 & 7 during breaks will be loud and unacceptable to neighbouring residents. Staggering the meal breaks will only lengthen the noise times. PA systems and school bells will be very disruptive and unwelcome. The surrounding residences must be provided with reasonable acoustic privacy from the outdoor play areas within the school.



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Community Consultation

The community consultation was undertaken before the true scope of impacts on the local neighbourhood had been understood. Ethos Urban have conducted other surveys in this neighbourhood, specifically for Cbus who are seeking to develop the site at 173-179 Walker St & 11-17 Hampden St (presently in the Land & Environment Court). The conduct of their community consultation process leaves a great deal to be desired and trust is at a very low level. Their responses to community concerns don't acknowledge the level of anxiety or the depth of angst felt by the neighbourhood.

Ward St Masterplan

North Sydney Council's Masterplan for Ward St, located almost adjacent to Harnett St and flowing off Berry St, calls for opening of the Council owned carpark Harnett St as the designated site for deliveries to and from cafes and businesses proposed for this large development. This will severely impact parents, teachers and deliveries to Reddam School. Simply, Harnett St will not be able to cope with all of this traffic.

Conclusion

Reddam School has a good reputation locally for scholastic achievement. However, I have to question the wisdom of placing 1500 plus students into an office building.

And there is the issue of students and teachers being forced to breath noxious fumes and polluted air in the basement during drop-off and pick-up times. Such an idea borders on the negligent.

Indicative timelines for the work to be undertaken have already blown out eg construction traffic program programmed for March – July 2023. We are now in late April and the Stage 1 documents are yet to be assessed. Reddam School therefore has more time to reassess its proposal and its many deficiencies.

I urge that this application in its present form and at this location not be approved by the Minister for Planning and that public hearings be held so that the Minister and his Department can hear first-hand, the concerns of the surrounding community.

I declare that I have not made any political donations or gifts relating to any development proposals, planning instruments or development control plans.

[REDACTED]

25 April 2023

[REDACTED]

[REDACTED]