

JANE HARVEY

[REDACTED]

North Sydney

Email: [REDACTED]

2 May 2023

The Director

Social and Infrastructure Assessments

NSW Planning

Department of Planning and Environment

Locked Bag 5022

Parramatta NSW 2124

Attention: Kevin Kim – [REDACTED]

Dear Kevin,

APPLICATION FOR NEW INDEPENDENT SCHOOL AT 41 MCLAREN STREET NORTH SYDNEY; SSD – 46014456

I object to the application for the following reasons:

Strategic context – There is no substantive evidence of the need for another school in the area. Within a 5 km radius of North Sydney (which includes the Sydney CBD), there are at least 13 secondary schools (some of which have primary schools) and 7 primary schools, ranging from independent, state and religious based. With close access to the railway, buses and metro, the availability of schools for North Sydney children is extended to a radius wider than 5 kms.

Density impact – The impact of the presence of 1,683 people in McLaren Street arriving and leaving at approximately the same time is huge. There is no room in McLaren Street to accommodate the additional traffic and people before taking into account the impact of commuters from the metro station and the additional residents from Aqualand and the proposed CBUS development on the corner of Hampden and Walker Streets. The footpaths are not wide enough.

Traffic - Traffic will be a nightmare. The majority of the 200 K-2 children will most likely be driven to school as well as number of the older children creating more vehicular traffic. There is ample evidence of this provided by Wenona, where many of the students are driven to and from school. Reddam will not be any different.

The proposed drop-off is small relative to student numbers and is entirely reliant on Harnett St which is narrow and reliant on McLaren St. All traffic to the school must go down McLaren Street, which means this traffic will have to use either Miller, Berry or Walker Streets (or at the very least 2 out of those 3 streets). Given the proposed school is larger than Wenona (which spreads across Miller, Elliott and Walker St for arrival & departure), it is inevitable that McLaren St will become even more gridlocked with cars and pedestrians than Ridge St currently is during school pickup & drop-off.

Traffic lights at Walker and McLaren may become necessary but, if so, this will compound the congestion and affect the flow of traffic on Berry Street (a road of major significance).

The assessment of traffic impact has to be considered in light of the other proposed developments and changes in the area which will be creating more traffic:

- the new Aqualand development at 168 Walker Street – 300+ vehicles
- 45 McLaren Street
- 173-179 Walker Street – 228 vehicles
- 50 McLaren Street (18 storeys) –
- Other buildings under construction in Walker Street between Berry and Mount Streets
- Access to the Western Harbour Tunnel
- Warringah Freeway Upgrade

I invite you to take walk around this area in the morning during peak hour, especially during school term. You will get a much better view of the situation than from reading a Traffic Impact Study prepared for the applicant and paid for by the applicant. The applicant will not be filing a report saying that the traffic impact will be serious.

Parking - To assume that only 10 members of staff will drive is unrealistic. What is this assumption based on? More teachers will drive and will need to park in nearby carparks, adding more traffic.

Children's mental and physical health – This is a development of state significance. Children's mental health is an issue of serious concern and one would have thought is an issue of state significance. Is no one concerned how detrimental it will be to those 1560 school student to be incarcerated in this building from 9.00 am to 3.00 pm without access to play-grounds and outdoor areas? The internal layout of small rectangular class rooms is an uninspiring learning environment for children, worsened by the lack of outdoor access and sunlight. It may have a multi-purpose sport facility and dance/drama rooms but the available area for so-called roof top play is minimal compared to the number of children. Battery chickens will have a better life.

Bicycle spaces – 102 spaces. These must be for the staff because no parent in their right mind would let their child ride a bike to school in North Sydney. It is too dangerous. I walk around North Sydney a great deal at peak times and there are very few cyclists because the traffic is so bad. I have never seen a school student (let alone 102) cycling to Shore, Wenona, Monte, Marist North Sydney, St Mary's, North Sydney Dem, North Sydney Girls High or North Sydney Boys High. This is tokenism at its highest.

Sustainability - The sustainability initiatives are also tokenistic. The school is inherently energy-hungry due to the vertical transport (lifts), massive density of occupants, the need for air-conditioning 100% of the time and the absence of any solar generation on site. A lot of CO2 will be produced by such intense occupation of this building.

Waste – to claim that the daily collection of a small number of bins compared to other schools is again tokenism. What evidence is given that this school will produce less waste compared to other schools?

Contributions levy – All for profit organisations should be treated equally regardless of their purpose.

I declare that I have not made any reportable political donations in the last two years.

I acknowledge and accept the Department's disclaimer and declaration.

Please acknowledge receipt of my submissions.

Yours sincerely,

A solid black rectangular box used to redact the signature of Jane Harvey.

Jane Harvey