

WAVERLEY COLLEGE SSDA 424 25537

INTRODUCTION

My name is Philip Fuller and I own and live at unit 1206/2A Henrietta Street, Waverley in a Seniors Living (over 55s) residential complex of 55 units, called “The Langlee”. There are 4 buildings at The Langlee, I am in the largest building, The Palmerston, corner of Birrell and Henrietta Street – I attach **Photo A** showing the location of my unit which has an easterly and southerly aspect.

I object to the application in its current form.

MAIN ISSUES

My main issues with the application are as follows:

1. Inadequacies and omissions in the submitted documents including apparent failure to satisfy all of the SEARS dated 23 April 2024.
2. Traffic and parking impacts during the construction phase and long term.
3. Other construction impacts (noise, vibration, dust) and properly managing them to minimize those impacts on nearby residents including the residents of The Langlee.
4. Potential noise impacts long term
5. Removal of trees and inadequate landscaping.
6. The bulk and scale of Building 1, including in phase 1 but particularly phase 2.
7. Potential privacy impacts from Building 1 including the proposed rooftop terraces.

These comments relate to the proposed works in the “Eastern Precinct”.

References to appendices are appendices to the EIS by Gyde dated 19 September 2024 (the EIS).

INADEQUACIES AND OMISSIONS IN THE SSD DOCUMENTATION

I have reviewed the Planning Secretary’s Environmental Assessment Requirements (SEARS) dated 23 April 2024 against the EIS and do not believe that all of the requirements have been satisfied – please see following comments under the subject headings.

TRAFFIC AND PARKING -LACK OF CONSTRUCTION TRAFFIC MANAGEMENT PLAN AND LONG-TERM IMPACTS

Item 9 of the SEARS requires a Construction Traffic Management Plan (CTMP) which is to include likely impacts of construction vehicle movements and how those impacts will be mitigated.

Appendix FF (Statutory Compliance Table) page 1 states that “A Construction Management Plan **will be** prepared by the appointed construction manager” (my emphasis).

The streets around the College are already very congested at times, especially at school pick up and drop off times, not only with traffic from the College, but traffic from Waverley Junior School further down Henrietta Street and the two schools in Carrington Road (St Charles Primary School and St Clare’s Secondary College).

Many residents of the Langlee avoid taking their cars out at school pick up and drop off times due to the traffic congestion and risky driver behaviour in the surrounding streets.

I attach photos, **(Photos B1 to B4)** taken at school drop off time at 8.10 am on Friday 15 November 2024 showing the congested nature of the traffic in the vicinity of the College, including cars queuing along Birrell Street and Langlee Avenue.

The right hand turn out of Langlee Avenue is particularly risky and at times cars queue across the intersection of Birrell and Langlee Avenue.

Cars exiting Langlee Avenue which turn left and then immediate right into Park Avenue also cause issues in terms of traffic safety.

There is also queuing at the intersection of Birrell and Henrietta Street and cars regularly ignore the parking/traffic signs.

I also attach photos, **(Photos C1 and C2)** taken at that time of Henrietta Street (a narrow one way Street with bike lane) showing most of the parking occupied and also the 2 tonne truck limit sign.

Having regard to the above, it is essential that there be a properly formulated and detailed CTMP to deal with construction traffic (which according to the EIS will last for at least 25 months – p.66) including trucks, other construction vehicles and the vehicles using the staff carpark (including out of school hours uses). This should be provided up front before determination of the application so that impacts and mitigation measures can be properly considered and be the subject of clear and enforceable conditions of consent.

I am also perplexed at why the number of existing parking spaces in the staff carpark (see traffic report **Appendix II** p.14) are proposed to go up from the present 87 to 136 In stage 1 but then decrease to 73 in stage 4 when staff numbers increase by approximately 30.

If there is a need, upon completion, for only 73 spaces why put the significant fig tree at risk (see comments below) by excavating into its root zone for a carpark that is simply not needed on the traffic report's own numbers?

NOISE IMPACTS

Item 11 of the SEARS requires the applicant to Provide a noise and vibration assessment prepared in accordance with the relevant NSW EPA guidelines.

The Noise and Vibration Assessment Report by Acoustic Logic dated 20 August 2024 (**Appendix W**) has incorrectly identified The Langlee as “Private Recreation – Waverley Bowling Club” (the use of the site before the current mixed use development of club/over 55s residential) and not identified the property as a residential receiver.

See for example Site Plan of existing local context p.16, Table 2 on p. 15 and table 3 on p. 18.

The noise of most immediate concern to me is the construction noise (including construction traffic noise), but also the noise likely to be generated by out of school hours uses including the night time uses. I am concerned about a new noise source, namely the rooftop terrace on building 1, as well as additional traffic noise that will occur as a result of the proposal to change the entry only carpark accessed off Henrietta Street to entry and exit, closing off the Birrell Street exit. This carpark is used not just for staff but also for after-hours school uses.

TREES AND LANDSCAPING

Item 7 of the SEARS requires an arboricultural report that assesses, among other things, the significance of trees to be retained.

Whilst the Arboricultural Impact Assessment **Appendix C** identifies the Fort Jackson Fig between the tennis courts and Henrietta Street (tree no 76) as significant, the conclusion that the tree can be retained does not

appear to have been informed by the amount of excavation and other works required for stormwater that is shown on the stormwater plans.

The question must be asked, on a site this big, why would there be proposed **any** excavation within the root zone of this tree given its significance as recognized by the listing on Waverley Council's Significant Tree Register and its clear contribution to the amenity of the neighbourhood and habitat for native wildlife.

The excavation and creation of a carpark for 10 years within the root zone of the tree is also difficult to understand given that in stage 4 it is proposed to reduce the number of parking spaces (see above).

VISUAL AND PRIVACY IMPACTS OF BUILDING 1

The building will be higher and bulkier than other buildings in the surrounding residential precinct. Whilst The Palmerston Building at The Langlee is 6 storeys plus a roof terrace, this is mitigated by the following factors:

- the ground floor of The Palmerston Building is set below Henrietta Street for a substantial part of its elevation.
- the top 2 storeys of The Palmerston Building are set in from those below.
- there is a substantial setback between the western edge of The Palmerston Building and the Henrietta Street boundary, which is planted out with a number of canopy trees which are already screening the lower levels of the building.

The adjacent Glenroy Building to the south is 3 storeys with the top storey set in on the southern side. It also has substantial landscaping between it and Henrietta Street.

The residences in surrounding Henrietta Street and Salisbury Street are predominantly one to two storeys.

There is very limited space to plant and maintain canopy trees between the eastern edge of the carparking area and building 1.

The building will be even more impactful on completion of phase 2.

The Visual Impact Assessment Report (**Appendix JJ**) shows the view of building 1 from the eastern side of Henrietta Street near the main pedestrian entrance to The Langlee (view no 25 – figure 55), but it is misleading as the top half of the building is “chopped off.”

A better appreciation of the impact is obtained in the architectural plans, eastern elevation. Additionally, the southern and northern elevations show a long length of building (especially in phase 2) quite out of context with anything around it.

The rooftop terrace, especially in phase 2, will bring new privacy impacts to the residents of both the Glenroy and Palmerston Buildings of the Langlee.

CONCLUSION

The right of the College to make alterations and additions to better fulfil the needs of the staff and students and the school community is acknowledged, however there needs to be an acknowledgement that the College adjoins residential development and in the case of the Henrietta Street boundary, such development is very close.

Accordingly, I would request the following:

1. A Construction Traffic Management Plan be provided by the College for comment by the community and Waverley Council prior to determination of the application.
2. The acoustic report be updated to consider the existence of The Langlee as a residential receiver and this be provided for comment by the community and Waverley Council for comment prior to determination of the application.
3. The proposed “temporary” 10 year carpark to the west of the significant fig tree (tree 76) be deleted, along with any stormwater or other infrastructure works in the root zone and under the canopy of that tree. Further, that the proposed tennis court next to this tree be deleted.
4. Building 1 be lowered and the rooftop terrace deleted, and phase 2 of that building does not proceed.
5. The current carpark off Henrietta Street (including its proposed extension) remain as entry only, with the exit to Birrell Street to remain.
6. In the event of any approval, the maximum number of staff and students and the hours of operation of all school facilities (school and non-school use) be identified and specified as a condition.

Yours faithfully,

Philip Fuller

Unit 1206/2A Henrietta Street Waverley

NSW 2024

19 November 2024

PHOTOS

PHOTO A



PHOTO B 1



PHOTO B2



PHOTO B 3



PHOTO B4



PHOTO C 1



PHOTO C 2

