

## Prity Cleary

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**From:** Susan Almeida <susanalmeida99@gmail.com>  
**Sent:** Thursday, 4 April 2019 12:25 PM  
**To:** Prity Cleary  
**Subject:** official submission of commentary on Application Number: SSD 17\_8993 SCEGGS Darlinghurst Concept and Stage 1 DA

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Re: Application Number: SSD 17\_8993  
Application Name: SCEGGS Darlinghurst Concept and Stage 1 DA

Dear Prity:

My partner and I own a unit directly across from SCEGGS and have lived at this address for nine years. We are big supporters of SCEGGS and love having SCEGGS in our neighbourhood however the SCEGGS Darlinghurst Concept and Stage 1 DA is not addressing the problems of student pick-up and drop-off adequately:

1. Dense pollution from unnecessary idling traffic twice a day:

While the traffic analysis in the SCEGGS submission includes a study that puts peak impact on nearby intersections as minimal (A and B levels), it ignores the reality that twice a day during the peak pickup/drop off times – there is a major backup of SUVs and other vehicles idling for a solid 45 minutes in the area between the traffic monitor and the SCEGGS exit at St. Peters Street – it appears this throttling back allows the intersection to perform OK, but at the expense of a backup of idling traffic.

This twice-a-day backup puts these young students health at risk as studies have shown sitting in idling traffic dramatically increases the intake of harmful small particulates which have been shown to retard lung growth (which typically stops at 18 years old). And, the health of all the residents in that area. On a personal level, I have resorted to closing up my unit completely for at least 2 hours in the morning and 2 hours in the afternoon because of the density of the pollution from these vehicles.

Can we please consider the following simple practical solutions:

- a. Increase the spread – currently there is only a 15 minute spread between the groups being picked up/dropped off – clearly not enough to prevent this twice-daily traffic back-up
- b. Set more aggressive targets than in the SCEGGS current submission regarding reducing the current dependence on cars ... observing these traffic patterns daily for nine years – one can see that most of these are one parent transporting their child/children. And, in the SCEGGS submission they brag about how central and close to all forms of bus, train and bike transport are available – yet stick to private cars as the main solution.

2. Excessive allocation of scarce street parking to SCEGGS:

There is already a shortage of parking in the area, devoting even more spaces to SCEGGS on Bourke St is not appropriate. For example, as a resident without an off-street parking spot, we are not allowed a parking permit in our own neighbourhood – not even for parking the occasional rental car or for temporary tradie parking permit. Please consider:

- a. SCEGGS should make use of the public St. Peters Street which SCEGGS have already taken for their own use with gates blocking public car access – this provides more than enough pick-up/drop off spots – and do not give even more street parking on Bourke St to SCEGGS use only.

Thank you. Again, we love having SCEGGS in our neighbourhood and I'm sure the parents and students would love to see a better drop-off/pick-up scenario than they are currently enduring as well.