

MARIST COLLEGE NORTH SHORE REDEVELOPMENT PLANS

Would you please answer the following questions in relation to your design:

- 1. Where can people park when attending the Church for services, weddings and other ceremonies at any time of the day?** The Church is used for many activities other than just by the school. The Colston Budd Rogers & Kafes Report and plans show the existing 55 ground level parking spaces north of the Church are to be removed with the area becoming a pedestrian "Piazza". Also the existing Ron Dyer Centre parking will be reduced from 40 spaces to 37 spaces including 17 reserved solely for the Parish Centre, leaving only 20 spaces which will only be available out of school hours for Parish use and St. Marys Church!
- 2. Why is some existing parking located north of the Church not retained at ground level and a carpark completely constructed under the proposed "Piazza" having its entry/exit from the existing road from Ridge Street?** It is worth noting the example by Ku-ring-gai Council which is currently constructing a ground level "Piazza" with car parking below in Lindfield to meet forward projections and provide public recreation space. Such a redesign will also assist the proposed School Auditorium entry foyer operation, as it will need substantial car parking due to its seating capacity of 1528 seats!
- 3. Why is the existing number of car spaces now provided on-site not increased in the proposed plans because of the increase in building sizes and also the number of attending students?** There are now 110 existing car park spaces on the existing site and parking in Carlow Street is already difficult to obtain.
The Transport Planning Partnership ttp Report page 18 states that the current parking demand is 104 spaces in the morning. On page 21 it states that 90% of staff, 72% of primary students and 26% of high school students travel by car. On page 66 it concludes that with the new school additions there will be 60 extra new staff and an increase of 276 vehicle movements per hour in the morning!
- 4. Have you proposed that cars travelling east on Carlow Street be prevented from turning right into the car park ramp to go under the building?** As a single two way access to the proposed northern underground carpark under the proposed four storey school building is only from Carlow Street, cars travelling east on Carlow Street must be prevented from turning right into the carpark ramp to prevent street traffic congestion. A centre road barrier would be essential as residents of Carlow Street will never be able to move during school drop off and school pickup times. Carlow Street traffic is now very congested and slow during morning and afternoon school entry/exit hours with the current 1200 number of students, which is significantly below the future 2000 proposed number!

5. **Will there be a timed “drop-off zone” in Miller Street instead of the existing car parking now available along Miller Street?** The existing two car entry / exits from Miller Street are proposed to be removed. There are proposed pedestrian entries shown on plan from Miller Street to the Child Care and Auditorium!
6. **Why is the building setback from Carlow Street not 6300mm minimum for the whole length of the proposed building due to its substantial design building height?** This should not be reduced in the westerly direction to 4400mm in order that landscaping area not be lost. Residents do not want to lose the character of this Conservation Area!
7. **Are you proposing large native trees such as flowering gums, firewheel trees (like in other parts of Carlow Street) and lemon scented gums?** Given the proposed substantial four storey building height over the basement car park, substantial landscaping with large (non-deciduous) tree planting is necessary in order not to affect the street ambience viewed from the residences in Carlow Street!