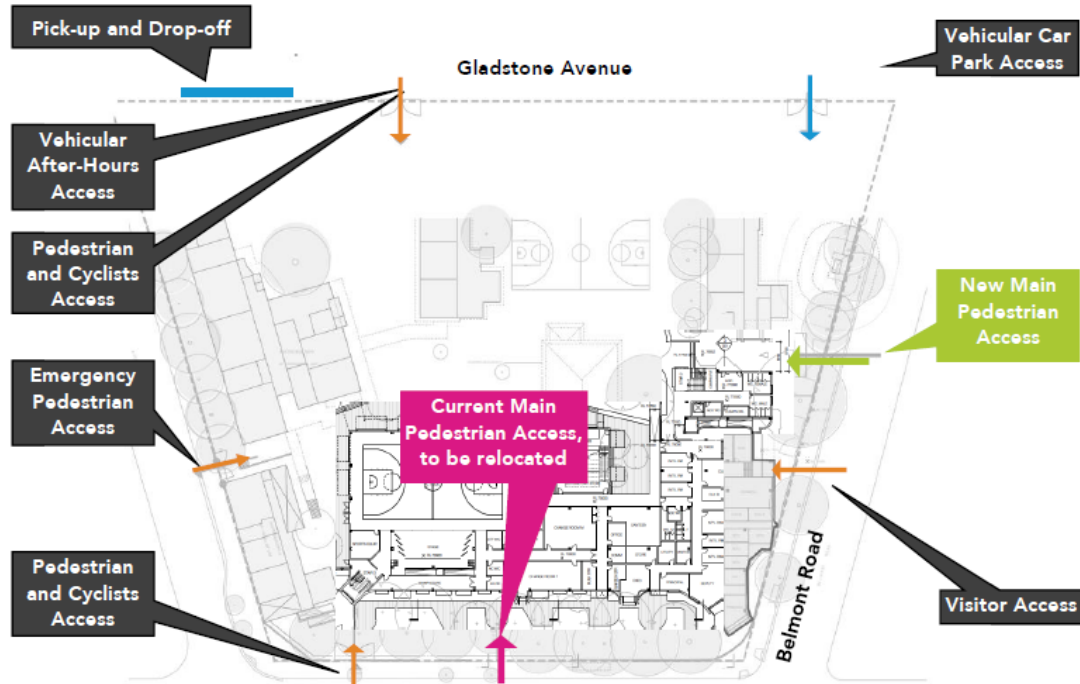


Attachment B - Detailed response to all public submissions	
Issues Raised by the Public	Proponent's Response
Traffic and Transport	
Parking Survey	
Survey conducted once HSC students had left school - not representative of normal traffic conditions.	A survey has been conducted in May 2021, which include Year 12 students and the results have been updated within the Transport Impact Assessment ( <b>Attachment E</b> ) and Green Travel Plan ( <b>Attachment F</b> ).  Initially, the student and staff surveys were conducted between 19 November 2019 – 6 December 2019. The traffic survey indicated that 0.9% of students drive to / from school. The new parking survey indicates that 16.2% of Year 12 students drive to / from school. Despite this, SINSW has deployed a process of school upgrades which involves a holistic review of measures that would help decrease the use of private vehicles and instead increase walking, cycling and public transport use to commute to and from the school. It is anticipated that the car usage will be reduced in the future.
Section 4.1: Completing survey after HSC students had graduated is misleading and not representative of normal conditions	
Query why Parking Survey was completed after HSC students had left school as it does not give an accurate estimation of traffic/parking in the area as many HSC students drive.	
Traffic	
Section 3.2.3 has several errors: <ul style="list-style-type: none"><li>- Closest ferry is Mosman Bay (report stated Taronga Zoo)</li><li>- Figure 40 incorrectly labelled as AM peak pedestrian volumes rather than PM</li></ul>	Errors have been corrected and updated accordingly in updated Traffic Impact Assessment at <b>Attachment E</b> .
Object to increase in parking or traffic on Keston Avenue due to its "spare capacity" as it is a quiet historical residential street	The future traffic analysis undertaken by PTC consultants indicates that 19 additional vehicle trips may be undertaken during the AM peak hour, which is not expected to cause a significant change in the existing traffic on Keston Avenue.
Construction Vehicles	
<ul style="list-style-type: none"><li>- Report does not address loss of parking during construction (workers and machinery)</li><li>- Notes that machinery may damage historic weight sensitive streets</li></ul>	All school staff will be advised to adopt alternative transport modes for the duration of the construction including carpooling and public transport utilisation.  The contractor will put their usual processes in place to reduce car usage among construction staff. These measures include delivering all tools and equipment required to the site in the morning and removing it in the afternoon so that construction workers are not reliant on a car.  As discussed in the Concept Construction Traffic Management Plan (CCTMP) the workers will be instructed during the inception meeting to use public transport whenever applicable. Refer to CCTMP at <b>Attachment G</b> .

<b>Parking</b>	
Car park only provides 33 spaces, where it needs to provide 91. Not a solution to direct staff to offsite paid parking.	<p>It is noted that the proposed development does not involve alterations to the existing at-grade car park or parking provision, which is less than the required provision outlined within the DCP.</p> <p>As an alternative measure, SINSW has deployed a process of school upgrades which involves a holistic review of measures that would help decrease the use of private vehicles and instead increase walking, cycling and public transport use to commute to and from the school. As such, a Green Travel Plan has been prepared outlining measures to promote active and public transport and carpooling. SINSW is committed to implementing these plans across all new developments including Mosman High School.</p> <p>A Green Travel Plan has been prepared outlining measures to promote active and public transport and carpooling. SINSW is committed to implementing these plans across all new developments; A travel plan coordinator will be employed to coordinate the implementation of these measures and monitor the mode shift.</p> <p>Further, the school is committed to enforce the enrolment catchment boundaries more strictly, which will reduce the travel distance and therefore potential car dependency for students.</p> <p>Considering all the above, it is anticipated that the parking demand will not increase with the proposed development, and therefore, no additional on-site parking spaces should be required.</p> <p>For further detail refer to Green Travel Plan at <b>Attachment F</b>.</p>
Local streets already have limited parking availability during school hours due to staff/students parking - not providing more on-site parking will exacerbate this issue to the detriment of local residents	Refer to response above.
Considerations should be made for future EV car charging/bike/scooter trends	The online surveys do not indicate that students use scooters to commute to and from school, hence no provision of specific scooter racks has been made. The DCP does not stipulate the provision of EV car / bike / scooter parking.
Retain Gladstone Avenue Bus Parking	No changes are proposed to the Gladstone Avenue bus parking. However, it is currently being investigated to stagger bus arrival times to address the issue of buses queuing along Gladstone Avenue

<ul style="list-style-type: none"> <li>- Does not consider part-time staff parking requirements</li> <li>- Potential inaccuracy when reporting staff park on Gladstone Avenue, Avenue Road and Military Road as these are time limited zones</li> <li>- If school population increases, parking requirements will also</li> <li>- Number of parking spots reported on site is 33 however own inspection found 30 cars to be parked on site</li> </ul>	<p>The proposed development does not seek to undertake any changes to the existing arrangement. Dedicated to staff (including both full time and part time) throughout school hours, the existing car park can accommodate up to 33 vehicles.</p> <p>Note. The FTE number refers to “Full Time Equivalent”, which accounts for both full-time and part-time staff. This measure is an industry standard figure used to determine traffic and parking rates.</p>
<p>During construction: increase in parking demand due to construction workers and staff (displaced from current staff car park) causing local conflict and inconvenience</p> <ul style="list-style-type: none"> <li>- Post completion: increased teacher/student numbers will again place pressure on-street parking</li> <li>- State Government policy that MHS can rely on public transport is unrealistic</li> </ul>	<p>As detailed above, school staff will be advised to adopt alternative transport modes for the duration of the construction including carpooling and public transport utilisation.</p> <p>The contractor will put their usual processes in place to reduce car usage among construction staff. These measures include delivering all tools and equipment required to the site in the morning and removing it in the afternoon so that construction workers are not reliant on a car. As discussed in the CCTMP the workers will be instructed during the inception meeting to use public transport whenever applicable.</p> <p>Also detailed above, SINSW has deployed a process of school upgrades which involves a holistic review of measures that would help decrease the use of private vehicles and instead increase walking, cycling and public transport use to commute to and from the school. This is further detailed in the Green Travel Plan (<b>Attachment F</b>) and will be managed by a travel plan coordinator.</p>
<ul style="list-style-type: none"> <li>- Concerns regarding proposal not increasing site parking spaces:</li> <li>- Increased number of teachers using on street</li> <li>- Parking which disadvantages local residents</li> <li>- On street parking already insufficient for retail area and development will increase traffic</li> </ul>	<p>As above.</p> <p>On-street parking is a Council asset, which is being regulated by Council. Unrestricted parking is free to be utilised by any user group.</p>
<p>Green Travel Plan is not realistic as most teachers and HSC students drive to school</p>	<p>New online surveys have been undertaken in May 2021 which include responses from Year 12 students. Results show that 16.2% of Year 12 students drive to / from school. With a student population of 1,200 students and an assumption of an even distribution of students between the year groups, 32 students are expected to drive to school and therefore generate parking demand.</p>

	<p>With a potential increase of Year 12 students by 16 (out of the 100 overall increased student population) and with a car usage of 16%, this would result in an increased parking demand generated by the development by 3 cars. The results are further detailed in the updated Traffic Impact Assessment (<b>Attachment E</b>) and Green Travel Plan (<b>Attachment F</b>).</p> <p>In any case, as discussed above, SINSW has deployed a process of school upgrades which involves a holistic review of measures that would help decrease the use of private vehicles and instead increase walking, cycling and public transport use to commute to and from the school. It is anticipated that the car usage will be reduced in the future.</p>
<p>Parking concerns:</p> <ul style="list-style-type: none"> <li>- During construction: increased demand for spaces from teachers (displaced from staff car park) and construction workers which negatively effects residents</li> <li>- Post construction: increased student/staff numbers will place pressure on street parking</li> <li>- State Government policy not to provide parking as public transport is available is overly simplistic</li> <li>- Post completion: increased teacher/student numbers will again place pressure on street parking.</li> </ul>	As above.
<b>Public Transport</b>	
Relocation of bus stop on Belmont Road does not consider existing entrance on Belmont Road located a few hundred metres away.	The project is not proposing to relocate the bus stop from Military Road.
<b>Belmont Road Entrance</b>	
New entrance seems reasonable for pedestrians, however it is unsuitable for buses or motor vehicle drop-off	<p>It is not anticipated that the relocation of the main entry will resolve in major changes to traffic behaviour.</p> <p>The existing pick-up / drop-off area is located on Gladstone Avenue and no changes are proposed this arrangement; the access will continue operating as per the existing situation. The vehicles accessing the drop-off / pick-up area will continue to function as is.</p>

	<p>For further information refer to Section 5.2 in PTC Response to Submissions Report at <b>Attachment L</b>.</p>
<p>Retain Military Road Entrance. Military Road pavement is better suited to manage student peak flows as it has been developed to meet this requirement</p>	<p>As shown in Figure below, the current main pedestrian entry along Military Road (pink arrow) is proposed to be relocated to Belmont Road (green arrow), while all other access points will be retained at their current location (orange arrows). There will still be an access point off Military Road for students arriving from the south.</p>  <p><b>Figure 1 - Extract of Access Points diagram from Response to Submissions Report, prepared by PTC Consultants (Attachment M)</b></p> <p>In addition, the zebra crossing across Avenue Road remains aligned with the access point off Military Road. The zebra across Belmont Road will provide the same connectivity as it currently does to the pedestrian gate off Belmont Road.</p>

	For further information refer to Section 5.2 in PTC Response to Submissions Report at <b>Attachment L</b> .
<b>Architectural Plans/ Details</b>	
SSD-1101 Rev 2: Missing 30 car parks located on corner of Belmont Road/Gladstone Avenue	Architectural drawings have been updated to provide location of staff car park which can accommodate up to 33 vehicles. Refer to Drawing No. SSD-1103 at <b>Attachment I</b> .
SSD-1104 Rev 2: Full shadow diagrams for Belmont Road, Kenston Avenue and Avenue Road are missing (Roads are cropped from images)	Shadow diagrams have been updated to capture the extent of Belmont Road, Avenue Road and Gladstone Avenue. Refer to updated architectural drawings at <b>Attachment H</b> .  There are no further shadowing impacts to Kenston Avenue from Proposed building G from 9am to 3pm, winter and summer solstice.
Reject development without increased parking provisions	Mosman High School is an existing facility and the proposed population increase is minor with only approximately 100 additional students across different year groups.  SINSW has deployed a process of school upgrades which involves a holistic review of measures that would help decrease the use of private vehicles and instead increase walking, cycling and public transport use to commute to and from the school.  A Green Travel Plan has been prepared outlining measures to promote active and public transport and carpooling. SINSW is committed to implementing these plans across all new developments including Mosman High School.  For further detail refer to Green Travel Plan at <b>Attachment F</b> .
School should remain within existing footprint - specifically the headmaster office in new building	The scheme uses the Military Road/Belmont Street corner as an important urban presence.  The design of the corner has been adjusted - The façade line has been moved further into the site leaving a gap between the retained fence. The internal layouts have also been adjusted, moving the Principal to have closer connectivity with the admin clerical space. The corner room is now allocated as a tea room.
Potential for school to be turned into a future high rise development if proposed 22m height is approved	The future of the site will be maintained as a school development, as the site is zoned for infrastructure purposes (SP2 Educational Establishment), which does not allow residential high-rise development, i.e. residential flat buildings.

SSD-5202 Rev 2: Views into school rooms poses security risk.	The proposed development will comply with the Education Facilities Standards and Guidelines (EFSG) whereby a detailed security review will be undertaken.
SSD-9101-3: GFA area measurements are incorrect (all too large)	The GFA plans have been reviewed by Woods Bagot and the measurement method is in line with the 'Gross Floor Area' definition under Mosman Council LEP 2012.
<b>Business Case</b>	
Query if Business Case has been tested	SINSW noted business case was approved in October 2020, in which a range of options were reviewed.
<b>Heritage</b>	
Double standards: residents must adhere to existing heritage control plans for Kenston Avenue Heritage Conservation Area (e.g. picket fence colour, roof materials) but MHS appears to be a "special unregulated" development	The proposal has been assessed against relevant planning controls and satisfies all legislative requirements under the Mosman Local Environmental Plan 2012 and DCP. The assessment of this proposal within the Environmental Impact Statement (EIS) has demonstrated that the proposed upgrade works are consistent with the relevant planning controls for the site, including Heritage.
<b>Community/ Out of Hours Use of School</b>	
CTMP did not consider parking requirements for after hours use of school: adult night school, school concerts, elections.	The parking surveys undertaken as part of the Traffic Impact Assessment (TIA) indicate that there is sufficient unrestricted parking in the vicinity of the school to accommodate any after-school activities, with more than 50 vacant spaces recorded after 5pm. Refer to Section 4.3 in the updated Traffic Impact Assessment at <b>Attachment E</b> .
Proposed fence closes off school to local residents.	Noted, however this is a Department of Education (DoE) requirement. Notwithstanding, the school is available for various community use activities.
Query if local residents can use basketball court on weekends	Ongoing discussions are being undertaken by DoE regarding use of the school after hours and will be determined at a later stage via an operational management plan.
Re-introducing community use of school has several issues: <ul style="list-style-type: none"> <li>- Use limited to classroom/lecture style activities and no suitable area for team sports</li> <li>- Other more appropriate nearby sites (with parking areas)</li> <li>- Security needs and additional costs</li> <li>- Insurance costs</li> <li>- Staffing requirements</li> </ul>	Noted. Future community / after hours use of school premises will be further determined at a later stage via an operational management plan.

<ul style="list-style-type: none"> <li>- Parking facilities</li> <li>- Disturbance to nearby residents</li> </ul>	
<b>School Location</b>	
<p>Suggests that a new school at Georges Heights be built.</p> <ul style="list-style-type: none"> <li>- No student disruption during construction</li> <li>- Long term solution as larger site allowing for proper playground areas</li> </ul>	<p>There is a service need (population, asset suitability and sustainability) to intervene at Mosman High School. A robust options analysis has been undertaken via Strategic and Final Business Cases to determine a major upgrade to Mosman HS is the preferred outcome. The project will therefore meet the demands of the catchment based on detailed assessment undertaken by DoE.</p>
<p>Current site is too small/overcrowded to support current/increased number of students and staffs. Upgrading this school is not relevant as current school is not viable long term even with the new building.</p>	<p>As above.</p>
<p>Moving school to alternative site would:</p> <ul style="list-style-type: none"> <li>- Ensure adequate land for facilities</li> <li>- Local residents would not be affected by construction works</li> </ul>	<p>As above.</p>
<b>Tree Removal</b>	
<p>Lovely leafy shade area removed</p>	<p>Whilst 20 (+ 1 under REF approval) trees are proposed for removal, compensatory tree planting is proposed that will ultimately improve the number of trees and tree canopy on the site, with a total of 34 new trees proposed to be planted. The resulting number of trees will increase the canopy cover from 21.2% (existing) to 24.6% and therefore improve shade cover on site.</p> <p>For further information refer to Landscape Design Report attached to EIS, prepared by Black Beetle (<b>Appendix I</b>).</p>
<b>Roof Top Courts</b>	
<p>Concerns about roof top court:</p> <ul style="list-style-type: none"> <li>- Sun safety</li> <li>- Injury (particularly head injuries) to students playing basketball during lunch time</li> </ul>	<p>The proposed development has been designed in accordance with EFSG guidelines, namely:</p> <p><i>EFSG Design Guide DG14 Safety (Accident Avoidance) &amp; General Security and DG90 Landscape Design - DG90.05 A healthy and safe landscape</i></p>
<b>Safety</b>	
<p>Query if new development will ensure adequate staff supervision</p>	<p>Noted. This is an operational matter that sits outside of project scope, however significant consultation has been undertaken with the school in developing the design to suit the school's needs.</p>



<b>Student Support</b>	
Query how vulnerable groups (hearing impaired, ASD, ADHD) will be supported during construction phase	Response is that the contractor and delivery team will undertake weekly ongoing interface meetings and consultation with School Operations in order to review and communicate Project Staging and associated impacts.
Query how new building will better manage bullying	The proposed development has been designed in accordance with EFSG guidelines, namely:  <i>Design Guide DG14 Safety (Accident Avoidance) &amp; General Security</i>
Query how new building will be inclusive to all physical and invisible disabilities	The proposed development has been designed in accordance with EFSG guidelines, namely:  <i>Design Guide DG19 Access for People with Disabilities</i>
Query if number of School Learning Support Officers (SLSO) will be increased and if there will be an Assistant Principals Learning Assistance on campus	Noted. This is an operational matter that sits outside of project scope, however significant consultation has been undertaken with the school in developing the design to suit the school's needs.
Query if there will be break out rooms for quiet study	The learning spaces are predominantly derived from the EFSG. Acknowledging Mosman High School's unique school culture, the scheme allows for informal learning spaces positioned adjacent to formal learning spaces where a variety of activities such as quiet study, group activities and the display of work.  In addition, the Library contains quiet study zones and a separate area for senior study.
<b>Sporting facilities</b>	
<ul style="list-style-type: none"> <li>- Currently students have to travel off site to access ovals which does not respond "to local demand for educational facilities and will deliver important public social that will benefit the community".</li> <li>- Rooftop sporting facilities is not an adequate solution for sporting teams.</li> </ul>	<p>There are three (3) play courts for existing Mosman High School, with proposed building G constructed, there will be four play courts, with two being existing, one on roof top for informal play/practice, one indoor within the ground floor gym being able to hold sports team matches.</p> <p>The ground floor gym is able to open to the public outside of school hours.</p>
<b>Bathroom Facilities</b>	
Query if there will be toilets/change room facilities for transgender students	Toilet facilities will be provided in line with the requirements of the EFSG and Building Code of Australia (BCA).

<b>School Numbers</b>	
Increasing student population/catchment area is increasing traffic along already congested streets - query what is justification for increasing school numbers further.	<p>There is a service need (population, asset suitability and sustainability) to intervene at Mosman High School. A robust options analysis has been undertaken via Strategic and Final Business Cases to determine a major upgrade to Mosman HS is the preferred outcome.</p> <p>Further to the above, it is acknowledged that Mosman area, and Military Road in particular, often experience high traffic volumes, which is noted to be an existing condition.</p> <p>The SIDRA traffic modelling undertaken by PTC indicates that the intersections are able to process the demand flows in isolation of other influencing factors, e.g., a down-stream congested intersection (Spit Junction).</p> <p>Intersections around the school therefore do not need to be upgraded to increase capacity, as this does not address the broader issue of congestion along Military Road. Furthermore, the slight increase of traffic associated with the school does not alter this outcome. For further detail refer to the updated Traffic Impact Assessment at <b>Attachment E</b>.</p>
<b>Consultation/ Notification Period</b>	
Many local residents are unaware of the development plans and opportunity to comment	<p>Stakeholder and community feedback has been integral to the development of this proposal. Feedback was sought from various stakeholders and communities through a range of consultation methods including</p> <ul style="list-style-type: none"> <li>- School community engagement (Project Review Group, Meetings, workshops, school tours, and design user group sessions)</li> <li>- Local character workshops</li> <li>- Online surveys</li> <li>- Communications (project webpage, presentation and project updates)</li> <li>- Contact channels (Emails and 1300 project information number)</li> <li>- School community communication (Newsletters and P&amp;C meetings).</li> </ul> <p>Since August 2019, the project team has held two (2) local character workshops and meetings with individual local stakeholders. The project team has also responded to numerous direct emails and phone calls regarding the project.</p> <p>In addition to the above, the SSDA was publicly exhibited by the Department of Planning, Industry and Environment from 8 April 2021 to 5 May 2021.</p>

<b>Demountables</b>	
Location of demountables and construction offices in staff carpark is not acceptable	The location of demountables and construction offices has been determined based on site planning and operational requirements and has been approved under a separate REF planning pathway.
<b>Construction Jobs</b>	
Number of construction jobs created is minimal and short-term	The project will generate 70 construction and non-construction Full Time Equivalent positions, and 6 additional jobs during the operational phase, which is considered a positive impact as it will stimulate the local economy.
<b>Noise</b>	
Concerns regarding impact of noise on students, teachers and residents	<p>An updated noise impact assessment and mitigations measures have been put forward by JHA. Refer to JHA Services Response to Submissions Report at <b>Attachment N</b>.</p> <p>JHA Services advise that respite periods should be introduced for non-compliant equipment, as follows:</p> <p><i>when the aforementioned equipment is used, they shall be carried out continuously and not exceeding a maximum of 3 hours, with a minimum respite period of one hour. These high noise generating activities must be avoided during weekdays early hours of day-time period (7am to 8am) and late hours of day-time period (5pm to 6pm).</i></p> <p>Outside of the use of these non-compliant equipment, the noise will below the highly noise affected criteria and therefore, would not require mitigation measures for general construction activities.</p>