

29 April 2020

Carolyn and John Burgess

Application number: SSD-9483

Political donations in last two years: nil

### **Letter of objection to the proposed development of Chatswood Public School (CPS)**

Thank you for the opportunity to review the plans for the development of the Chatswood Education Precinct. We have many serious concerns about the process undertaken and the plans presented in relation to the Chatswood Public School (CPS) site. These are detailed as follows.

#### **Lack of appropriate consultation of key stakeholders**

As residents of Jenkins Street for over 17 years, parents of three daughters who enjoyed their K-6 education at CPS and a former CPS Parents and Citizens (P&C) Association President, we are well aware of the significant growth in crowding issues that have occurred at the school. We were actively involved in the development of the Bush Campus, the Building Education Revolution construction and were, in principle, supportive of the original proposal as set out in the SEARs request.

We have, however, recently been made aware that this original proposal was disregarded in September 2019 in favour of the current proposal. To our knowledge, the letter dated 3 April 2020 (ref SSD-9483) is the first correspondence we have received in relation to this matter.

The EIS and Communications report falsely states that “extensive consultation” with the community and “affected land owners” was undertaken. This is not the case and is a misrepresentation of the facts. We are affected land owners with the rear corner of our lot only metres from the school boundary and we have only recently become aware of the proposal. We have received no invitations to any information sessions about the proposals and we note that the communications report fails to provide evidence of any advertisements, flyers or letters to land owners. Please provide a response to this matter.

We have spent most of the two last weeks reading through the 48 documents attached to the proposal, many exceeding 50 pages in length. With no formal training in architecture, council regulations or legal requirements this has been a daunting task. The equity of access for the majority of residents who come from a non-English speaking background or the many elderly in the West Ward is a major concern. The many misrepresentation sprinkled throughout the documents have not been helpful and the scope of the development was certainly a surprise to many neighbours.

Particularly misleading is the presence of the first document on the website - ‘SEARs request’ which outlines the following as the plan for the CPS site:

- |                     |   |
|---------------------|---|
| <b>Site 2 -</b>     | <b>Senior Campus years 10-12</b><br>Refurbishment of Block A, B & I providing: <ul style="list-style-type: none"><li>- General learning areas</li><li>- Senior Campus Administration and staff facilities</li><li>- Library</li></ul> 2 New 4 Storey buildings providing: <ul style="list-style-type: none"><li>- STEM learning areas and laboratories</li><li>- Hall &amp; Canteen</li></ul> |
| <b>Both Sites -</b> | New outdoor covered and uncovered play areas<br>Removal of existing demountable teaching spaces   |

This proposal seemed sensible – acknowledging the physical impossibility of accommodating 1600 children on the CPS site and including buildings which were more in keeping with the current zoning regulations and respectful of the residents and heritage of the site. Nowhere on the website is it noted that this request had been abandoned. Our first impression was that the development was appropriate and initially we failed to read the following documents. Our view is that, for those that could access the site, many would have stopped reading at this first document. In short it is misleading.

Furthermore, the request for feedback has been lodged during school holidays, a time when parents would not normally meet and therefore greatly reduced opportunity for sharing information and/or concerns. I understand the CPS P&C and staff had objections to the plans and the opportunity for them to provide joint feedback has been limited by this timing. We also know that school holidays are not the governments preferred timing for community consultation, and given that plans and the opportunity for consultation was released at the height of the COVID pandemic, we would like a justification for the timing.

Furthermore, due to COVID-19 social distancing regulations, parents and/or residents cannot come together as a group to discuss. It is a difficult time for everyone with many people focusing on health, employment and/or working from home and looking after children. Review of the proposal is unlikely to be a priority for many at this time, despite the potentially significant impacts. Nor can people attend the advertised public exhibit. Similarly, regular commuters who park in the surrounding streets may not be aware of the proposal. For this reason, we ask that the date for submissions be extended.

**Lack of consideration, inappropriate downplaying and omission of information and, in some cases, misrepresentation of significant changes to the landscape and living conditions of residents on the western side of the highway including disregard of a significant heritage site, major changes to zoning regulations, removal of trees, loss of privacy and increased traffic**

According to the Statement of Heritage Impact (appendix 19) *“Chatswood Public School has aesthetic significance as a grand and imposing two-storey building which is prominently sited. The grounds contain a number of mature trees. ‘The Lowers’ 1912 playgrounds provide distinctive designated open spaces a picturesque setting for buildings A and B that have undisturbed views and vistas west towards Blue Gum Reserve, and further to Lane Cove National Park (Ku-ring-gai LGA).*

*As a very early school building in the local area and still largely intact, Chatswood Public School is rare”.*

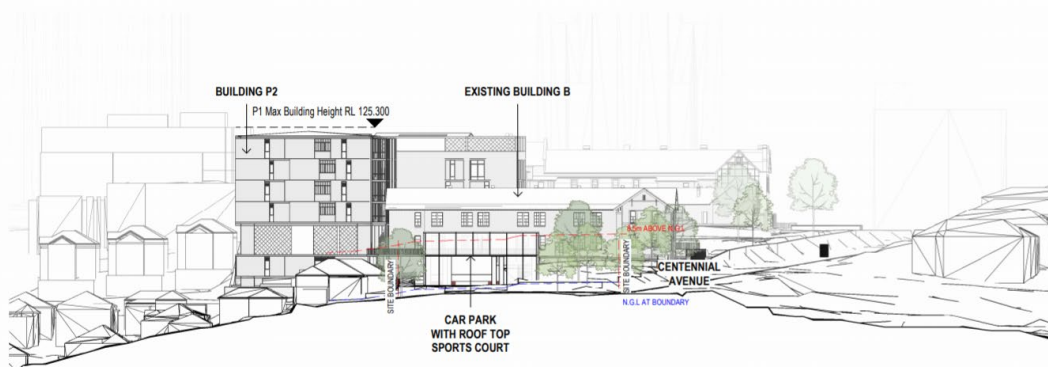
As such, the entire site is classified as ‘Heritage’ (SEARs request p. 5). The current proposal, however, has declared only Buildings A and B are considered worthy of heritage. The ‘Lowers’ retaining wall is specifically identified as a heritage item (EIS) but this will be covered by the construction. We would like an explanation of how the planning committee can pick and choose which aspects of the site they consider worthy of heritage.

We would also like justification of how the following view will be retained, noting that we do not consider it reasonable to say that windows on the east side of P1 and very limited windows on the west side will retain this view. Furthermore, please explain how the obstruction of these view will not impact on heritage of the site



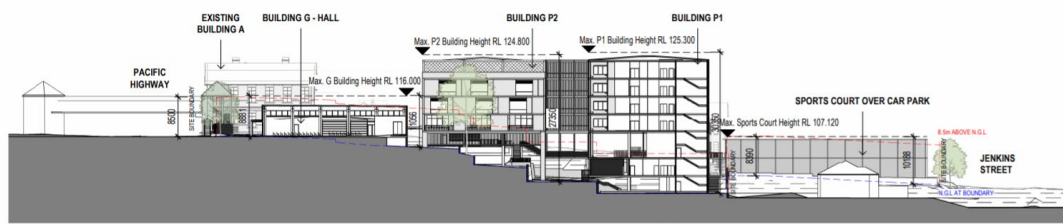
In addition to above, the Statement of Heritage Impact states *“Building P1 will have a minor impact on the heritage significance of heritage Building B due to the proximity, height and scale of Building P1 imposing on to Building B. Buildings P1 and P2 make use of the downward sloping topography west from Pacific Highway to create extra storeys, yet attain a height that remains within that of Building A. Their dominance in mass and scale is therefore reduced. The proposed retention of mature trees on site and along the streetscape will significantly reduce the negative visual impact of the bulk and scale of the new buildings.”*

While this may be true of the eastern side this is not at all true of the western side. As is obvious from the Jenkins Street – Street Elevation, building P1 appears almost double the height of Building B and the mass, scale and visual bulk of P1 dwarfs this heritage building. There is no capacity for planting given the proximity of the planned building to the boundary and furthermore, no tree grows to six/seven storeys in height. We would like an explanation as to why the view from the Western side of the highway, as per Jenkins Street – Street Elevation, has not been considered.



3 Jenkins Street - Street Elevation  
SCALE: 1:500

Furthermore, the following Site Section Buildings P&G clearly indicates the dominance of the proposed structure over local landscape, particularly 1 Jenkins Street, and reflects the inappropriate mass and scale of the development.



(B) Site Section Buildings P & G  
SCALE: 1:500

If scale and mass of this building are being justified as acceptable based on perspective, we ask for a response to the following 'artists impression' where P1 appears as not only significantly taller than B block, it also appears taller than the Meriton building, and indeed all of the high rises on the opposite side of the highway. Once again the towering nature of the building and lack of compatibility with the local landscape is obvious. Please respond to this concern.



View from Jenkins Street facing Chatswood CBD

Apparently *"The review and discussion with the school's representatives, architects and project managers has led to a reduced scope of works to ensure that the overall significance of the place is retained and interpreted."* Given that the proposed buildings already exceed the zoning limits one by two/three stories and another by one, we are uncertain as to what reduction in the scope of work has been undertaken and would like an explanation of this assertion.

Furthermore, this development will be directly opposite another heritage building on the corner of Jenkins Street and Centennial Avenue. This building, along with others in the street, will also be impacted by the proposed carpark for 18 and sports court. According to the Statement of Heritage Impact (appendix 19), *"The new carpark works utilise existing rear lane access in preference to front access and allow for reasonable on-site carparking while retaining the character and significance of the site. The discreet nature of undercover design will ensure that car parking facilities do not have any adverse visual impact upon heritage streetscapes."* Firstly, can you please explain where this rear lane access is? Secondly, this is not

accurate, the car park will involve the destruction of building that is just over 10 years old and replace an open air car park for 2 cars with an undercover car park for 18 cars with a sports court atop. This cannot be justified as being in keeping with the current streetscape and will have a major visual impact. It fails to meet the stated objectives: *“To allow for reasonable on site carparking while retaining the character and significance of the Heritage Conservation Area or Heritage Item; To ensure that car parking facilities do not have any adverse visual impact upon heritage streetscapes; and To ensure that garages, carports and driveways are visually discreet.”*

Additionally, as documented in the Environmental Impact Statement, Figure 77 below, the predicted noise levels exceed AAAC acceptable levels. The sports courts on top of the car park and P1 will not only make a significant contribution to noise level but the elevated position will result in a wider distribution of this noise. Please verify this. The 2009 precedent is noted but an explanation as to how this applies to this site is requested.

Receptor Location	Predicted Noise Level (dBA)	AAAC Noise Criteria (dBA)
<b>Pacific Highway Site</b>		
R1 – 809-811 Pacific Highway, Chatswood	61	67
R2 – 10 Centennial Avenue, Chatswood	55	55
R3 – 1A James Street, Chatswood	61	55
R4 – 1 Jenkins Street, Chatswood	54	53
<b>Centennial Avenue Site</b>		
R5 – 1-3 Oliver Road, Chatswood	63	53
R6 – 19 Centennial Avenue, Chatswood	52	53
R7 – 24 Eddy Road, Chatswood	62	53
R8 – 7 Dardanelles Road, Chatswood	45	47

Figure 77 Extract of predicted  $L_{eq}$  outdoor noise levels – high occupancy scenario

Predicted noise levels exceed AAAC noise criteria at R3, R4, R5 and R7. However, guidance from the NSW EPA with regard to playground noise refers to legal precedent (*Meriden School v Pedavoli* [2009] NSWLEC 183), which concludes that

Additionally, the expansion of this carpark will increase traffic by nine-fold through the increase in people accessing the carpark. Most importantly, this compromises pedestrian safety for locals and for the large number of children who are dropped off in Jenkins Street.

The Statement of Heritage Impact (appendix 19), also references the following requirements relevant to the development and zoning

- “i) The side and front setbacks are to be typical of the spacing of buildings both from each other and from the street in the particular locality, such that the rhythm of buildings in the streetscape is retained;*
- and*
- v) Development in the vicinity of a Heritage Item should respect the visual curtilage of that Item;*
- and*
- vi) New developments must respect the existing significance of the streetscape and the vicinity;*
- and*
- vii) View protection of vistas.”*

The proposed development exceeds the height limit. Willoughby Council has consistently sought to limit high rise development to the western side of the Pacific Highway. This proposal, on the Chatswood Public School site, proposes a building that far exceeds the height of the adjoining development creating potential for an eye-saw that will be visible from a significant distance to the west. The impact of the proposed Building P1/P2 on views and vistas toward Chatswood from the West, has not been considered. Further,



there is no justification provided for the excessive height. Please provide reasons why this should be considered acceptable.

Furthermore, as the only six/seven and five storey buildings on the Western side of the Pacific Highway, P1 and P2 represent a severe disruption to the 'Rhythm' of the streetscape. The area is zoned R2 Low Density Residential and building heights are evident in Figure 8 surrounding development from the Environmental Impact Statement.

Figure 8 Surrounding Development



Evidently, zoning may be varied if under Clause 35 of the Education SEPP which requires the consent authority to consider whether the proposed school development meets the design quality principles in Schedule 4 of the SEPP before granting a development approval. We strongly dispute that the design meets these principles in particular *"Principle 1 Context, built form and landscape – schools should be designed to respond to and enhance the positive qualities of their setting, landscape and heritage. Principle 7 – schools should respond to positive elements from the building site and surrounding neighbourhood and have a positive impact on the quality and character of the neighbourhood. The building form should respond to the existing or desired future context, particularly positive elements from the surrounding neighbourhood and have a positive impact on the quality and sense of the neighbourhood."* (Education SEPP Design Quality Principles).

Nor do the buildings meet the following requirements

A. Setting – the plans demonstrate no respect for *"the established patterns of the streetscape in terms of setbacks, siting, landscaped settings, carparking and fencing"*. Your report states that *'it will have a minor overall impact upon the setting of the heritage items due to its scale, massing and form. This impact, however, has been mitigated by the utilisation of the slope of the land and the retention of significant trees on site.'* As previously stated, the slope works against those on the Western Side of the Highway making the buildings appear as looming monoliths. Also as previous, there is limited opportunity for plantings and you

intend to remove 62 trees. Please provide a justification as to how the plans meet this requirement for setting. .

B. Scale - Apparently the objective was to *“ensure that the scale of new development is in harmony with the streetscape and does not dominate or compete with existing heritage items, nor reduce their contribution and importance to their context, nor destroy an existing pattern of development”*. It also states that *“new buildings and additions are to be of the same scale as the surrounding development; iii) New buildings must not visually dominate, compete with or be incompatible with the scale of existing buildings of heritage significance or contributory value either on the site or in the vicinity of the proposal”*. With reference to the Jenkins Street – Street Elevation, Site Section Buildings P&G and Figure 8 it is very obvious that this objective has not been achieved. Please provide an explanation as to how this requirement has been met.

C. Massing and Form Objective – similarly, there is a failure to *“ensure that new development acknowledges dominant massing and form of the Heritage Item or Heritage Conservation Area, and is in harmony with existing significant fabric and form, and with the surrounding streetscape”* Nor does the development comply with any of the following: *“ii) New buildings should not visually dominate, compete with or be incompatible with the form of existing buildings of heritage significance or contributory value either on the site or in the vicinity of the proposal. iii) New buildings and extensions should have a similar massing, form and arrangement of parts to existing buildings of heritage significance in any Heritage Conservation Area.”* We ask for a more balanced justification of the matters above which considers the other 50 percent of the view, that is from the west and north.

Furthermore, the EIS on Page 18, where it is dealing with massing omits an image showing massing from Jenkins Streets and there are no images throughout the document from James Street. Had these images been included a very different impression would be given to the reader. In interests of transparency this should be adjusted and the process of consultation repeated so that residents can have a true picture of the impact of the development. Please advise when consultation around this matter will begin.

The EIS also misrepresents the impact of the excessive heights of proposed Building P1/P2 given the steep topography of the CPS site and surrounds at the western boundary. The proposal will result is seven stores adjacent to single storey dwellings which are already at a lower level than then the CPS site’s ground level. This impact to dwellings in Jenkins street and James street requires further investigation.

There is also a concern as to whether the plan meets the maximum floor space ratio of 0.4:1. We understand that the proposed alterations and additions may exceed the permitted maximum floor space ratio. Please confirm.

Furthermore, the placement of tall buildings to the north of the site, blocks sunlight to the already dark and damp playground area and contravenes the Education SEPP Design Quality Principles which state *“Schools should include appropriate, efficient, stage and age appropriate indoor and outdoor learning and play spaces, access to sunlight, natural ventilation, outlook, visual and acoustic privacy, storage and service areas.”* We would also like a justification of how the basement playground in P1 meets these requirements.

We also note the lack of adherence to visual and acoustic privacy and would appreciate a more transparent rationale on these matters. In particular the open floor space on level 3 of P1 appears to create major issues of overlook for neighbours and therefore privacy concerns. The open structure will also make a significant contribution to noise levels for residents. Please explain how these matters will be addressed.

The placement of the sports court on the corner of Centennial Avenue and Pacific Highway is equally inappropriate. Given its intended use as sports court, breathing in the fumes from the busy highway is unhealthy and a health and safety matter.

We are also very concerned about the misleading and misrepresentation of the development. One example includes the representation of the view, from the corner of Jenkins Street and Centennial Avenue, of the proposed Jenkins Street car park on Jenkins Street. This diagram represents the space as an open meadow with level street access which many people would see as an improvement. In reality, the corner has a retaining wall with a tall metal fence. Are these structures to be removed? We are concerned about how many other views have been misrepresented and how this is a fair and conscionable conduct. Please respond to this concern.



View of the Primary School Carpark and Rooftop Courts from the corner of Jenkins Street and Centennial Avenue

Furthermore, in a meeting on 29 April with Alex from school infrastructure ([schoolinfrastructure@det.nsw.edu.au](mailto:schoolinfrastructure@det.nsw.edu.au)) and the project team, it was clarified with us that P1 is in fact a seven storey building despite it being referenced in many documents including the EIS p 21 as below as a six storey building.

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**Chatswood Public School (CPS):**

- Building P1 – Six (6) storey building comprising 17 homebases and covered outdoor play spaces.
- Building P2 – Part four (4) part five (5) storey building comprising 12 homebases, covered outdoor learning area (COLA), canteen, amenities, kiln, staff facilities and rooftop uncovered play-space.
- Building G – Hall with stage and seating for 264 people and outside hours school care (OHSC) facilities.
- New 18 space carpark off Jenkins Street with sports court above.

While the seven storeys are evident in the Elevation West P1, until this meeting, we assumed that the EIS was correct based on our clearly misguided faith that a government agency would provide us with true and



accurate information. This makes us question other references made, for example we have particular concerns about the reliability of the shadow diagrams, which in view of the above reveal, we now would like a written certification of being true and accurate. We would also like an explanation of how this is fair and conscionable conduct.

Similarly, the statement on page 27 of the EIS regarding the District Plan is incorrect. The district plan does not identify a major education precinct in Chatswood. Please explain why incorrect and misleading information is smattered throughout your documents and outline the processes you will take to remediate this through consultation.



Furthermore, the Social Impact Assessment is inadequate and fails to properly consider the social impacts of the proposal noting that the both schools have been a focal point for community life since they were established. The Department of Planning Industry and Environment's guideline for assessing social impacts indicates that the SIA should consider the impacts to the community including impacts to amenity, way of life and community cohesion – these matters have not been addressed. Please advise when these matters will be addressed and how this will be communicated to the community.

Nor has the impact of increased student numbers been addressed. With a planned for population of 1600 students in addition to staff and parents it is not unrealistic to expect up to 2200 people on this site alone. This does not include the people on site for Chatswood High school. I think it is fair to estimate that this very small area of our community will be accommodating over 4000 people on site at any one time. This figure does not account for the numerous events that both schools have on their calendar. Can you please provide your projected numbers of people on site as well as the strategies in place to mitigate the safety risks and impact on the local community, in particular their way of life and social cohesion generated by this number of people?

Nor is there any consideration of the social consequences of the school's relative locations and how the schools would work together. Please provide advice as to this matter.

Alarminglly, the proposal will result in the removal of 62 trees. This has not been justified in the documents provided and has the potential to contribute to urban heat, reduce amenity and impact on the leafy

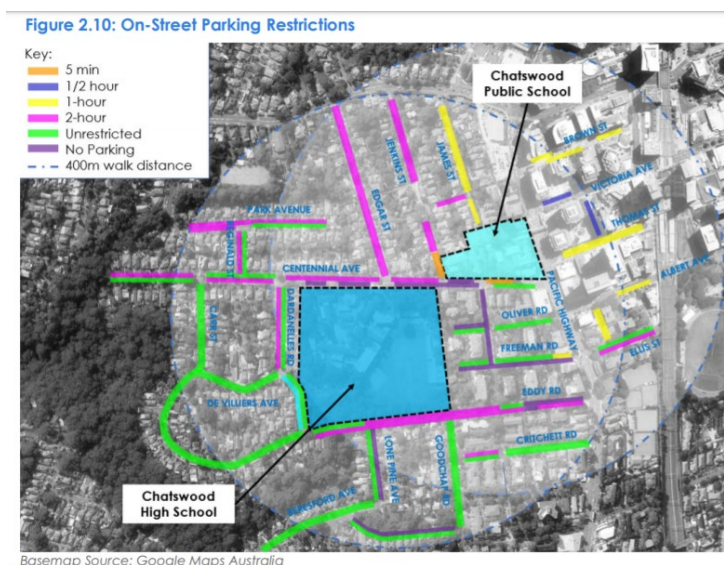
character of Chatswood. Please provide a list of the trees that will be removed and the plans to replace these in addition to a justification for the removal of these trees

We are also extremely concerned about loss of privacy. Page 48 for the EIS limits consideration of privacy impacts to the two dwellings immediately to the rear of the of the proposed building P1/P2. This is a gross oversimplification of the situation as the proposed building P1/P2 will provide a vantage point to view into many backyards and living spaces for a considerable distance. In fact the impact to privacy in No 1 and No 3 Jenkins Street will be no different to the impact [REDACTED] at No 5 Jenkins street – [REDACTED] is not even mentioned in the EIS. Please provide information on the mitigation strategies and compensation that will be provided.

### **Misrepresentation of traffic issues, in particular parking and the impact on traffic at the Centennial Avenue and Pacific Highway intersection**

We have major concerns about the information provided on the traffic impact study. It is misleading at best and contains inaccurate information.

Firstly, the information on existing on-street parking restrictions within a 400m radius catchment from the schools is shown in Figure 2.10. is incorrect. Jenkins Streets has number of unrestricted parking spots. These are essential for residents and when available, used by commuters and limit the space for drop offs. There is space for approximately 8 cars to park for 5 minutes – totally inadequate for the high volume of students arriving and leaving around the same time each day.



There is very limited space for set down and pick up of students and already there is double parking along Jenkins Street and Centennial Avenue. It is an accident waiting to happen – a major health and safety issue. The parking and traffic generated by events such as parent/student meetings, presentation days and other events is disastrous and even more unsafe. Please provide an explanation of how this will be mitigated.

The on-street parking occupancy survey, in the Transport and Accessibility Impact Assessment “*indicates that within a 400m distance from the site, there are at least 191 car parking spaces available during the busiest period. These spaces would be more than sufficient to accommodate the parking demand generated by the proposed development which could not be accommodated onsite*”. This is absolutely misleading, firstly these spaces are already predominately used by residents and commuters. Secondly, as is evident from

Figure 2.10, the spaces are a significant distance from CPS. The locality is very hilly and not a suitable for teachers who are often carrying heavy projects and marking between their car and work.

Furthermore, it is reported in the Transport and Accessibility Impact Assessment, in Table 7.3 that there will still be a major shortfall in parking to meet the Council requirements.

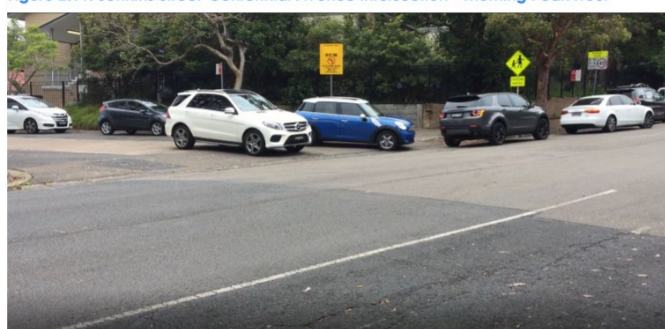
**Table 7.3: Parking Analysis of Proposed High Occupancy Scenario (DCP Rates)**

Site	Proposed Occupancy Scenario	DCP Car Parking Rate	DCP Car Parking Requirement	Future Car Parking Provision
Chatswood Public School	<ul style="list-style-type: none"><li>• 122 staff</li><li>• 1,600 students</li><li>• 264 hall seats</li></ul>	<ul style="list-style-type: none"><li>• 1 space per 2 staff, plus</li><li>• 1 space per 10 tertiary students, plus</li><li>• 1 space per 10 seats in assembly hall.</li></ul>	87 car spaces	18 car spaces
Chatswood High School	<ul style="list-style-type: none"><li>• 134 staff</li><li>• 2,000 students</li><li>• 580 hall seats</li></ul>		145 spaces	104 car spaces
Total			232 spaces	122 spaces

Based on the proposed yield, the schools would require a total of 232 car parking spaces as per Council DCP requirements.

Secondly, the traffic report misrepresents the bottleneck at Jenkins Street and Centennial Avenue, extending to Centennial Avenue and the Pacific Highway. The photo below is an absolute misrepresentation of the usual morning traffic. It appears that the photo was taken when the school was closed – there are certainly no students to be seen which would be the regular case when picking up or dropping off. On a regular school day traffic and pedestrian movement in the vicinity of both schools is chaotic and unsafe. There are usually two lanes of traffic queued on Centennial Avenue making an exit or entry to Jenkins Street almost impossible. The current proposal does not address these issues and has the potential to exacerbate the situation. Please provide an explanation as to why misleading photographs have been used and how this traffic will be managed to mitigate risk and queuing.

**Figure 2.11: Jenkins Street-Centennial Avenue Intersection – Morning Peak Hour**



Queuing at the intersection during the morning drop-off peak times

The Centennial Avenue/Pacific Highway intersection is the last opportunity to make a right hand turn on to the highway and access the Gore Hill freeway and as such serves all the residents between Fullers Road and Mowbray Road. Even without CPS traffic, it is a busy intersection and as noted in the survey, Centennial Avenue is characterised by '*excessive queuing*'. Please explain how the excessive queuing will be reduced.

It is noted that a traffic survey was conducted as part of the 'Transport and Accessibility Impact Assessment'. Along with responses to all the above concerns, we would like information as to why the survey was conducted in December. It is unclear as to when in December this was taken but this is a time when most of

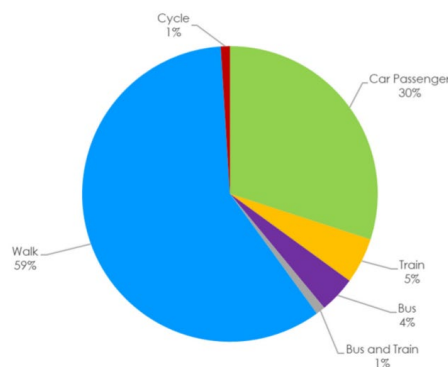
the independent schools are on holidays so local traffic of parents dropping children to schools and the station is diminished. Our experience is that it is also a time of lower attendance rates, particularly with some of the overseas children who return to visit international family and regular school activities are being dispensed. This seems to be a deliberately deceptive way to represent data. Please provide a response as to how this is fair and conscionable conduct.

**Failure to explore and/or plan for viable alternatives including redirecting students to Mowbray Public School and the Lindfield Learning Village, purchase of land adjoining primary school, relocating Opportunity Classes and reducing boundaries to limit numbers.**

The overcrowding of CPS has been a significant issue for at least the last 8 years. The response to date has been a series of band aid solutions – the use of demountables and relocation of two year groups to the High School campus. In the meantime, nearby Mowbray Public School has been expanded to accommodate 1000 students and currently has a student body of approximately 600. The Lindfield Learning Village has been completed and is accepting enrolments from as far away as Pymble.

As evident in Figure 4.3, 40 percent of the CPS student body travel by car (30 percent), bus or train or and could be redirected to these schools reserving the CPS site for those within the immediate vicinity. We would like an explanation as to why these options above have not been used to accommodate the 54 percent increase in students since 2012. Similarly, why have the boundaries not been reduced?

Figure 4.3: Existing Modal Split – Chatswood Public School Student



Furthermore, the CPS opportunity class is a luxury that the school population and local area cannot support. Many of these students are travelling from well outside the school boundaries, taking the place of local students. Similarly, the presence of this class attracts students outside of the area to attend the school with the view that this will increase their chance of attaining a selective position. Why has this facility not been transferred to a school with large vacancies such as Mowbray Public School? Similarly, please provide a justification as to why a similar situation, involving the relocation of the Intensive Language Centre from Chatswood High School, to St Ives was deemed appropriate while this move has not been undertaken.

As part of the travel questionnaire survey, (Transport and Accessibility Impact Assessment p62) staff and students were asked where they currently reside. "It is noted that the survey results indicate that about 67% of primary school respondents and 35% of the high school respondents reside in the suburb of Chatswood." Why have the 33 percent of children who do not live in Chatswood been granted enrolment in possibly the most overcrowded school in the State?

As previously noted, the site, regardless of available classrooms is not suitable for 1600 students. We believe a student population of around 900 is appropriate and this would accommodate children who live within walking distance of the school. The School was always intended to be a local school. Boundaries and other measures should have taken years ago to reflect this. Instead, this plan attempts to shoehorn students from



around Willoughby and beyond into an unsuitably small space. We would like an explanation as to why strategic and very reasonable options to redistribute numbers have not been taken.

There has also been the opportunity to purchase the building on the Pacific Highway, directly next door to the school. This would have provided additional space, with adjoining parkland, for students without impacting on playground areas or the local residents but this option was not taken. Can you provide an explanation as to why this did not occur?

We would also appreciate the rationale for directing this development to the Western Side of the Highway. A substantial number of children live on the East side of Chatswood. Why is the west side of Chatswood being forced to accommodate the short fall on the Eastern side? What development has been considered on the East side of the highway?

It is extremely disappointing that poor planning on the part of the State Government and the Education Department has impacted so negatively on the experience of the children and will have a significant impact on the living conditions and potentially property values of local residents. Please outline the compensation that is available to these parties.

We also understand that according to the 'Upgrades to Chatswood Public School and Chatswood High School Appendix 7 - Design Analysis Report' that *"The project has considered a short term high occupancy scenario, however, it is understood that the longer term solution will be through an additional new public school within the local area, which is a commitment by the Government outside of this project."* Please explain what will happen to the buildings when the *"short term high occupancy scenario"* is over. Is there a plan to remove the six/seven storey building and reinstate the playing fields or is to remain an underutilised blight on the landscape? A justification of how this is stop gap measure would be appreciated.

We would also like to know, in light of the COVID pandemic, the projected numbers for the area. Will this impact on the need for classrooms? Additionally, how will the very close conditions comply with our 'new normal' of social distancing?

**Failure to acknowledge that the size of CPS site and its location is not appropriate for 1600 children particularly in relation to lack of space for play, traffic, set down and pick up points and the architectural features of the neighbourhood.**

Regardless of all of the above, the basic fact remains – the site is simply not big enough to support 1600 primary school students and the associated staff. Additionally, because of the age group, a large percentage of the students are picked up by parents bringing more people on to the site. It is not unreasonable to consider that there would be as many as 2000 people on this site at peak times. This is a major risk to health and safety. Furthermore, lack of playground space suitable for children and the traffic generated by these numbers contribute to the unsafe environment for students, parents, staff, and residents.

The need for the development is poorly justified. The only justification provided is on page 27 of the EIS which refers to population growth in NSW. There is no analysis of the school needs in the immediate locality. This is important since a new school has been announced in Chatswood and the neighbouring Mowbray Public School is known to have spare capacity. Please provide a more detailed justification of the need.

The documents presented are littered with inconsistencies, misrepresentations, missing and misleading information and many inaccuracies as identified in this report. This is not a transparent or fair representation of the development and this along with a failure to adequately consult needs to be addressed. The timing of the release, at the height of the COVID pandemic is yet another concern. In the interests of procedural fairness we insist that these matters be addressed and the consultation phase be reopened.

The proposed structures, despite the assertions, represents a significant and most unwelcome change to the setting, scale and character of the neighbourhood on the Western side of the Highway. The implications for the local residents are extreme. We looking forward to your comprehensive response to this and all of the above matters.

Carolyn and John Burgess

Please note, despite reporting a concern about failure of the website to allow submissions on 29/4 and an email to say this had been reported, the site is still not working at 10.25pm on 30/4. We understand that another resident had the same issue on 28/4. We are concerned that this has reduced the capacity of residents to respond and would like justification as to how this appropriate to the process.