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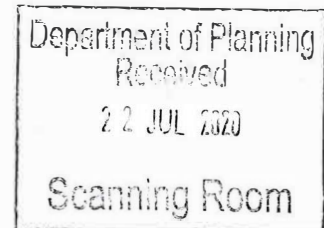
James Bonner

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20th July 2020

Director - Social and Other Infrastructure
Planning and Assessment
Department of Planning Industry and Environment
Locked Bag 5022
Parramatta NSW 2124

Dear Sir/Madam

St Lukes Grammer School - Senior School Campus and Sports Centre
State Significant Development (SSD) 10291



Please find attached my objection to the above application, on the basis of increased traffic congestion.

I have not made any reportable political donations in the last 2 years

Kind regards

James Bonner

**St Lukes Grammar School - Senior School Campus and SportsCentre
State Significant Development (SSD)-10291**

I wish to object about the St Lukes Grammar School proposed development SSD-10291, due to the increased vehicle traffic and congestion that will result from the development. It will impact traffic flow on Pittwater Road, Harbord Road, Headland Road, Quirk Street and Tango Avenue.

This development should not proceed.

800 Pittwater Road, Dee Why NSW

800 Pittwater Road, Dee Why NSW is situated at the intersection of Pittwater Road and Harbord Road, already one of the busiest intersections on the Northern Beaches, resulting in daily traffic delays in all directions during the morning and afternoon peak hours. Whilst the Varga Traffic Planning Pty Ltd Traffic and Parking Assessment Report (EIS Appendix 24) states that there will be a reduction in the number of vehicles entering and exiting the site, this disguises the real problem. The traffic is currently spread throughout the day. The majority of the school traffic will be during the morning drop off and afternoon pick-up periods, which coincide with the peak traffic periods at the intersection of Pittwater Road and Harbord Roads. This will make traffic congestions worse. In addition, vehicles leaving the 800 Pittwater Road site are forced to turn left, currently many vehicles after turning left, then immediately stop to turn right into a narrow lane to turn around to head north or west. This blocks traffic heading south on Harbord Road.

The Varga Report Section 5.5 states that " A new dedicated on-site drop-off/pick-up bay is proposed on the senior school campus initially with a capacity of 7 spaces, then increasing to 12 spaces in the drop-off/pick-up bay upon completion of Stage 3". However, with Pittwater Road classified by the RMS as a State Road with also a Bus Lane, where will traffic queue when waiting to enter the 800 Pittwater Road site? Currently traffic is queued every morning and afternoon in Quirk Street and Headland Road waiting to enter the school drop off zone in Tango Avenue, this blocks the roads for other road users. With 600 students at the site the 12 spaces will not be sufficient and parents will have no other choice, but to queue in Pittwater Road, blocking traffic, similar to the current situation noted above, in Headland, Quirk and Tango.

According to the Northern Beaches Council website they advise that, in a 2015 Infrastructure Australia report, Northern Beaches' traffic congestion alone cost the national economy more than \$48 million. A lot of the congestion would be from the intersection of Pittwater and Harbord Roads. If this development proceeds congestion will be worse.

210 Headland Road, Dee Why NSW

The premises at 210 Headland Road, Dee Why NSW currently has 1092 students from Kindergarten to Year 12. The junior school which will occupy the site will have a slight reduction to 1000 students from Kindergarten to Year 9. However, this will make the already chaotic traffic situation in Headland Road, Quirk Street and Tango Avenue worse, due to the higher number of junior students whose parents drop them off and pick them up by car every day. Note that 6.1 of the Varga Traffic and Parking Assessment Report states that "Headland Road, Quirk Street and Tango Avenue are local, unclassified roads which are primarily used to provide vehicular and pedestrian access to frontage properties". That is these roads are not designed to cater for the high traffic volumes generated by the school.

Despite the comments in the Varga Traffic and Parking Assessment report the school's traffic management plan, has not and cannot be successful, due to the high volume of traffic generated by the school. Every morning and afternoon there are cars queued in Quirk Street and Headland Road waiting to enter the school drop off zone in Tango Avenue. This blocks the roads for other road users and is particularly bad in Headland Road, as other road users are unable to pass, due to the double white lines. Tango Avenue then encounters a constant stream of traffic as parents speed off from the drop off zone, placing residents and other parents in danger. With the increase in the number of students in the junior years to Year 9 and resulting increase in traffic this situation will become worse.

Costs and School Funding

This project will come at a significant cost to the school, when planning, construction and site purchase costs are included.

Independent schools on average receive 43% of their costs funded by the government (33% federal and 10% NSW State Government). Hence the Australian and NSW Tax Payer is funding around 43% of the overall cost, so that only 1,600 privileged students from generally higher socio economic families can enjoy state of the art learning and sporting facilities, whilst members of the general community will directly experience further traffic congestion, stress and delays, as a result of the increased size of the school.

I also question if the cost of this development is in line with the Christian Faith that this Anglican School teaches? Would the money be better used by assisting charities or schools considered less privileged? The recent Covid crisis has highlighted the plight of less privileged schools that do not have adequate technology etc.

I have not made any reportable political donations in the last 2 years.