

RE: Application No SSD-27208140
ST ALOYSIUS COLLEGE-ROZELLE CAMPUS

As local residents, we would like to strongly protest against the proposed St Aloysius Rozelle School Campus development on the basis of its unsuitability as a site and location, and its many significant and unfavourable impacts for the local residents and area, in particular increased traffic congestion and the increased need for unavailable parking spaces.

Background:

Maney Street and Quirk Street are narrow inner city residential streets which can only just cope with the current flow of local traffic. Two-way traffic is problematic, and larger cars need to pull over to allow the other thoroughfare. When these streets are parked out and drivers are unable to pull over, one car has to reverse the length of the street. In doing so drivers can then create dangerous conditions and traffic hazards by blocking entrance for other cars from Victoria Rd and Gordon Streets.

Prince Street is a narrow dead-end street that also cannot cope with increased vehicle traffic. It is too narrow for cars to do a U-turn if cars are parked on both sides, and while residents use an informal system of leaving a car space free at the far end to allow a turning circle, if this is blocked cars have to reverse the length of the street, backing out onto Gordon Street.

Gordon Street is already a busy thoroughfare from Lilyfield Rd and other local feeder streets leading onto the lights and access to Victoria Road. Gordon St is congested during morning peak hours and is usually blocked back to Lilyfield Road. Increased vehicular traffic from the proposed school campus development will significantly add to these issues and interfere with the flow of traffic along Gordon Street during peak hour mornings. The West Connex tunnelling and building project has currently blocked off many of the surrounding streets eg at Quirk Street and Victoria Rd, further contributing to the congestion, and this work will be continuing for some years yet.

These streets also have serious issues for extra parking availability beyond the current needs of residential parking. There is only one garage in both Maney and Prince Streets, and the situation is similar in Quirk and Gordon Streets. Parking for residents is thus almost entirely on-street only, and there are many two car households.

The situation is further compounded by the extra number of cars already seeking the few available remaining parking spaces in these streets. With specific regard to daytime parking availability, in addition to residents, there are also the commuters who seek to park in these streets so that they can catch public transport to the city. There are also the large number of West Connex employees who overflow into the local streets to find parking due to the insufficient spaces available in Lilyfield Road. Added to this again are the people seeking parking while they are doing a daytime course at the Sydney Community College on the same premises as the proposed development, the patrons of the Native Rose Hotel and the Merton Hotel, and those who are visiting the O'Connor Reserve at the end of Prince and Quirk Streets.

Added to the issue of the predictable increased traffic congestion due to the proposed development, simply put, parking availability is already a nightmare and cannot accommodate any more people seeking to park in these streets.

Concerns raised by The Transport and Accessibility Impact Assessment (TAIA):

1. Re the issues of parking availability, the TAIA seeks to obfuscate the real extra demand for parking spaces of the proposed development and to show compliance with Council's DCP. It states that *four car spaces will only allocated for staff* yet also that *up to 15 staff will be present on site at any one time (p17)*.

However, this does not take into account the extra numbers of school employees, including administration and other support staff, cleaners, and other service personnel who are conveniently not included in the numbers since they are not officially teaching staff.

By using the highly unrealistic premise that the 15 acknowledged staff will all car-share, the TAIA proceeds to rationalise that the campus development will only generate a need for an additional 2-4 car spaces, and that the impact on local parking availability will thus be minimal. By also using this rationale, in 7.1 the TAIA states that the proposed school campus thus complies with staff parking requirements in accordance with Council's DCP.

However, car-sharing is at best an optimal concept that will never be enforced or policed once approval for the development is granted. Realistically, the 15 teaching staff alone will more likely generate a need for 11 extra car park spaces above the 4 provided, plus more for the other uncounted school employees.

In addition to the parking needs for school employees, having been a teacher for 34 years, I am very aware of the daily flow of visitors to a school site. These include parents, outside workers, and community members who are coming in for meetings and other purposes, and who will also be looking for parking.

However, as stated above the local streets are already parked out, and they cannot accommodate the extra demand for parking spaces that will be generated by a new school campus of 200 students on this site.

2. Re the issues of parental drop-offs and pick-ups, and the increased vehicular traffic due to the proposed campus, both of these which will significantly interfere with the flow of traffic along Gordon Street, especially during peak hour mornings, and will seriously affect the difficulties of two-way traffic and resulting congestion in both Maney and Quirk Streets.

The data provided in the TAIA Tables 5.1 and 5.2 are based on current Senior student enrolment and travel mode figures for the Kirribilli site, which are then erroneously used to present a favourable prediction for the impacts of traffic and the expected number of parental drop-offs and pick-ups at the proposed Rozelle campus.

Logic tells us that this data is inapplicable to the new proposed campus. While currently 4% of student enrolments at Kirribilli come from the local Rozelle area, and predictions for increased traffic and parental pick up are then based on this figure, local student

enrolments will immediately substantially increase if the proposed school site is approved. The increased local enrolments nullify the statements of the TAIA that *it is considered unlikely that parents will make the journey to Rozelle as it is a significant detour*, and that *as a worst-case scenario, 4% or eight students only are likely to be picked up and dropped off*. (p25).

Even if the current 22.1% figures of local enrolments were transferred over to the proposed new campus, they are still optimistic at best. From my personal experience of working in schools, I am more than aware of the real numbers of students who are regularly picked up and dropped off by parents, although these are not included in the statistics simply because the student is eligible for a travel pass and is thus classified as travelling by public transport, regardless of whether this is the case or not. Eligibility for a travel pass provides the option of using public transport but it does not necessarily translate into practice or reflect the reality of private car usage.

Out of area parents are also more likely rather, than less likely, to pick up their children when the school campus is further away than close by, due to the fact that their children often have appointments, sport, and other extra-curricular activities and commitments to which they need to transport them. Rainy days and other days of extreme weather also contribute parental pick up and drop off patterns.

Based on these faulty and extremely conservative estimates of there only being 8 local students enrolled who would be likely be dropped off or picked up, in 7.2.2, the TAIA readily admits that even these low numbers cannot be accommodated within the existing car park and that this will need to be accommodated on-street. The resulting proposal is that the proposed school site would now take for their own needs three car spaces in Maney Street out of a maximum eleven available and have them turned into 5 min zones for 30 mins each school morning and afternoon.

This proposal conveniently ignores many important factors of impact. The purported availability of these three car spaces was based on a survey done between 7-9am and 2.30-5pm one afternoon, yet after 5pm there is fierce competition in Maney Street for any car space due to the Merton Hotel. Local residents returning home during pub hours need to use those allocated spaces if they happen to be available, but at great inconvenience will then have to move their vehicles to accommodate the school zone times.

Far worse however will be the predictable impact of the much-increased real numbers of parents who will be trying to use these small and narrow streets as a drop-off and pick-up zone. As mentioned above, two-way traffic is impossible for larger cars in both Maney and Quirk Streets. There are also the added difficulties of accessing Maney St and the proposed drop-off zone:

- Only westbound traffic can enter Maney Street from Victoria Road, and if the street is blocked with traffic these cars will necessarily be backed back and along Victoria Rd, creating a danger on this main road. Once in Maney Street, vehicles cannot turn around and must exit via Quirk and then Gordon Street, which is already congested by traffic waiting at the lights on Victoria Road.
- Cars coming from any other direction other than westbound along Victoria Rd will have to use local streets and the already congested Gordon Street to access Maney St via Quirk

Street and then Maney St. However, these cars entering Maney St from Quirk Street cannot access the school drop-off zone as they are facing the wrong direction.

Due to the obvious impracticalities and difficulties involved in accessing this proposed drop-off zone, it is inevitable that parents will instead drop their children along Gordon St, creating further chaos, congestion and serious safety hazards for both motorists and student pedestrians.

3. Re the proposed school shuttle bus as the form of transport for students from the Kirribilli campus, in 7.3 of the TAIA expected students change from the earlier max 35 students to now become 55 in the morning and 44 in the afternoon with occasional coaches added for excursions etc.

While the proposed pick-up and set down at the public bus stop on Victoria Rd avoids the issue of trying to use the already congested Gordon Street, it also brings the new problem of student foot traffic from the bus stop to the school campus. While students from the shuttle coach will supposedly be marshalled and walked to the proposed school site, it is not made clear that they will use Victoria Rd. All other students using public transport will not be supervised as they make their way to the proposed new campus.

As the bus stop is located next to the O'Connor Reserve entrance, it is reasonable to expect that many students would walk through the park and along Prince Street to the campus. I note that there will be a staff member present on the corner of Victoria Road and Gordon Street for a half hour before and after school hours, but one staff member is not sufficient to ensure that students will not choose to use the alternative route by the park, nor will directing them not to.

Student foot traffic through the park and along Prince Street by the large number of students using public transport will result in significant noise disturbance and impact on the local residents and other users of the park. The historic workers cottages in Prince Street are built very closely to the footpath. The pathway through the park was never meant to accommodate large numbers of foot traffic, it leads to steps into Prince St that are approximately 1 m from our bedroom windows. As well there will be the increased noise and rubbish impact in the park as students will predictably use it as their local playground before and after school.

4. The proposal for the new school campus also fails to include the fact that there is no outdoor playground, recreation, or seating space available on site for the 200 Yr7-10 students. The outdoor space, ie the church courtyard, that appears in the photographs provided in the TAIA is actually the site car park. Since it is planned that one form of students is based for the year at the new proposed campus, I believe that the suitability of the site as a school campus raises serious questions in terms of where these students are expected to eat, play, and socialise during their recess and lunchtimes.
5. The above issues are separate from those of the construction of the proposed campus. Working hours from 7-6pm Mon-Friday and Sat 8-1pm, plus the possibility of Sunday and night works, and the scope of the building works will generate enormous noise and extra parking needs for the workers. Heavy machinery and trucks entering the site from Gordon Street will create huge problems of street blockage and extra congestion.

The details of truck and machinery movement are not clarified in the proposal and are unrealistically stated as *expected to be minimal* while this is obviously not the case. *Employees will be encouraged to utilise public transport or carpool to and from site as no parking will be provided on site* is also a very unrealistic concept since most would be carrying heavy tools.

That construction workers will supposedly carpool or catch public transport, like the teaching staff, is a flimsy rationale that seeks to detract from the reality of the true impact of the increased numbers of employee and worker's vehicles in this residential area with its small, narrow streets, congested traffic thoroughfares and lack of available parking. In addition, as stated above the extra number of parental vehicles and others servicing the school will also add to the significant traffic and parking issues.

In summary, the TAIA for the Rozelle Campus Development fails to address many significant issues of its suitability as a school campus location and site, and the very predictable impacts on the local residents and roads with increased vehicular traffic and congestion, parental drop-offs and pick-ups, and the need for extra but unavailable parking spaces.

The proposal seeks to hide the magnitude of these and other impacts by not providing a realistic or honest Transport and Accessibility Impact Assessment statement. Yet even with its greatly minimised estimates of impact, such as the predicted number of parental pick-ups and drops-offs, the TAIA fails to provide any meaningful solutions other than to create new problems, as will be the case in Maney Street. This is because there are no real solutions to the very real issues that exist, which again highlights the unsuitability of the site and location for the school campus proposed development.

The proponents of this proposed development, St Aloysius, have previously shown the same lack of regard for local residents, for example in attempting to hold Candlelight Concerts on the Rozelle premises without Council approval. Their website for these concerts directed the large number of attendees to use public transport due to the lack of parking availability, and predictably resulted in such traffic chaos from people trying to source parking that the concerts were shut down.

That St Aloysius has attempted to provide such a misleading document as the TAIA to purportedly show compliance with Council's CDA only serves to reinforce our belief that they are fully aware of the unsuitability of the site, and of the very real issues and impacts of this proposed development on the local area.

Yours,
Wendy Gray and John Bowring



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