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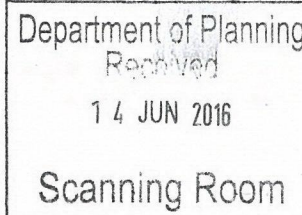
FolderPlanningObjections/ArthurPhillipHighSchool

74 Honiton Avenue,
Carlingford, N.S.W. 2118

12 June, 2016
Tel. 9228-6316

The Director,
Social and Other Infrastructure Assessments,
Department of Planning and Environment,
G.P.O. Box 39,
SYDNEY. N.S.W. 2001

Attention: Mr. P. McManus



Dear Mr. McManus,

SSD 7237 Arthur Phillip High School and Parramatta Public School

Thank you for taking my telephone call last week concerning plans for this major development project. A short reminder, it is very time consuming and difficult to get the actual one hard copy of this proposal at the City of Parramatta General Enquiries counter. Normally, documents on public display are in at least the Central Library. In this case one must wait on a queue dealing with other matters. The documents can only be read in the reception area, inadequate for this type of documentation. I was only able to spend a very short time perusing some of the material.

Aided by the artist's impression of the development in *The Sun-Herald* of June 5, 2016 I must still remain somewhat tentative of the proposal.

The plan - concept

If this sector of Parramatta is opened up as it seems this project will do a service to Parramatta. The concept south of Macquarie Street is quite innovative and while the 17-storey high school component is another 17-storey building, I was unable to find time to peruse detailed plans for the interior. The artist's impressions of some interiors are quite bold but I did not note in which building they were.

Opening up the area around Lancer Barracks is a real bonus. See below and *Vandalism* p.2

The experiment (?)

This concerns the descriptions of how education itself will be revolutionised bring pupils together of similar interests, abilities, rather than by the existing rough age-group progression through learning. I am so glad I will not be a student at the time of such an experiment as if it is not successful the students will lose critical years in absorbing what they need to know for understanding the world, where we came from, how we got here and steering it to a safe, sustainable future.

One remembers discarding the need for phonics and grammar and we now see the unfortunate results of that. And it is the student who suffers.

If it fails will the building be adaptable to yet another format of education or adoption again of old versions of doing things. The latter, not to impose boredom but to have inspirational, knowledgeable of broad concepts and graduate competent young adults to inspire and run things for the betterment of the world.

The Lancer Barracks

It seems the viewing of this historic icon will at last be more visible to the general community and enhance the whole area. That is a real positive. But

I have grave fears for the safety of the barracks. There is, and will be much higher numbers of pedestrians in Smith Street, the vicinity of the station, the Western Sydney University and workers in Parramatta. There is also obvious pedestrian link from Little Street through to Smith Street at the north side of the barracks, to Parramatta Station.

I am just so nervous of vandalism - any type. I often go to meetings in Parramatta in the early evening when shops are closed and there are quite a few people still around. This will only increase when WSU opens up next year.

It really pains me to type this but for years I have often seen groups of High School students gathering outside our former Central Library (in school hours), outside the former council building projecting their voices like an opera singer but of the most foul language you could imagine. Mostly, several are smoking.

There are other people about later at night who can also be a worry.

It is their choice. Although I am sad about that there seems a deal of disregard for some things others value and as individuals cannot protect. E.g. Lancer Barracks. Being of State Heritage value I would be pleased to learn of detailed protective measures for the Barracks.

The pathway linking Little Street and Smith Street near the Barracks is obvious but I feel the structure will be quite exposed at times. Does a buried fence around the Barracks rise out of the ground electronically when daily (?) viewing/visits cease? I presume there is some alarm to the Police Force in any case but they have many duties and no doubt, hierarchies of response. Life would be first.

Vandalism

There are ever more and innovative types of vandalism and the above suggestion is all I could think of. I suppose there could be an electronic field to automatically stun a person prostrate on the ground but someone would have to arrive quickly to ensure no long term injuries would be the result.

If this has been covered in the documents I would be pleased if you could post me a hard copy of the relevant paragraphs.

Light rail

I am quite aware that transport decisions are not yours, however, I am unable to grasp that 'planning' is not over-arching so we end up with integrated transport, great public spaces, developments, parks and protection of our bushland and heritage icons.

So I was very disappointed to see allowance made for a light rail in Macquarie Street and only one lane for traffic in the reverse direction than currently. Many years ago George Street took one-way traffic westward and showcased the Tudor Gatehouse. The readily available sketch can only fuel the case for the light rail when no other factors are being taken into account by most of the population I know.

Parramatta cannot afford to have light rail on its streets as they are simply not wide enough. If it happens, it has to be underground, the reason being for those who did not experience Sydney trams, that is, at each tram stop cars must stop even if there are no traffic signals, so passengers can alight and join the tram from the footpath across the vehicle lane. It will be even slower than the Shuttle Bus.

Church Street is being touted as *EatStreet* as a dining venue so we must get vehicles, especially heavy public transport out of Church Street. Eliminate diesel fumes and noise while one is eating, trying to talk to friends and enjoy the outdoor dining of *EatStreet*. The two things cannot co-exist. Buses are more flexible than track transport especially if there are any accidents or obstructions *en route*; light rail just becomes stuck. Buses routes should be along the cross streets instead so we can recover the Church Street Mall as it used to be and have bus stops at Church Street.

This connects Marsden and Smith Streets through Macquarie, George and Phillip Streets. And very much State taxpayers money saved.

I drive (public transport home is not an option) to meetings in the CBD area mainly along Macquarie Street from the east. Many workers use Macquarie Street (and Hassall Street as Macquarie cannot handle the traffic in peak hours) who come from the Rydalmere and Camellia/Rosehill employment centres. This traffic has to split between the two; some traffic at Parkes Street turns left into Church Street (Auto Alley), the remainder go forward to the Great Western Highway. The Macquarie Street traffic continues to join O'Connell Street for a very busy merge and then crawl up the hill to the Great Western Highway. O'Connell Street takes traffic from Pennant Hills Road and Windsor Road and the employment centres of Toongabbie/Seven Hills.

Parramatta streets are simply too narrow even for today's demand. When fully developed for its current plans, residents (and parking demand) and new commercial buildings the whole place will come to a standstill and so die.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'E. Boesel'. The signature is fluid and cursive, with a large loop at the end.

(Mrs.) E. Boesel