

Bulk & Scale

The bulk and scale of the proposal is inappropriate in its presentation to the residences across Mount Pleasant Avenue (MPA) to the east.

The residents to the east will perceive one long built form ranging in height from 2-5 storeys in the proposal's presentation on the eastern elevation. The building has more the appearance of a commercial development or hotel. This is not in keeping with the character of the residential area.

I note that in excess of 100 trees will be removed to make way for the Stage 1 development. Whilst landscaping is proposed in the eastern elevation, new plantings will take years to grow and should not be relied upon to offer screening to residents in MPA.

Noise Impacts

The noise assessment is inadequate in terms of its assessment of the potential amenity impacts from noise for residents in the homes to the east of the subject site.

There is no plan showing the sensitive receiver locations that have been utilised to undertake a comparison with the noise criteria (only a plan showing the two noise loggers). The noise assessment talks of noise levels as "residences" to the east only in general terms, without identifying exactly where sensitive receivers have been identified for the purpose of the assessment.

The noise assessment does not appear to consider cumulative potential noise from night-time functions (eg, people arriving at or leaving the venue, including associated noise from traffic and parking, and additional pedestrians on MPA) or the noise associated with fire alarms at night (including fire drills).

The architectural plans show a number of outdoor open space courtyards in the eastern setback of the proposal (that is closer to the homes to the east than the building itself) and it is not apparent what assessment has been undertaken of students utilising these areas during the late afternoon and evening. There is also a landscaped roof area proposed adjacent to the Year 9 common room. All of these areas comprise potentially considerable noise sources and it is poor design to place these areas in the eastern setback where they will most affect residents of the homes to the east.

Further, the proposal has been designed with a large number of windows of the individual student rooms (both shared and individual) the student common rooms on the eastern elevation. These windows face the residences to the east of the proposal. It is not apparent from the acoustic assessment what assumptions have been made about students congregating in common rooms or individual rooms. The servery also fronts the eastern elevation and there appear to be windows pointing to the east. It is not apparent whether the acoustic assessment has considered students congregating in the servery as they queue for food.

There are so many unanswered questions concerning potential noise and the configuration of open space areas tend to suggest that the proposal will severely affect the amenities of residents to the east of the proposal.

Traffic and parking

The proposed basement car park is inadequate to meet the needs of the students, visitors and employees who will utilise the new boarding facility.

The most convenient parking to the proposed boarding development is MPA and the traffic report submitted as part of the proposal provides an inadequate assessment of the likely impact on parking

along MPA. The on-street parking that will be caused by the proposal will have an adverse impact on the amenity of the existing residents of MPA.

The proposal to address the shortfall of parking across the site with a “green travel plan” and the *future* introduction of a 200 space car park replacing the existing P3A car park, ignores the reality of post-COVID travel and the fact that a new car park at P3A will not be convenient for residents or staff of the proposed boarding house development.

The assessment of traffic demand in connection with the proposed development also ignores the day-to-day experience of residents in navigating traffic on MPA and, in particular, exiting onto Pennant Hills Road. We already experience considerable difficulty traversing Pennant Hills Road during school drop off and pick up times as MPA narrows down to one lane in parts if cars are parked on both sides of the street.