

NAME: **ROBERT SUTTON**

ADDRESS: 23 KESTON AVENUE, MOSMAN, NSW, 2088

APPLICANT: NSW DEPARTMENT OF EDUCATION.

APPLICATION NUMBER: SSD-10465

STATEMENT OF NIL SUPPORT: **OBJECTION.**

REASONS FOR OBJECTION TO THIS DEVELOPMENT PROPOSAL FOLLOW :

1. WOOD BAGOT SITE PLAN (SSD-1101 Rev2).
We note that plans submitted for public comment are very PRELIMINARY and misleading. This is unacceptable as they are technically wrong and do not reflect the actual site layout. EVIDENCE: The missing presentation of existing structural 30 CAR PARKS on site on the Belmont Road & Gladstone Avenue site North West corner.
2. REJECT Main Entry Change of location. Main entry should always remain from Military Road. (Reasons outlined in 14).
3. REJECT Development without substantial increase to on site parking or public underground parking to match existing demand & expansion.
4. WOOD BAGOT SITE PLAN (SSD-1104 Rev2).
We note that plans submitted for public comment are only PRELIMINARY. This is unacceptable as they are technically incomplete and do not reflect the actual site complete shadow diagrams. Evidenced by the missing presentation of FULL SHADOW DIAGRAMS on impacted (Morning) Belmont Road, Keston Avenue & Avenue Road e.g. South West corner 6:00am(Summer) to 7:30am(Winter). Let's be honest – Easterly morning sun shine is critical to our neighbours amenity. (Afternoon) – Military Road retail shopping strip (Winter) 3:00 - 5:00pm. Let's keep the retail street sunny and a great place to shop.
5. Encroachment to site boundary on North East school corner is an ambit claim. Seriously, you are proposing that the headmaster needs an office with a view of the retail strip down Military Road. This is a big property, the school should stay within the existing building footprint. Fix the school setbacks.
6. COMMUNITY ACCESS. What happened to the public space ?
Remembering history is important here. Until recently this school had a low fence and was publicly accessible on weekends. Local residents played tennis on the school hire courts and walked to the shops through the central courtyard. With fence enclosure of the school commons, the State has currently withdrawn those previously established citizen rights. The State now proposes to further reduce community amenity by building out to the boundary and beyond previously agreed local setbacks.
7. HAS THE BUSINESS CASE FOR EACH ASPECT OF THIS DEVELOPMENT BEEN TESTED ?

These PRELIMINARY proposed plans are faulty. Evidence: Plans don't even make sense e.g. SSD-2203(Rev2) North East Corner Seminar Room. Clearly no necessary business case has been established for a room without doors.

8. IS THIS JUST A STATE GOVERNMENT PROPERTY INVESTMENT BY ANOTHER NAME ?

It appears the school site is rapidly becoming a property play by NSW State Government. On face value it seems intended to reduce the setbacks required for the site and establish increased heights for a future high rise development that is OPPOSED. Is the STATE goal to maximise the developable area for future land sale ? Tennis court on the roof – claims that additional development height with a few subtle tennis fence poles. Could it really be about creating rooftop blank development space. Demonstrate the structural engineering plans for building footings that support this construction ? Let's keep the existing developed area and heights and if you want to go underground - Great idea. Retain the existing scale of the current site and setbacks. Even better, we suggest you build a brand new school at Georges Heights with proper playground areas that limits disturbance to the students during construction and establishes an infinitely better long term school with a stunning site for future generations.

Remind me what was the cost of this poor preliminary and untested plan ?

9. TREES. Where did they go ? Make them red on plan and cut them down. Before development – Lovely. After development the leafy shade is gone.

10. FACADE – SSD-5202(Rev2). Views into school rooms are not a community improvement. Probably a security risk as well. Images do not reflect plans.

11. GFA (AREA) – SSD-9101(Rev2). Plans and values calculated are not accurate to existing or future use.

12. PTC TRAFFIC ASSESSMENT – General. The report contends that traffic will increase by 19 vehicles in the morning and 6 in the afternoon. As a minimum 71.4% of all staff (+ 120 people: Teachers, Admin, Temporary and Departmental visitors) drive to school. They all require permanent business car parking. A count today in the staff parking was 29 cars fully parked with 1 car double parked. Very few students ride bicycles to school – the addition of Motor/Electric Bike parking at school is welcomed (However, PTC report 7.6 is incorrect). Students like riding motor bikes and motor scooters and these have not been counted accurately. Any new development will expand this vehicle demand further and consideration should be made for future EV car charging/bike/scooter trends. The report also makes no account of after hours usage of the school. Evidence: Adult night school, parents attending meetings, school concerts, and alternate use market stalls or elections. Practically everyone drives for these use cases particularly considering recently reduced local STATE & LOCAL COUNCIL bus services. On our calculation the plan is missing 100 on site car spaces.

13. PTC TRAFFIC IMPACT ASSESSMENT . (SECTION 4.1).

This document is misleading and factually wrong. To be fair the report acknowledges the basic structural error of the school survey in Section 4.1. Evidence: An entire year of students (year 12 HSC) had graduated at the survey date. At that time of survey the school was missing 16% or more of the student population (4.1.1.1) possibly as much as 50% of all student parked cars - They nearly all drive to school by HSC exams. As the calendar year progresses, more class years of students qualify for "P's". The volume of student parked cars expands every month in the surrounding neighbourhood streets. Increase students – Increase parked cars. Not 6 afternoon vehicles – a rubbish statistical "fun model fact" based on a flawed transport survey 6.2 SIDRA model. This model is factually incorrect and the PTC TRAFFIC ASSESSMENT should be rejected by the planning authorities and courts.

14. PTC TRAFFIC ASSESSMENT. 3.2.3. This study was so erroneous and rushed that the authors don't even know the location of our local ferry. They state the closest ferry is Taronga Zoo. Evidence: Closest ferry is Mosman Bay (1270m) and is used regularly by the school community. The report significantly understates vehicle use, a minimum of 6-18% students are driven to school, limited account is taken of student & staff parked cars. Furthermore official place of residence and actual place of residence for a leading public performing arts high school is not the same thing. Parents support students commuting long distances to attend this prestigious public high school. Many need cars to reduce this commuting overhead. The Year 7 school information pack reflects this truth: Bus origination to school (Avalon, Chatswood, Wynyard), then in later class years they drive. From personal observation, very few cars have multiple student occupants. Error: PTC Report: Figure 40. Titled Existing AM peak pedestrian volumes (morning) when clearly base traffic photo is late afternoon after school. This intentionally understates and confuses readers on the known traffic & pedestrian impact on the surrounding streets caused by the proposal. Evidence: Look closely at traffic volume at Corner of Belmont and Military Road.
15. MAIN ENTRANCE MOVE TO BELMONT ROAD. OBJECTION. This should not impact East West traffic flows as Military Road pavement is better suited to manage student peak flows due to historical consideration of this need and requirement. Retain Military Road main student entrance.
16. NO MENTION OF IMPACT OF STUDENT PARKING ACROSS HOUSEHOLD DRIVEWAYS IN KEMBLE LANE.
17. GLADSTONE AVENUE BUS PARKING. Retain. No change required. Police the existing 40/50 Km speed restriction to reduce "Rat-Run speeds". Considering KESTON AVENUE is a historic quiet residential street, we OBJECT TO ANY INCREASE IN PARKING OR TRAFFIC considering the 336 vehicles an hour reported on PTS table 4. (SITE: 4 peak hourly traffic). We also note there is no "Spare Capacity" as stated in the report because this is intended to remain a quiet historic residential street, not a highway.
18. CONSTRUCTION MACHINERY AND CONSTRUCTION WORKER PARKING.
The report fails to recognise potential loss of site parking during construction. Construction worker parking should be provided on site. Machinery will need locations to stand and should not be allowed to stand, impede or damage historic weight sensitive streets. All damage should be promptly repaired with contracted new full seal road paving, pedestrian path walk ways and repaired service ducts. The PTC TRAFFIC assessment of impact as "insignificant" remains factually incorrect and insulting to local residents. Our submission rejects all heavy vehicles or non residential transit movements on Keston Avenue or Kemble Lane.
19. SCHOOL CAR PARKING. Objection.
Three quarters of all staff drive to work, most do not live in Mosman. That is currently 88 cars a day searching for all day parking before we add students. The SIDRA MODEL (6.2.1.2) fails to recognise part time staff (using misleading FTE) drive to work. The STATE has a responsibility to provide parking and not burden residents with their operating business problems. Where do they park now ? The report states over 47% park in Gladstone, Avenue and Military Roads. That is both unlikely and illegal if it was true. Parking is time limited to support Bus parking and retail shopping in these streets. The result is massive overflow into Keston Avenue & neighbouring streets that is rarely mentioned in the faulty PTC report. If the school grows, so do staff numbers and Year 11 and 12 car requirements (possibly as many as 150 – 190 Cars). The answer is clear, if this proposal was to proceed the employer must provide effective matched parking under the school to support their expanded

business operations. The STATE claims to provide 33 school car parks. On inspection today there were 30 cars parked on site. This parking is not shared with the community as school gates are now regularly locked at night and prohibited access to the school site has been signposted and fenced. Fix the proposals public parking.

20. KESTON AVENUE - HISTORIC PRECINCT.

There is an unexplained and limited mention of the existing development control plans for our historic area (MOSMAN LOCAL ENVIRONMENT PLAN 2012 – Semi detached houses of significance – KESTON AVENUE HERITAGE CONSERVATION AREA). Keston Avenue is a state significant historic streetscape and the Mosman High School caps the road end of Keston Avenue. So what the STATE Government is saying is we will regulate the colour and style of your “picket fence”, we will regulate you to retain “Cornish slate roofs”, but we will go for broke next door as a special unregulated State property development at the top of the street.

That seems both absurd and unfair !

In summary, the STATE can expect long term coordinated challenges to this development if these objections are not satisfied.

I DECLARE THAT I HAVE NOT PAID A REPORTABLE POLITICAL DONATION IN THE PAST 2 YEARS.

Yours Faithfully,

Robert Sutton

23 Keston Avenue, Mosman, NSW, 2088

Date: 4 May 2021