

Submission for Carlingford West Public School Development

I have more than 35 years working experience; 20 of which as a civil/structural engineer and later 15 years as a high school teacher.

First of all the project is long overdue and the CWPS communities have been crying out for a quality upgrade. I think the current design needs some significant changes if both school and local community's need for a safe and modern learning environment is to be met.

I have lived within 5 minutes walking distance from CWPS for more than 20 years and have watched the rapid development of the area and the deteriorating conditions with real health and safety concerns for students, parents, teachers and local community.

I have the following concerns with the development:

1: INSUFFICIENT CAPACITY

The proposal and design was based on study done in 2020 during the pandemic and the SEAR report dated 5 November 2020 by Barker Ryan Stewart consequently has many recommendations that were flawed based on incorrect data. In Page 14 Section 5.12 Social and Economic Impacts, it states the project will accommodate small increase in student numbers. It seems not to have taken into account the Parramatta Council's LEP 2012 zoning of the area next to the school (Page 10). The area between Felton East encompassing Blenheim and Dunmore Avenues are currently mostly low density residential housing. With the new R2 and R3 zoning of the area around the school, the density will increase very significantly hence the number of students to be enrolled in the future have to be met.

In the The Appendix C Traffic Assessment "Concept Design Traffic Report" by TTW dated 8 April 2020, Table 3.1 "Summarised existing and future capacities" show the proposed capacity of 1600 students with "permanent increase" of 1050 students from the Existing 550 with a projected increase of 131 based on the Existing enrolment as 1469. The projected increase of 1050 is a false improvement in enrolment. Furthermore, to plan for such a small increase in enrolment of 131 students cannot be regarded as meeting future demand.

In the subsequent report "Appendix 24 Transport And Accessibility" by TTW dated 24 June 2021 Table 4.1 "Summarised existing and future capacities", the figures were revised to Existing enrolment of 1678 against a Proposed 1610! Therefore from the day the project is completed it is not meeting the current enrolment!

The New learning facilities must cater for new enrolments for at least the next 10 years, with projections to be based on the higher residential density expected with the new zoning of the area as R2 and R3. A recent news report of increased in enrolment of popular schools like CWPS will continue despite caps imposed. (<https://www.smh.com.au/national/nsw/sydney-s-most-sought-after-schools-growing-rapidly-despite-enrolment-caps-20210321-p57cp7.html>)

CWPS currently has 13 kindergarten classes with about 20 in each class. Assuming the same enrolments for each subsequent years the school must be able to provide learning facilities for at least 1800 students! With the expected increase in density of the local residential area as indicated by the number of housing development going on to convert freestanding houses into townhouses and apartments, the new learning facilities should meet demand for extra 50% or around 2400 students in the near future.

2: INCORRECT TRAFFIC ASSESSMENT

The Appendix C Traffic Assessment "Concept Design Traffic Report" by TTW dated 8 April 2020, from which the development had based on, contained flawed traffic mode analysis. The report in page 15 did indicate that no actual survey was done due to the COVID-19 impact but had collected estimate of travel mode from the principal of CWPS as given in Table 2.2 "Estimated travel mode split". Despite that, the model used to prepare the Mode share target in Tables 4.1 and 4.2 in Page 19 completely ignored the principal's estimates and had unsubstantiated estimates of students cycling and taking bus to the school which has no correlation to the actual

situation. What evidence is there to support the claims of the level of primary school students walking, cycling or taking public buses to school? Very few, if any, parents would allow their K to Y4 CWPS students to cycle or be on bus or train with high school students and then walk in the dangerous traffic conditions to school.

In the subsequent report "Appendix 24 Transport And Accessibility" by TTW dated 24 June 2021, survey data and traffic count were collected onsite and presented a more reliable traffic data. Despite the data showing much higher traffic flow of more than double the figures in the previous report, Section 5.0 Operational Impacts part 5.1 states "Given that there will be no increase to the student or staff population as a result of the development, there is no associated traffic generation from the site." and in 5.2 "Given that there will be no additional traffic generation as a result of the development, trip distribution assessment is not considered further.", these two statements are flawed based on the data collected and the change in LEP 2012 for the area from R1 to R2 and R3. The new traffic infrastructure design sets targets (Table 6.1) for increase in number of primary students cycling and taking public transport and also a reduction in Pick-up and Drop-off traffic which are laudable goals but not realistic.

ROADWAY

- Inadequate capacity: TTW's 8 April 2020's report anticipated 212 cars (Table 4.2) for the new development. The actual traffic survey indicated in Table 2.5 of the 24 June 2021 report shows average volume in the morning of 978 at Felton East & Baker Street and 748 at Felton West & Arcadian Circuit. Figure 2.25 shows more accurately traffic to CWPS as average of 274 and 198 at the respective junctions giving an average total of 472 for each day. The road works does not address the current traffic volume much less the near future.
- Safety to community and drivers. My safety and welfare is being put at risk as are the students, parents, teachers and other community members by the shortcomings of the current plans. For example, once I had to leave at about 3:30pm for a medical appointment and was stuck stationary for almost 20 minutes along Karingal Avenue. If I had a medical emergency I won't be able to get out or an ambulance to come in. The existing width of Felton Road and internal residential roads cannot accommodate more than two vehicles side-by-side. There is no room for an ambulance to squeeze between traffic. I dread to think what will happen if a fire happens during the peak period with emergency vehicles not able to access the area.

Traffic is so bad during peak times that some drivers were impatient and manoeuvred dangerously close to pedestrians just to be able to move through the traffic. At the junction of Karingal Avenue and Felton Road East, where there is no pedestrian crossing, vehicles have right of way but pedestrians just cross the junction regardless and this creates potential for accidents. If a zebra crossing were to be installed then a traffic guide must be provided otherwise traffic from Karingal Avenue won't be able to turn out due to the stream of pedestrians.

- Accessibility for staff and Service vehicles
The proposed development does not allow through traffic from Felton Road East. The Pickup and Drop off design should incorporate access for staff and service vehicles to enter from the eastern gate which then gives flexibility for access from both gates. To restrict vehicle access to only one gate at Felton Road West will create a congestion at that end and will discourage staff who travels from the east from parking at the western end; they will very likely park along residential streets on the eastern side of the school. Please consider revising the thoroughfare next to Block Y from steps only to combination of steps and a lane for vehicles.
- Comprehensive traffic study.
The traffic study covers only CWPS's future enrolments without considering the neighbouring high schools, Cumberland HS and James Ruse HS. There are plans in place to increase the enrolment at Cumberland HS. A more comprehensive data collection and analysis is needed to design roadway infrastructure that will meet the local area's need rather than just CWPS.

A solution is needed now to increase the current vehicle traffic's capacity of the access roads to the three schools.

PARKING

The onsite parking spaces of only 53 for the projected more than 110 staff is inadequate. The statement in 5.7.2 "The proposed car parking provision of 53 spaces is equivalent to 1 space per 2 staff members. This is considerably higher than the current site provisions (permanent capacity 30 spaces.) " is laughable considering the existing staff number of 110 (Table 4.1)

You have to be onsite to see the poor teachers, mostly young female, lugging multiple heavy bags with student workbooks and other resources to and from their cars parked along residential streets because there is insufficient on-site parking. The report proposed targets for staff to increase car-pooling or take public transport. I had tried car-pooling with my teaching colleagues but it doesn't fit our travel schedule due to different before and after school duties and also workloads. I also had to carry many student workbooks home to grade and I can empathise with the CWPS staff. It is simply wrong to expect teachers to take public transport based on the school's location. The survey data in 3.3 Staff Travel Information of the report, indicates more than 95% of the staff drives to school. I am an advocate for public transport but it is not suitable for Sydney's teaching community in the suburban setting. The Hill's DCP on parking is more realistic as it meets the actual demand. Please provide at least 110 car spaces for staff onsite parking.

Recommendations:

- 1. Improve internal road infrastructure to increase capacity and improved community safety.**
- 2. Increase the capacity of the new learning facilities to cater for future demand. Block Y should be extended to cover over the staff parking area.**
- 3. Increase onsite parking. Block Y extended to provide an additional level of parking spaces.**
- 4. Improve accessibility and mobility for staff and students. Allow vehicle access from Felton Road East.**

I have a few other concerns but due to time constraints I haven't read the other reports. The above are my feedback for the project for now.

Thank you for your kind consideration

Regards
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