

removed to Spring Street. I have not seen any correcting public notice or updated letter. The errors and inconvenience caused by this does not reflect well on the administration of this application. We now turn to the second issue, traffic and parking. The traffic and parking associated with the existing operation of the school has significant and adverse impacts on the Queens Park neighbourhood. In the application it states that the current Transport and Parking Plan is enforced by the school and Waverley Council. The enforcement is completely ineffective. For example, on any given school day you can see numerous students parking vehicles on Queens Park Rd west of Bourke St which is not permitted under the Plan.

The queuing of vehicles, particularly in the a.m. peak seeking entry to the school on York Rd, frequently leads to a tail back of vehicles that blocks the intersection of York Rd and Queens Park Rd. I also continue to observe inappropriate driver behavior including U-turns in Queens Park Rd by vehicles approaching from the east U-turning at the intersections of Queens Park Rd and Alt St and Queens Park Rd and Denison St. More recently, in the last week of term, I observed a large black four wheel drive approach the school from the south on York Rd and do a U-turn in York Rd near the intersection with Queens Park Rd to join the end of the queue waiting to enter the school.

The traffic report in support of the application identifies a single traffic count, done on the 28 June. This is a completely inadequate sample. A more robust analysis should be done including different days of the school week and measured against non-school days and in a range of weather conditions.

We note that the traffic report identifies that the current enrollments are some 145 students below the current cap, 1690 students. The intersection of Queens Park Rd and York Rd is at a service level of 'E' in the a.m. peak and similarly York and Baronga Rd in the p.m. peak. This level of service is unacceptable and will only get worse as the current cap is reached.

We are asked to accept that introducing a green travel plan, staggered arrival and departure times (but with no actual detail on the nature of these initiatives) and the introduction of a seagull designed intersection for York Rd and Queens Park Rd and dedicated left turn lane into Baronga will 'result in no more traffic than that generated by the approved school'. This reasoning is simply flawed. The school is currently operating below its approved capacity. The current traffic and parking situation is not acceptable or satisfactory and the school needs to address this first. To take this as what is acceptable and the 'standard' against which to assess the expanded school will result in the reinforcing of an unacceptable situation.

There should be no increase in the current cap which was imposed to deal with the parking and traffic impacts of the school on the neighbourhood. The school needs to demonstrate that it can implement and enforce a Transport and Parking Plan, implement an effective Green Travel Plan and ensure responsible driver behavior, promises are not good enough. Until the school has addressed these issues and those of students parking in surrounding streets and improvements made to the York Rd intersections with Queens Park Rd and Baronga Rd and the traffic and parking impacts reassessed then there should be no relaxation of the current cap. Given that the school is below the current cap, operating at 91 % of the cap, this is not an unreasonable request.

We do not have any objection to the improvements the school facilities themselves although an overall loss of soft outdoor space seems disappointing. We have not made any reportable political donations. Thank you for the opportunity to comment.

James R. Hume