



06 April 2016

NSW Planning Assessment Commission Determination Report
St Catherine's School Campus Master Plan and Stage 1 Research, Performing Arts and Aquatic Centre

1 INTRODUCTION

On 8 December 2015, the application for the St Catherine's School Campus Master Plan and Stage 1 Research, Performing Arts and Aquatic Centre (RPAC) (State Significant Development 6339) was referred to the Planning Assessment Commission (the Commission) for determination in accordance with the Minister's delegation dated 14 September 2011.

St Catherine's School is an all-girls educational establishment which caters for students from Kindergarten to Year 12. There are currently 1,050 students enrolled at the school which is located at No.26 Albion Street, Waverley, which falls within the Waverley Council local government area.

For this determination, Lynelle Briggs AO (Chair), John Hann and Stephen O'Connor constituted the Commission.

2 PROPOSAL

The proposal seeks consent for a concept proposal for the staged redevelopment (comprising 5 stages) of the school campus over 15 years and the concurrent construction, and operation, of Stage 1 of the concept proposal. The table below provides a summary of the subject works proposed in the concept proposal and Stage 1:

Table with 2 columns: Proposal, Summary of Works. Rows include Concept Proposal (5 stages of works over 15 years) and Stage 1 Works.

### **3 APPLICANT'S JUSTIFICATION**

During the scheduled Public Meeting, the Commission heard justification detailing why the school required the proposed RPCA building and other necessary works associated with this application. The Applicant stated that the proposal would improve the education facilities for the existing and future St Catherine's school community. The new professional grade auditorium will enable two year groups to perform simultaneously in addition to providing a range of new teaching/learning areas which will enable the school to provide more sophisticated advanced learning options. The proposed swimming pool will be able to accommodate water polo, diving and learn to swim activities on an all year round basis.

The submitted 'Environmental Impact Statement' (EIS) highlighted that the total "school age" population, within St Catherine's catchment area, is projected to increase from 54,900 (in 2011) to 82,800 (in 2031). The school advised that it is highly likely it will accommodate some of this growth.

### **4 COMMISSION'S MEETINGS AND SITE VISIT**

#### **4.1 Briefing and Correspondence from the Department**

The Commission was briefed by the Department of Planning and Environment (the Department) on 20 January 2016. The Department provided an overview of the application and discussed the recommendations made in the Secretary's Environmental Assessment Report, particularly in relation to traffic and the operation of the RPAC building. A summary of the briefing is attached in **Appendix 3**.

#### **4.2 Briefing from the Applicant**

On 20 January 2016, the Commission met with the Applicant and undertook a site inspection. The briefing by the Applicant included a discussion on student numbers; an overview of how students currently travel to and from school; how the school proposes to alter existing attitudes towards students being driven and driving to school; and an overall justification for the entire project. During a site inspection, the Commission also viewed the existing school facilities, the intended location of the proposed RPAC building, the existing traffic environment in this locality and car parking numbers on surrounding streets. A summary of the briefing and site inspection is attached in **Appendix 3**.

#### **4.3 Meeting with Waverley Council**

On 20 January 2016, the Commission met with officers from Waverley Council and a record of the meeting is attached in **Appendix 3**. The meeting focused on the car parking and traffic issues currently associated with the site; population growth in the area; the resultant demand for additional schooling; and how other educational establishments manage their car parking and traffic issues.

#### **Meeting with Randwick City Council**

On 20 January 2016, the Commission met with officers from Randwick City Council, who raised particular concerns regarding traffic and car parking. A record of the meeting is attached in **Appendix 3**.

#### **4.4 Public Meeting**

On Thursday, 28 January 2016, the Commission held a public meeting at the Waverley Community Room in order to provide all interested parties with an opportunity to comment on the Application, prior to its determination. A total of 19 speakers presented to the Commission. A list of all those who spoke is provided in **Appendix 1**.

The majority of the speakers expressed strong opposition to the subject proposal for a number of reasons, including:-

- potential impacts of the development on traffic and car parking in the area;
- current non-compliance with the previously approved student numbers;
- lack of consultation between the school and the community; and
- concerns on how the proposed built form will impact on the existing streetscape and residential amenity of this area.

A summary of the issues raised at the public meeting is provided in **Appendix 2**.

#### **5 SECRETARY'S ENVIRONMENTAL ASSESSMENT REPORT**

The Secretary's Environmental Assessment Report detailed the Department's consideration and assessment of the development proposal. The key issues considered in this addendum report included:-

- traffic and parking impacts;
- built form and urban design;
- environmental and residential amenity;
- proposed community use of facilities; and
- other relevant matters relating to the 'public interest'.

The Department considered that the staged redevelopment of the school campus and construction of the RPAC building will provide a public benefit through the provision of additional school places and improvements to school operations which will address a number of existing issues. The Department found that the combination of elements of the proposal will also address some of the likely impacts from the intensification of the school's footprint and provide for additional events to be held in the new facilities. The Department considered that the proposal was in the 'public interest' and would deliver positive social, economic, and environmental benefits to the wider community by also providing additional school placements in the local catchment area, and supporting the generation of further employment at St. Catherine's school.

The Department concluded that the proposed development satisfactorily responds to the issues raised and recommended conditions of consent to facilitate maintaining the existing environment and residential amenity in this locality.

As a result, the Department recommended that the subject "School Campus Master Plan and Stage 1 Research, Performing Arts and Aquatic Centre" be approved, subject to relevant conditions being imposed in any issued development consent.

#### **6 FURTHER INFORMATION**

Following the public meeting, the Commission sought further information from both the Department of Planning and Environment; and the Applicant. In particular, the Commission sought

responses from the Department regarding the previous concerns raised by the public in relation to car parking, traffic and projected student numbers. The Commission’s request for this information is attached in **Appendix 4**.

On 1 March 2016, the Department responded by providing information on the development consents for the school, which included specified conditions relating to limiting the student and staff numbers for the existing school population. The Department also provided advice on the recommended S94 contributions; the intention and operation of an Operational Transport Management Plan (OTMP); traffic mitigation measures; and the need for the school to convene a Community Consultation Committee in order to provide local residents with regular updates over the course of the school’s 15 year expansion plan. In addition, advice was also received on amendments to the recommended conditions, which were required in order to adequately address the Commission’s concerns.

On 3 March 2016 the Applicant responded to the Commission by providing a comprehensive letter detailing how the school would address the issues raised by the Commission including measures that will facilitate mitigating a large majority of these issues. Copies of both the Department’s and Applicant’s responses have also been attached in **Appendix 4**.

The Applicant also provided further responses on waste collection issues on 16 and 24 March 2016.

## 7 COMMISSION’S CONSIDERATION

After careful consideration of all the issues raised in both written submissions and the public meeting, the Commission has identified the following key concerns and considerations:

### 7.1 Student and Staff Numbers

At the Public Meeting, numerous speakers raised concern that the school is currently exceeding the number of students permitted under its existing development consent.

The school has been granted a number of planning consents over the years and the following table summarises recent development consents including restrictions on student numbers:

Proposal	Summary Description	Status and Details on Student Numbers
<b>1984: Development Application DA-250/1984</b>	The erection of a new school building (J-Block) and refurbishment of existing buildings (Administration Building)	Approved by Waverley Council on 5 February 1985.  A condition was imposed that restricted the school to a maximum of 850 students (250 primary school and 600 secondary school students) and a maximum of 85 staff (including ancillary staff)
<b>2011: Development Application DA-140-2011</b>	The refurbishment of the Administration Building and construction of a three storey Music/Visual Arts Wing addition (Nan Hind Pavilion) to the Innovation Centre (Nan Hind Centre).	Approved by Waverley Council on 7 September 2011.  The Statement of Environmental Effects accompanying the application identified that the school had 930 existing students and no increase to

		student numbers was being sought. A condition of consent stipulated that no increase in students or teacher numbers is approved under the consent.
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The Commission notes that in 2014, at the time of the subject application being lodged, there were 970 students enrolled at the school. At present, there are 1050 students enrolled at the school and 202 staff. This is well above the 2011 conditioned levels of 930 students.

The school is now proposing to incrementally increase student numbers each year by around 15 students until it reaches its proposed maximum capacity of 1200 students and 212 teachers. The Commission is, nevertheless, aware that due to incremental additions in student numbers to date, above approved compliance limits, the proposed maximum 1,200 students cap may potentially be reached well ahead of 2030, unless appropriate action is taken beforehand.

The Commission is concerned that increasing student and staff numbers is likely to generate an increase in traffic movements associated with the operation of the school and exacerbate the existing traffic and car parking problems experienced on surrounding roads (as discussed in sections 7.2 and 7.3).

Therefore prior to any increase in student and staff numbers, the Applicant will be required to address the car parking and traffic impacts currently associated with the existing school operations. The Commission acknowledges that it may be difficult to achieve significant improvements in traffic and parking in the short term, however it believes that acceptable progress can be made over a five (5) year timeframe.

In order to alleviate the cumulative traffic and car parking impacts that are likely to occur during Stage 1 construction works, the Commission has conditioned that student and staff numbers must not increase above 1050 and 202, respectively, until 1 January 2021. A gradual increase of no more than 15 students per year would then be allowed to the maximum levels of 1,200 and 212 by 2030, subject to the school demonstrating success in the introduction of traffic and parking management measures.

## 7.2 Traffic

Many of the concerns raised at the public meeting directly related to intensifying the existing traffic situation, currently generated by the school, and its 'detrimental impact on local residents'.

Many members of the public supported the Department's Operational Transport Management Plan (OTMP) condition, but raised concern that the school was unlikely to comply with these requirements. As a result, the Commission has tightened the staged OTMP condition with clearly identified requirements and measures, to be implemented at each stage. In particular, the plan is required to be approved prior to the issue a Construction Certificate, and updated prior to the issue of any Occupation Certificate for the site, and again prior to any increase in student enrolment or staff numbers above the existing 1050 and 202 respectively.

Conditions also require that the successful implementation of the plan is to be verified prior to the commencement of operations of the new facilities, and prior to each increase in student/staff numbers above the respective current 2016 population of 1050 and 202 from 2021. The Applicant must provide evidence that the measures in the OTMP have been successfully implemented and that targets are achieved, to the satisfaction of the Secretary of the Department of Planning and Environment.

In the event the Operational Transport Management Plan is unable to ensure no net increase in traffic, the school will be required to undertake traffic assessments and contribute to any road upgrades required to ensure roads are operating efficiently. The Commission acknowledges that mechanisms for requiring road upgrades through consent conditions are often complicated by concerns or disagreements over funding arrangements. This has the potential to constrain future growth of the school (if alternative traffic minimisation and management measures prove unsuccessful). In this instance the Commission is satisfied the school would have the option to negotiate with Council, potentially paying the full cost of the road upgrade works upfront and being reimbursed at a later date when Council is able to pay its share. Alternatively the parties may be able to come to an arrangement to ensure the most urgent work is completed with the school's share of funding. Ultimately such arrangements may need to be facilitated through a variation to this consent (future scenarios would need to be assessed by the relevant decision maker, based on the evidence available at that time). Road safety audits and regular independent monitoring and reporting are also required through the conditions.

The Commission has provided a degree of certainty for the community by adding requirements that the school engage a traffic control officer to monitor and supervise traffic and parking arrangements during school pick up and drop off times, to oversee the implementation of the Operational Transport Management Plan and to liaise with Council and local residents on traffic and parking impacts from the school. The Commission also recommends that the school actively work with its students, parents and staff in order to mitigate any traffic and car parking impacts on streets surrounding the school and the wider road network. Community consultation is further considered in section 7.8 below.

### **7.3 Car Parking**

There were numerous concerns raised about the lack of available on-street parking in the area, particularly during the school's operating hours.

In its submission, Waverley Council recommended that 200 additional car parking spaces be provided on-site, in order to accommodate cars generated by the school. However, the Commission is of the view that this measure would only worsen the existing traffic congestion in close proximity to the school by bringing many more cars into the school grounds. Further, the only possibility of adequately accommodating this amount of car parking spaces on-site would be in an underground basement arrangement. The Applicant has advised that the cost to construct a basement (underground) car parking area in this location for 200 vehicles would be approximately \$15 million.

The Commission acknowledges that it will be difficult to achieve behavioral change in school access practices in the short term, which would see alternative modes of transport (i.e. walking & cycling) adopted, however, the Commission believes that some progress can be made in achieving the desired behavioral change over a five year timeframe.

The Commission also believes that Waverley Council should be asked to explore activating a 'resident only' parking scheme, on surrounding streets in close proximity to St Catherine's school, as this would assist residents in securing car parking.

While the application makes provision for an additional 19 parking spaces on-site for staff, the Commission requested the Department provide an analysis of the increased demand for parking generated by the proposed increase in student and staff numbers.

The school's own (2014) travel survey (*St Catherine's Travel Strategies Transport Report Sept 2015*, prepared by Arup) determined that 75% of all new staff are likely to privately commute in their own

cars to work/school and this may result in these vehicles being parked at (or near) St Catherine's school, generating an increased demand for 8 car spaces. Although no parking spaces are proposed on-site for students, the 19 additional car spaces provided for staff will result in a reduced, off site demand of 11 car spaces.

It is important that the increased parking demand, generated by additional student numbers, not exceed the reduced demand for off-site parking generated by the 19 additional on-site staff spaces. St Catherine's school does (and will) not provide parking for students on site and currently discourages the entire student body from driving to school and parking in surrounding streets.

The Commission also noted community concerns about construction parking impacts. The Commission sought clarification on the potential options available to mitigate this impact, in particular on the feasibility of providing off-site construction car parking and shuttle buses to the site. Ultimately these issues will require further consideration as part of the Construction Environment Management Plan for the site. The Commission has added requirements for both on-site and off-site construction staff car parking options to be addressed in the Construction Environmental Management Plan.

#### **7.4 Alternative Modes of Transport**

As the majority of St Catherine's students live within a 1.5km radius of the school, the Commission is of the view that the school should be committed to providing the necessary support facilities for students to assist them to maintain a healthy and active lifestyle. There are examples where other schools have introduced 'cycle-to-school' and other schemes which have ultimately reduced traffic conflicts. The Brisbane City Council initiatives were highlighted by the Applicant and, consequently, the Commission approached the relevant Council division to better understand these initiatives. Advice from Brisbane City Council's Transport Planning and Strategy Division explained its active school travel program works with primary schools across the city to reduce car trips and promote walking, cycling, scootering, public transport and car pooling. It noted that uptake will vary due to a range of factors, such as proximity, availability of safe of travel routes, access to public transport and parent attitudes.

In relation to cycling, Brisbane's program includes one school (of approximately 1,100 pupils) where eight percent of primary school students were cycling to school, requiring about 80 bike spaces.

The Commission considers that it is important to support and encourage cycling as an alternative mode of transport. Given this, and acknowledging that St Catherine's also accommodates high school students who may be more confident cyclists, and that the bike spaces would potentially cater to staff as well, the Commission has required that a minimum of 100 bicycle spaces (racks) be provided as part of the Stage 1 works. Storage, change rooms and shower facilities for these spaces must also comply with the requirements of the Planning Guidelines for Walking and Cycling.

Further, the associated benefits with encouraging further bicycle use to/from the School will:-

- reduce traffic congestion and make the surrounding streets safer;
- increase exercise levels and improve the health and wellbeing of students;
- improve the quality of their local environment; and
- build students' road safety skills and independence.

Brisbane City Council's program also achieved successful results with private bus services, including an example where thirty percent of all students travelled on the private bus, and a further twenty two percent were involved in car pooling. The Commission is supportive of the Applicant's increased provision of private school buses to reduce the number of cars accessing the site during peak times,

however, the Commission heard that a number of privately owned bus companies are currently using 'Sydney Buses' stops which Waverley Council has advised is an unlawful use of publically owned infrastructure. The Operational Transport Management Plan will need to demonstrate buses servicing the school have safe and lawful stopping points throughout each stages of the proposal.

## **7.5 Garbage Trucks**

Concerns were raised regarding public safety in respect to the existing arrangement of reversing a large, heavy articulated garbage truck along Leichardt Lane in order to access the school on the days it is scheduled to collect waste.

In an effort to remediate this potentially dangerous reversing manoeuvre, the Commission sought advice about whether a shorter wheel-based collection truck might be able to enter and exit the lane way in a forward direction.

In response, the Applicant provided the following response, which was received by the Commission on 16 March 2016 which detailed the difficulty the applicant had in adhering to this request.

*"The School has further investigated the possibility of accommodating a forward in/forward out manoeuvre for the waste service via Leichhardt Ln and provide the following commentary:*

- *The existing physical constraints within Leichhardt Ln including residential flat building No. 7 Leichhardt St and a narrow road width generally, make it impracticable for the waste truck to conduct a manoeuvre around the bend on Leichhardt Ln without encroaching over lot boundary SP 3585 (No. 7 Leichhardt St);*
- *The location of the existing Chamber Sub No. 184 (authority asset) prevents the truck for entering the site in a forward direction, avoiding the bend on Leichhardt Ln;*
- *Hypothetically, if the waste truck could enter the site's premises from the north end of Leichhardt Ln (after the bend), the truck would be required to undertake reversing manoeuvres to avoid the structure of the proposed Research Centre in order to turn the waste truck around and exit in the forward direction; on balance we are of the view that this would be no less intrusive than the current scenario;*
- *Acknowledging the existing physical constraints and the events that led to the current waste arrangement with Waverley Council, we are of the view that the existing agreement with Waverley Council (i.e. to arrive post 9am limiting intrusive noise on neighbours and arriving after the peak morning period to minimise impact on traffic) is currently the most practical approach for waste pick up via Leichhardt Ln; the School is committed to continuing its working relationship with Waverley Council and responding to issues raised by the community in an informed and responsible manner."*

The Commission accepts that it may not be feasible to service the site with small waste collection trucks at this time, but considers that this may well become a viable option in the future as waste is increasingly collected from basements of residential flat buildings. To ensure this potential safety risk is appropriately minimised the Commission has imposed a condition requiring that waste collection services must enter and exit the laneway (and the school, if applicable) in a forward direction, or where this is not possible, reverse movements must be conducted with the assistance of a rear lookout person.

## **7.6 Built Form and Residential Amenity**

The concept proposal includes three new building envelopes:

- Stage 1 RPAC building envelope fronting Macpherson Street;
- Stage 2 building envelope to replace JBH building located along Albion Street; and



- Stage 5 building envelope which adopts the approved form of the Nan Hind Pavilion.

The Commission is satisfied with the Department's assessment that the proposed envelope, built form and design of these buildings are appropriate and that there are sufficient environmental planning grounds to support the proposed variations to the Waverley Local Environmental Plan (2012).

In relation to the overshadowing of No.4 Macpherson Street, the Commission accepts the Department's conclusions that the overshadowing impacts of the development are acceptable as the majority of residential properties affected would still maintain a minimum of two hours sunlight to their living and open space areas during mid-winter between 9am and 3pm.

## 7.7 Cumulative Impacts

The submission lodged by the Charing Cross Village and Bronte Beach Precinct Committees' expressed concern that the school's original Master Plan failed to consider the cumulative impacts that its 15 year expansion plan would have in context with other traffic generating developments in the locality.

The following establishments are nearby examples which it suggests should have been taken into consideration during this assessment to determine how the proposed school project will contribute to the total cumulative impact in this locality.

- Childcare centre opposite St Catherine's School at 23 Macpherson Street;
- Childcare centre at Bronte Bowling Club in Varna Park at 16 Wallace Street;
- Proposed redevelopment of the Bronte RSL at 113 Macpherson Street;
- Proposed rezoning and redevelopment of Waverley Bowling Club (temporarily withdrawn); and
- Approved redevelopment of Loretto Nursing Home, 363-7 Bronte Road, Bronte.

The Commission acknowledges that the school currently generates a number of impacts, particularly on traffic and parking and that these impacts have the cumulative potential to be further exacerbated when other proposed developments become operational. Nonetheless, the Commission is satisfied that with a strong framework of conditions, the project represents a real opportunity to improve, if not resolve, the current traffic and parking problems experienced on a daily basis surrounding the school. The approval provides an incentive for the school to improve and gives clear and enforceable limits on student and staff populations to ensure they cannot increase without meaningful action to reduce existing problems and ensure no net increase beyond current levels. Further, the future growth of the school, to a maximum of 1,200 students, will allow it to better service the needs of the growing school age population in the area.

## 7.8 Community Consultation

In the modern world, very few institutions can operate in isolation from their surrounds. However, numerous speakers at the Public Meeting expressed concern that there is a lack of communication and engagement between the school and local residents. In order to facilitate more open communication between both parties, the Commission has required that St Catherine's school establish and operate a Community Consultative Committee (CCC). The CCC will provide a forum for residents to have open discussion with the school, Council and other relevant stakeholders in regard to the school's existing operation, environmental performance and community relations.

Further, the CCC will also be able to review traffic and parking impacts (including independent Audit reports, during construction works, in accordance with the Draft *Consultative Committee Guidelines* -

*State Significant Projects* (Department of Planning and Environment, 2016, or its latest version), unless otherwise approved by the Secretary. It is envisaged that the CCC will commence operating within 6 months of this approval and continue for a further 2 years, unless otherwise approved by the Secretary to extend beyond this period.

### 7.9 Other issues

The Commission also heard concerns about the extended construction program proposed in the Master Plan, as the site undergoes a range of upgrades potentially over a 15 year period. While the Commission acknowledges the community's concerns on this issue, it notes that future development beyond Stage 1 of the Master Plan, would be the subject of detailed assessment and consideration by the relevant consent authority before it could proceed. The Commission also notes that the development of future stages would occur on different parts of the site, and many of the potential construction impacts, such as construction noise, should be relatively localised and would not affect the same neighbours during each stage. Ultimately each subsequent stage will need to be assessed by the relevant consent authority at the time it is sought by the school.

The Commission is satisfied that other issues such as potential noise impacts associated with operation of the Aquatic Centre have been adequately assessed in the Applicant's and Department's assessments.

## 8 COMMISSION'S FINDINGS AND DETERMINATION

The Commission has carefully considered the Applicant's proposal, the Secretary's Environmental Assessment Report and the relevant considerations under Section 79C of the *Environmental Planning and Assessment Act 1979*.

The Commission accepts that the assessment has adequately addressed the issues raised in public submissions and, where required, recommends conditions of consent in order to mitigate these potential impacts. The Commission also heard from the Applicant, the Department, Waverley Council, Randwick City Council and members of the public during its various briefings, meetings and inspections of the school site.

While the Commission acknowledges the existing traffic and parking impacts generated by the school, the proposal represents a real opportunity to introduce a strong and enforceable regime of transport and parking management measures that have the potential to mitigate some of the existing impacts while facilitating upgrades to the school's facilities. In the event that the school can demonstrate an improvement in traffic and parking (or at the very least no net increase in traffic) it will also be able to increase its student enrolments above current levels, to better service the needs of the region's growing school age population.

The Commission has therefore decided to grant development consent, subject to suitable conditions being imposed, including a comprehensive suite of transport, traffic, parking and community engagement requirements.



**Lynelle Briggs AO**  
Chairperson  
Planning Assessment Commission



**John Hann**  
Commission Member



**Stephen O'Connor**  
Commission Member

**PLANNING ASSESSMENT COMMISSION MEETING  
ST CATHERINE'S SCHOOL CAMPUS MASTER PLAN AND STAGE 1 RESEARCH, PERFORMING ARTS AND  
AQUATIC CENTRE, WAVERLEY**

Date & Time: Thursday, 28 January 2016 at 1pm

Place: The Waverley Community Room, Bondi Road, Waverley Oval NSW 2024

**List of Speakers**

1. Julie Townsend (St Catherine's School)
2. Ute Geissler
3. Cathy Davitt (Opposed St Catherine's Expansion)
4. Danny Caretti (Charing Cross Village Precinct)
5. Quentin Goldfinch
6. Paul Pearce
7. Janet Boyd
8. Jo Symonds
9. Peter Boxall
10. Scott Jarvis
11. Virginia Milson (Bronte Beach Precinct)
12. Ross Calvert
13. Davina Owens
14. Dr Vlasdas Leonas (Charing Cross Precinct Group)
15. Marlyn Sciberras
16. Kathy Neilson
17. Monica Bell
18. Mora Main
19. Lynne Joslyn

## Appendix 2

### Summary of issues presented at the public meeting

The following issues were raised:

#### **Traffic and Car Parking**

- Many parents, teachers and students illegally park in the streets surrounding the school.
- The pick-up/drop-off zones are not effective because space is limited. More zones need to be provided.
- There is limited car parking available for residents.
- Volunteer staff have been ignored in the traffic analysis.
- There should be a traffic controller to monitor traffic and car parking in surrounding streets, not a teacher.
- There is a childcare centre across the road with inadequate car parking.
- The school needs to have a feasible and enforceable traffic management plan.
- The school is unlikely to comply with the recommended conditions relating to traffic.
- Weekends usually provide relief for residents in regards to traffic and car parking. If the school is able to be used on weekends, there will be no relief for surrounding residents on traffic and car parking issues.
- It will be hard to change parental behaviours.
- Students are driving the school.
- There needs to be increased commitment from the school that they will comply with the recommended traffic management plan.
- Residents have lobbied Council for resident only car parking spaces.
- The Department has not considered population growth in regards to parking.
- Other private schools provide numerous car parking spaces in their masterplan (e.g. Cranbrook, Trinity, Kambala).
- Other developments in the area, such as the childcare in McPherson Street and Bronte RSL, add to the pressure of residents being able to find a car park.
- Not all dwellings in the area have on site car parking spaces.
- There should be a trial period where the school shows how they can comply with the OTMP.
- Bus trips in the area take longer because of the traffic generated from the school.
- There are safety concerns for the children when parents illegally park.
- There should be an on-site drop off zone.
- There should be 200 car parking spaces provided on site.
- A modal shift is required.
- The views of Transport for NSW and NSW Police should be given greater weight.
- The operation of RPAC outside school hours will further impact on traffic and car parking in the area.

#### **Justification for the Proposal**

- The proposed facilities align with the school's vision.
- The theatre space is limited and the new theatre will enable two year groups to perform together. This facility could also accommodate other local schools in the future.
- The existing pool is old and outdoors. The pool cannot accommodate water polo or diving activities.
- The masterplan shows residents how the school will be developed over the next 15 years.

**Built Form and Amenity**

- The school does not comply with height or floor space ratio standards.
- The school will restrict winter sunlight for residents in MacPherson Street.
- Residents in MacPherson Street will lose their view off trees and grass.
- The school is not in character with the residential area.

**Community Consultation**

- A complaints hotline should be established at the school and at Council.
- The school doesn't consider the community and behaves arrogantly towards it and the regulators.
- There should be annual meetings between the school and surrounding residents to address the concerns of residents.
- There has been a lack of communication from the school.

**Student numbers**

- The school currently exceeds the maximum number of students permitted at the school and has done for some time.
- The school population will increase, despite conditions, unless rigorous compliance action is in place.
- The school should find another campus to accommodate growth.

**Construction**

- Dust and noise conditions must be complied with.
- The childcare across the road may be impacted by construction noise and dust.
- No construction should occur on weekends or public holidays.
- Dilapidation reports should be prepared for surrounding properties.
- Construction will interrupt children and staff for 15 years.

Appendix 3  
Records of Commission Meetings

**Notes of meeting with the Department of Planning and Environment – 20 January 2016**

<b>Meeting note taken by: Jade Shepherd</b>	<b>Date: Monday, 20 January 2016</b>	<b>Time: 11:30am</b>
<b>Project:</b> St Catherine's School Masterplan and Stage 1 Works		
<b>Meeting place:</b> Planning Assessment Commission's office		
<p><b>Attendees:</b></p> <p>Commission Members: Lynelle Briggs AO, John Hann, Stephen O'Connor</p> <p>Commission Secretariat: Megan Webb and Jade Shepherd</p> <p>Department of Planning and Environment: Karen Harragon (Director, Social and Other Infrastructure Projects) Megan Fu (Senior Planning Officer)</p>		
<b>The purpose of the meeting:</b> To brief the Commission on the project and to discuss the Secretary's Environmental Assessment Report.		
<p>The Department briefed the Commission on the application and the history of the site. A summary of the other issues discussed are provided below.</p> <p><u>Staff and student numbers</u></p> <ul style="list-style-type: none"> <li>• The school has consent for 970 students. There are currently 1050 students enrolled for the 2016 school year. The application proposes to increase the number of students to 1200.</li> <li>• There is currently 202 staff employed at the school. The application proposes to increase staff to 212.</li> </ul> <p><u>Transport Management Plan</u></p> <ul style="list-style-type: none"> <li>• The OTMP corrects existing behaviours.</li> <li>• The OTMP must be prepared prior to construction.</li> <li>• The Commission requested that conditions be tightened to include repercussions for non-compliances.</li> <li>• The Commission requested that the conditions be amended to include increased community consultation.</li> </ul> <p><u>Built Form</u></p> <ul style="list-style-type: none"> <li>• The Commission noted the Department's conclusions on built form, overshadowing and lighting.</li> </ul>		
<b>Documents tabled at meeting:</b> Nil		
<b>Meeting closed: 12:30pm</b>		

## Notes of meeting with the Applicant – 20 January 2016

<b>Meeting note taken by:</b> Jade Shepherd	<b>Date:</b> 20 January 2016	<b>Time:</b> 12pm
<b>Project:</b> St Catherine’s School Master Plan and Stage 1 Works		
<b>Meeting place:</b> St Catherine’s School		
<p><b>Attendees:</b></p> <p>Commission Members: Lynelle Briggs AO, John Hann, Stephen O’Connor</p> <p>Commission Secretariat: Megan Webb and Jade Shepherd</p> <p>The Applicant: Andrew Grech (Head of Finance and Operations, St. Catherine’s School) Warwick Smith (Project Director, Sandrick Project Directions) Adam Martinez (Project Manager, Sandrick Project Directions) Kyeema Doyle (Statutory Planner, Robinson Urban Planning) Peter Mayoh (Architect, PD Mayoh Architects) Andrew Hulse (Traffic Planner, ARUP)</p>		
<p><b>The purpose of the meeting and site inspection:</b> For the Applicant to brief the Commission and provide its comments on the Secretary’s Assessment Report and recommendations. The Commission conducted a site visit to view the site.</p>		
<p>The Applicant briefed the Commission on the project and provided its comments on the Secretary’s Environmental Assessment Report. The other following matters were raised:</p> <p><u>Student Numbers</u></p> <ul style="list-style-type: none"> <li>• There has been significant growth in the number of boarders at the school.</li> <li>• Approximately 60% of students live within 1.5km of the school.</li> <li>• The school needs a new swimming pool. There is a high student participation rate in water polo and there is insufficient space in the current pool.</li> <li>• The demographics in the area have a direct correlation to student numbers.</li> <li>• The school requires a new performing arts theatre. The current theatre is a black box facility that accommodates 120 people.</li> <li>• The research centre will comprise a library and classrooms. It will be an environment for learning and will hold before and after school programs.</li> <li>• The senior school currently has a capacity of 125 students per year group.</li> <li>• The RPAC building will accommodate a range of activities at the school. The alterations and additions to the Jane Barker building will also help accommodate students.</li> </ul> <p><u>Traffic</u></p> <ul style="list-style-type: none"> <li>• Most students are driven to school.</li> <li>• There is one private bus service from Taren Point. In 2016, there will be private bus services from</li> </ul>		

Randwick and Bondi Junction.

- Staff park on site and in surrounding streets.
- The school wants to teach students about the impacts of car usage.
- The school has undertaken some initiatives to reduce car use, including car pooling and encouraging mode shifts.
- There is no policy that students can't drive to school.
- Students to not walk or cycle to school because:
  - They often have to carry musical instruments and textbooks
  - The topography around the school is hilly

**Documents tabled at meeting:** N/A

**Meeting closed:** 2pm



**Notes of meeting with the Waverley Council – 20 January 2016**

<b>Meeting note taken by:</b> Jade Shepherd	<b>Date:</b> 20 January 2016	<b>Time:</b> 3pm
<b>Project:</b> St Catherine’s School Master Plan and Stage 1 Works		
<b>Meeting place:</b> Waverley Council		
<p><b>Attendees:</b></p> <p>Commission Members: Lynelle Briggs AO, John Hann, Stephen O’Connor</p> <p>Commission Secretariat: Megan Webb and Jade Shepherd</p> <p>Waverley Council: Lee Kosnetter (Manager, Development Assessment, Building Waverley) Geoff Garnsey (Manager, Transport and Development) Peter Monks (Director, Waverley Futures)</p>		
<p><b>The purpose of the meeting:</b> For the Council to provide comments to the Commission on the Secretary’s Environmental Assessment Report and recommended conditions of consent.</p>		
<p>Council provided comments in response to the Department’s Assessment Report, as summarised below:</p> <ul style="list-style-type: none"> <li>• Council would be supportive of the proposed traffic management plan, if it is successful. However, Council is of the view that the easiest up front method to reduce traffic and car parking issues stemming from the proposal is for the school to provide 200 car parking spaces on site.</li> <li>• The OTMP should be underway to demonstrate to the community that it can be successful.</li> <li>• Car parking may attract more cars and encourage driving to the school.</li> <li>• Dwellings to the north and south of the site may have adverse visual impacts due to the bulk and scale of the development.</li> <li>• The Commission asked if any schools in the area undertake community consultation. Council indicated that there was a consultative committee for Moriah College, which was effective in addressing the community’s concerns. Pubs in the area often have resident consultation.</li> <li>• Council advised that it would be responsible to enforce the school’s compliance with car parking. Complaints will come to Council.</li> <li>• The demographics in the area indicate that there is a strong demand for schools and childcare. All schools in the area are experiencing growth.</li> <li>• Council is of the view that encouraging students to walk or cycle to school is unlikely to work, given that students have to carry textbooks and instruments. Behavioural change is difficult.</li> <li>• Council advised that there is currently lots of illegal parking around the school, particularly along McPherson Street. Double parking holds up traffic. Council said that the police can’t be there to enforce car parking rules every day.</li> <li>• Council raised concern about where the new and proposed bus services will be dropping off and picking up students. Council advised that new bus stops may reduce the amount of space available for</li> </ul>		

the parent 'kiss and ride' spaces. Any new bus stops must also go through Council's traffic committee. Private buses cannot use Sydney Buses bus stops.

- Council advised that schools can employ RMS accredited officers to monitor car parking. Council indicated that Moriah School has an employee that controls traffic flows.
- Conditions need to be robust and measurable. Council suggested that the condition wording could be tightened. E.g. Replace 'prepare' with 'submit'.
- Council suggested that the school should only be able to have ancillary events if it has demonstrated improvements in car parking and traffic.
- Lights at Albion and McPherson Street are likely to be required within 5 years. There is currently no mandate for Council to impose the cost of the lights on the school.
- Council noted that it is currently receiving complaints about the whistle used during swim practice from Waverley College. The Commission noted that the new pool would be fully enclosed.

**Documents tabled at meeting:** N/A

**Meeting closed:** 4pm

**Notes of meeting with the Randwick City Council – 20 January 2016**

<b>Meeting note taken by:</b> Jade Shepherd	<b>Date:</b> 20 January 2016	<b>Time:</b> 4pm
<b>Project:</b> St Catherine’s School Master Plan and Stage 1 Works		
<b>Meeting place:</b> Waverley Council		
<p><b>Attendees:</b></p> <p>Commission Members: Lynelle Briggs AO, John Hann, Stephen O’Connor</p> <p>Commission Secretariat: Megan Webb and Jade Shepherd</p> <p>Randwick City Council (Council): Ting Xu (Planner), Alan Bright (Manager, Strategic Planning)</p>		
<b>The purpose of the meeting:</b> For Council to provide their comments to the Commission on the Department’s Final Assessment Report and recommended conditions of consent.		
<p>Council provided comments in response to the Department’s Assessment Report, as summarised below:</p> <ul style="list-style-type: none"> <li>• Council supports Waverley Council’s submission.</li> <li>• Council raised concern about the intensification of the use beyond what the site can accommodate.</li> <li>• Council raised concern about the construction traffic impacts.</li> <li>• Council acknowledged that the area is experiencing growth. Council is accommodating additional growth in dwellings. Council is of the view that the State Government needs to provide correlating social infrastructure.</li> <li>• Council advised that behavioral change to driving to the school will take time and that a cultural shift towards car use needs to occur.</li> <li>• The OMP should be reviewed quarterly, rather than yearly.</li> <li>• There needs to be a role for Council to provide information or monitor the site. Council has local knowledge of the area and is likely to receive complaints. Council would like to be informed of the outcomes of the conditions in e8, e9, f1 and f3.</li> <li>• The School should be more proactive in encouraging kids to walk to school. Council could work with the school to encourage a pedestrian corridor.</li> <li>• The Applicant should engage more actively with Council.</li> </ul>		
<b>Documents tabled at meeting:</b> N/A		
<b>Meeting closed:</b> 4:30pm		