
From: Scott Brown
Sent: 28/03/2023 12:00:51 PM
To: Council Northernbeaches Mailbox
Subject: Re: St Augustines traffic issues & DA2021/2567
Attachments: Bus 1 March.jpg; Bus 20 Mar.jpg; P Plates 1.jpg; P Plates 2.jpg; P Plates 3.jpg; P Plates 4.jpg;

Hello again,

I would like to add an appendix to this submission which is photographic evidence to support my claims.

Attachments:

'Bus 1 March.jpg': An 18-tonne school bus doing a 7-point turn at the intersection of Gulliver and Consul to rat run south to Beacon Hill Road which is a road restricted to vehicles under 3 tonnes. ie both illegal and extremely inconvenient to all.

'Bus 20 Mar.jpg' A slightly smaller 15-tonne school bus doing the same illegal activity 3 weeks later.

'P Plates 1.jpg' to P Plates 4.jpg photos of 77 P-plate cars parked on the streets outside the school that contradict the claims of the report that only "14 students driving to school".

'traffic 1.jpg' is me stuck in gridlock for 15 minutes 100 metres from my house because of school pickup issues. This is not every day but it is regular and is not represented anywhere in the traffic impact analysis which must question the accuracy of the conclusions.

This evidence shows that the conclusion found in the Traffic Impact Analysis of having 'minor impact' to the local area as being completely and utterly false.

The Bus rat-run happens frequently, I've only just started to capture this when I happen by pure chance be at the front of my house with my phone when they do it. But this happens regularly.

The P-Plate photos show the report's claims of only 14 students driving to school as completely unreliable. I have documented here 77 P-plate cars directly outside the school today. An error percentage of 550%! There are also 3 motorbikes which the report claimed zero. The report cannot be taken as a true representation of the existing situation.

The point of this submission is to demonstrate that any claims that the school make to control traffic and parking are completely unreliable.

They have a permit for 1200 students and they have breached this restriction every year since it was granted.

They are serial abuser of every control measure given to them, and this is negatively impacting the residents in the surrounding area.

In order to meet the Council's primary objective of planning "**To ensure development responds to the characteristics of the site and the qualities of the surrounding neighbourhood**" this DA must be rejected, and the original restrictions of DA2013/1366 which limit the school to 1200 students must be enforced.

Regards,
Scott Brown

From: Scott Brown [REDACTED]
Sent: Friday, 24 March 2023 2:28 PM
To: Northern Beaches Council <council@northernbeaches.nsw.gov.au>
Subject: St Augustines traffic issues & DA2021/2567
Hello,

There is currently a DA for St Augustine's (DA 2021/2567) to increase student numbers for which we submitted concerns about, but I would like to submit more information as the problems raised in the submission are ongoing, but now I am starting to document them more thoroughly as we are having more and more issues with traffic recently.

The St Augustine's Annual Report 2021 states the following student enrolment figures:

2018: 1295
2019: 1339
2020: 1413
2021: 1481

What is the penalty for breaching the limit of 1200 students? Why do we the residents have to pay for their breach of permit? Why have limits if you can just break them at will?

The DA is requesting an increase to 1600 students. We are already past breaking point, how does this align to the objectives set out by Northern beaches council in the DCP (2011)?
What is the penalty when the school ignores this 1600 student limit and decided to enrol 1700 or 1800 people? I went to a high school with 1800 students but it was about 3 times the physical size of St Augustine's, so how much is too much?

Northern Beaches Council DCP 2011 Objectives:

• **To ensure development responds to the characteristics of the site and the qualities of the surrounding neighbourhood**

The characteristics of the surrounding neighbourhood is not being responded to it is being ignored. This was a quiet neighbourhood which is now ruined every weekday around 8:30am and 3:30pm.

• **To ensure new development is a good neighbour, creates a unified landscape, contributes to the street, reinforces the importance of pedestrian areas and creates an attractive design outcome**

The building themselves aren't a problem to me, it's the volume of people and traffic which make for terrible neighbours. whatever rules are in place go out the window when it comes to school drop off and pickup, it makes everyone feral and brings our neighbourhood down.

• **To inspire design innovation for residential, commercial and industrial development**

Buildings yes, traffic no.

• **To provide a high level of access to and within development.**

Putting a large and dense school within tightly bound residential neighbourhood was always going to be a disaster. 900 student was workable, 1200 was noticeable, the current 1400+ is chaotic and so

1600+ s going to be a death sentence.

- **To protect environmentally sensitive areas from overdevelopment or visually intrusive development so that scenic qualities, as well as the biological and ecological values of those areas, are maintained**

Buildings yes, Traffic no. The area is simply not cut-out for high volumes of traffic

- **To achieve environmentally, economically and socially sustainable development for the community of Warringah**

We lost that 5 or 6 years ago when St Augustine's was allowed to increase from 800 to 1200, then ignored that and enrol nearly 1500 students now...

The GTA Traffic impact report finds that an increase will result in 134 more cars (30% increase) every day then concludes : "Clearly, such minor traffic volumes would have **no impact** on the operation of the surveyed intersections." which is clearly and utterly false to the point that they are either deliberately lying or being paid off. 134 extra cars all arriving in a 20-minute window

I live here and work from home every day and see it with my own eyes every time I'm stuck in my own driveway and can't leave, or am trying to come home and get caught in the gridlock. The modelling provided by this report is broken if it is clearly not matching what we can see with our own eyes. I have video evidence I can submit to support this.

In light of this I have done a review of the Traffic Impact Analysis to highlight all the flaws which I would like to submit (see attached)

Proposed Solutions

I was taught never to call out a problem unless you have a solution, so here some suggestions to ease the congestion:

1. Reject the DA for an increase in student numbers and strictly enforce the 1200 student limit, then measure the impact. If 1200 eases the chaos, then make that a hard limit that cannot be breached. Not 1201, not 1300, not 1481. 1200 maximum.
2. Prevent buses from entering the hamlet of Alfred/Federal/Consul/Gulliver/Pine. There is no reason why the empty lane on Pittwater Rd outside the Oval couldn't be used as a school bus stop. It is literally only 50m away and would reduce the traffic considerably.
3. Make the school a high school only again. It has become increasingly normalised for young children to be chauffeured to school which is the primary reason why we have traffic issues here now. 100 x 15 year-olds walking/bussing to school is a thousand times better than 50 x 8-year-olds being driven to school by their parents. It's not just raw numbers, it's the age ranges that also have a big impact. This is yet another thing not covered in the Traffic Impact Report which is another reason it cannot be trusted.
4. Move the pick-up and drop-off spots to somewhere more compatible for high volume traffic. Alfred/Federal/Consul/Gulliver/Pine are simply not designed for this sort of capacity. It may mean the kids have to walk an extra 100m to Pittwater Rd but is that really such a bad thing? Bus to the Mall and use that for pick-up and drop-off makes a lot of sense to me.
5. There is currently a Brookvale Masterplan under review, why not include transport pickup and drop access and parking for both the school and the Oval in this plan to solve this ongoing issue? I recall for one game recently they blocked off Alfred St between Gulliver and Federal and it

made the world of difference to flow of traffic.

Regards,
Scott Brown











