St Catherine's Development Community Consultative Committee

Meeting No: 37

Date: Thursday 6 July 2023, 6:30-7:30pm

Venue: On-site – St Catherine's School PAC Boardroom, Online – Zoom

<table>
<tr><th colspan="2">Attendees</th></tr>
<tr><td>Community members
Danny Caretti (DC)
Eric Kleiman (EK)
Kate Marshall (KM)
Julie McAplin (JM)
Gerry Braddon (GB) (auditing the meeting)</td><td>St Catherine's
Andrew Grech (AG)
Ben McCloghry (BM)

Independent Chair
Professor Roberta Ryan (RR)

Minute taker
Isa Crossland Stone (ICS)</td></tr>
<tr><td colspan="2">Apologies
Warwick Smith (WS)
Nikolaos Zervos (NZ)</td></tr>
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Item	Description	Action
1	Welcome and apologies	
	RR welcomes all attendees to the meeting and welcomes GB to the group. GB introduces himself to the group. He has been a resident of the Waverley area for over 30 years and worked at UNSW for approximately 20 years until the year 2020. In his retirement, he is keen to become involved in community-related projects such as this one. KM introduces herself; lives close to the St. Catherine's Junior School in Waverley AG introduces himself. He holds title of COO at St. Catherine's School. Has been at the School for approximately 10 years, and has been involved in this CCC since its inception. DC introduces himself; he is the co-convener of the Charing Cross Precinct and a member of the Waverley Action group, along with JM. He has been a neighbor of the school since approximately 1980 and has been on the CCC since its inception. DC believes that this group has had positive and constructive impacts, although there is a long way to go. EK introduces himself; he has been on the CCC for the past 1.5 years. He has lived directly next door to St. Catherine's for the past 3 years. BM introduced himself; he is new to the CCC. BM has very recently stepped into the role of Head of Community Relations at St. Catherine's School. BM's role involves overseeing communication with the School community and the neighboring community, organizing communication around School events and dealing with community complaints. JM introduces herself; She is Head of the Waverley Action Group with KM and DK, and Co-convenor of Charring Cross Precinct with DK. She been a resident of the area for over 30 years.	

2	Matters arising from previous minutes	
	1. **AG will investigate the possibility of installing a sensor light or brightness adjustor in the garage.** AG updates that the garage lights have been directed downwards so that their spill is less intrusive to the neighbours. He believes that this has been an effective measure. EK agrees that this strategy has worked well. 2. **AG will further investigate the replacement of the garage door. This will include clarifying the timeline of this repair. AG will report on this matter at the next CCC meeting.** AG says that the roller shutter is still hanging, but it is scheduled to be replaced next week. If this does not work well, the School will plan to set up a timer system for the door's opening and closure. AG says that this case should be resolved by the end of the current school break. 3. **WS will follow up on the issue of the leak at the border wall alongside 4 Macpherson St. He will organize any necessary repairs if it is an issue with the St. Catherine's School water system.** In WS' absence this evening, AG provides an update. WS has scoped out this issue and found that the wall was dry. EK says that WS notes there were some adjustments made to the water system on the border wall. AG says that adjustments were made initially when the School took up occupation of that area. More recently, there do not seem to be issues with leakage. EK agrees. Perhaps this change is partially due to the weather having been relatively dry this season. EK asks about the mature plants on the school border. He notes that the plants do not seem to be maturing as expected according to the School's longer-term plan. He suggests that the landscaping team might be able to	

	follow this up. AG notes that this concern has been raised previously. He says that as they are no longer in the defects period of this development, the School will look at this issue themselves**.**	AG to follow up regarding the mature plants on the school border wall, which are slow-growing.

3	School Update - AG	
	AG updates that they are in the term break period and the holiday program is running in the aquatic center at a reduced rate. AG explains that the aquatic centre runs according to the State-school timetable. This is slightly different to the St Catherine's School term schedule. AG says that there are high enrolments for co-curricular activities in the upcoming term. Ads for these activities will be published in the Beast publication and emailed to the community by BM before Term 3 begins.	
3.1	Summary of Complaints Received - AG	
	AG refers to the School's Term 2 complaints register, which was circulated to the group prior to the meeting. AG notes that there were significantly more complaints than usual in Term 2. AG says that the school communicated to the parents and to students, in various ways over the term, regarding the guidelines for the Macpherson St drop-off zone and surrounding parking. EK references the complaint of parent traffic in Leichardt Lane. He says he has noticed this as a consistent issue. AG says that St Catherine's Head of Junior School wrote to the parents about the traffic on Leichardt Lane, underlining that this area is not to be used for parking or pickup. AG notes that complaints reduced in June, following this communication. As per the complaints register, AG adds that there were some incidents of contractors misbehaving. These issues	

	were dealt with immediately. There was also an isolated incident of loud, late-night pressure cleaning which was raised by a community member the same evening and quickly resolved. DC notes that these have been some incidents of parents stopping/parking in the middle of the road and opening doors to let out young students. This is a safety issue on multiple levels. DC notes that the assistance of Senior School prefects in ushering younger students from cars in the mornings has been helpful in keeping the junior school drop-off line moving efficiently. KM notes that the complaints line has recently been very efficient and helpful – the staff member answering the phone and passing on the complaints has done a good job, and community members feel as though they are being taken seriously.	
4	Council Updates	
	NZ was a last-minute apology at this meeting. RR delivers an email update to the CCC on behalf of NZ and Waverley Council. This update includes a review of the Macpherson Street pickup zone based on a Council site-visit, as well as some suggested strategies for managing the area. *NZ's email suggests that the CCC aims to agree on adjusted times that would be suitable for AM/ PM drop-off/pick-up zones respectively. The Council will assess the suggested times and return to the CCC with a recommendation.* ***NZ's full update is attached to these minutes in PDF format.*** RR asks the group if NZ's assessments of the improvements on Macpherson St (aided by the gate closure and bollards and wardens) reflect members' general observations. The group agrees that overall, there has been some improvement in the operation of the car line. AG explains that he and BM were both present for Council's visit. They chose to look at PM pickup, as it tends to involve an especially condensed window of pick-up activity and therefore causes more traffic build-up. The mornings present different challenges, in part relating drop-offs for morning sports.	

	AG says that from Term 3 there will be a traffic controller roaming the area. They will focus on the area of Macpherson Street but will also be able to direct attention to Leichardt Lane as needed. AG responds to NZ's comments about changing the timing of the drop-off/pick-up zone on the street signage. He says that the School would be open to this idea. It's an idea that arose from the observation that the school parent traffic tends to be condensed into a smaller window than the denoted time windows. Currently, the PM zone lasts from 3-4:30pm. The car line is used most heavily from **3-3:40pm**. Outside of this period, there is less need to have the whole strip. Some students are picked up after evening sports at around 5pm, but by this time the school zone has already ended so there would be no change here. AG believes that the AM zone lasts until about 9:30am, whereas students need to be in classes from 8:20am. The Zone could therefore run only from **7:45-8:30am.** Changing the timings of the zone operation would allow for street space to be claimed by residents outside that short period. The group agrees to propose the following times for the school zone: **AM Zone: 7:45-8:30am** **PM Zone: 3:3:45pm** AG says that regarding Leichhardt Street, NZ noted that the car line was quite disjointed given the placement of Leichardt Lane and the no stopping areas. This causes the car line to absorb both sides of the street. NZ's linger-term suggestion was to move the pedestrian crossing on order to create a more streamlined car line and cause less disruption to the street. DC says that these ideas are all very good. The changing of the School Zone timing would serve the residents well. DC suggests that perhaps different sections of the street could have different zone timings, so that different portions of the street are absorbed by the zone at different times by 30-minute increments, for example. This may be a slightly confusing system but could allow for less disruption to the neighbours.	RR to report to NZ the group's suggestion of the following zone times: **AM Zone: 7:45-8:30am** **PM Zone: 3:3:45pm**

	AG says this could be considered. DC asks about where the Leichardt Street pedestrian crossing might be moved. AG says that he is not sure, as there is not a lot of space. EK agrees that it is tight. He suggests that it could be moved closer to the bend at Bronte Road. The group agrees that this may be effective. AG flags that there are 2 after-hour car spaces East of the main carpark driveway on Macpherson Street. These are the spots that are involved in the most resident complaints. They are located between the school's carpark entrance and the pedestrian crossing, therefore are the least-used by the parents in the drop-off line as they tend not to drive past the carpark entrance. He says that the School would consider returning those two spots to the general parking zone. RR will invite the Council to the upcoming CCC meeting. The Council will present on these changes and include visual representations. JM asks if there has been any discussion of cycle pathways being installed on Macpherson Street. AG says that the School has not heard of any plans from the Council. Council is currently doing touch-ups to the public domain works, so they would likely have informed the School if a cycle lane was included in these works. DC says that there is a cycle lane that comes up Henrietta Street to Bronte Road from Centennial Park and Queens Park. DC says that the cycle link to Charing Cross needs further additons to make cycling safe, and the cycle track might need to be looked at by Waverley Council if the students were to consider riding to school. Currently, per the Traffix report, there are no students who cycle to school.	At the upcoming CCC meeting: - Council to present on plans for a potential pedestrian crossing relocation on Leichardt Street. - Council to present (with visuals) on Macpherson Street traffic management strategies. - Council to present assessment/plan based on member-proposed time changes for School Zones.

5	All other business	
	With regards to the Macpherson St drop-off zone, DC asks if the school would consider putting up sandwich boards like those used by St Clare's school for traffic management. AG says they would consider this. He will follow this up following this meeting. DC raises tree replacement at front of the School building. He notes that the trees have been removed but not yet replaced and would like some clarification on the School's plans here. AG say that the works currently being undertaken at the School are the public domain works. These include the tree planting in question – they are finalising the planting according to the street planting plan (attached to the minutes of Meeting 35) as well adding new lighting and replacing some kerbing of that area. AG will follow up with a more specific date for tree replacement and update the CCC following this meeting. JM suggests that there should be a watching brief on the new lighting, as they can cause a nuisance for the neighbours. AG says that the School is mindful of not being intrusive to the neighbors but they are beholden to a strict Council standard of lighting and are unfortunately not able to make alterations to the lighting type. Nonetheless, the new lighting is not expected to be problematic. DC raises the Traffix traffic survey, which was circulated to the members ahead of this meeting. The document is attached to these minutes. With reference to the survey, DC notes that there has been an increase in staff survey participation to 83%. This is very positive – it gives the community more confidence in the findings as being true representations. DC notes that private vehicle use has increased for staff, also increased for students. DK notes that compared to 2014, 8 more individual staff members are driving. This trend could become problematic, as the limited street parking space is a standing point of concern. AG points out that there has been an increase in staff overall from between the survey years 2014 and 2023. Therefore, an increase in real numbers of private vehicle	AG to investigate the possibility of setting up sandwich boards for Macpherson Street traffic control. AG to update the CCC offline regarding the timing of tree replacement of Macpherson Street.

	users is expected. EK suggests that increased driver numbers is due partially to survey timing. BM agrees that post-Covid, people are generally less inclined to use public transport. DC suggests that there will come a time where there is no available parking for staff on the street – the School and its staff will have to look towards alternatives, including more on-campus parking. RR asks for any more comments on the provided Traffix survey. AG says that the CCC will receive the OTMP at least 1 week before they meet next, in order to allow for members' comments. AG estimates that it will be available by mid-July. RR asks about a potential meeting date, which will follow the OTMP as well as AG's annual leave. The group agrees on August 17 as an ideal meeting date. This date may be changed if the traffic report is delayed. DC raises the subject of the nearby boarding house development project, which involves the site currently operating as Summit Care. DC explains that it is a $12 million development, which was initially planned to become affordable housing for 'over-55s'. DC explains that the original DA application was for 'over 55s Boarding House style accommodation. While this DA was approved by Waverley Council, Summit Care sought to remove this condition (for over 55's) and the number of allowed residents (around 40 occupants to more than 80 residents) through a mediation with Waverley Council through the Court. No agreement was achieved at this mediation and a further hearing was set for November 2023. Currently Waverley Council is considering a further amendment to the DA application from the proponent. This may include making the Boarding House specifically for over 55s DC shares that the community is concerned about these changes. He says that affordable housing and aged care accommodations are clearly both very necessary additions to this area.	

	DC cites community fears that the development might eventually become housing for a younger, upwardly-mobile demographic or perhaps a backpacker or tourist accommodation. DC says that these potentials would be undesirable for the residents but also potentially disruptive to the school community. The community believes the Boarding House should be specifically tailored to affordable accommodation over 55s AG agrees. He notes that Summit has met with the School to explain their plans, which involve rotating aged care residents to other Summit Care properties while each one undergoes development. DC clarifies that the new development is not planned to remain an aged care facility but rather an 'over 55s' boarding style housing. The group agrees that it will be important to stay informed as things progress on the matter of this development.	
6	Meeting Close and next meeting	
	RR say that she is following up the recruitment of a particular new community member for this CCC. This process is in train. AG say that Ben Liddell (BL) from Traffix will attend the next meeting to present the OTMP draft document for feedback. JM says that it will be valuable to have the Council present for BL's presentation. RR agrees. RR thanks all attendees for their presence at this meeting and wishes them well. **Next Meeting: August 17th**	

Email Update from Nikolaos Zervos:

Nikolaos Zervos and Colin Handsaker from Council attended the surrounding streets of St Catherine's School on the afternoon of the 20th June to assess and witness pickup of students by parents. The following was witnessed:

Macpherson :

1. In general parents were orderly in the queue and moved forward to the front of the line in Macpherson St.
2. The occasional car that didn't move forward did create a backlog that impacted the no stopping zone close to the roundabout.
3. The quick prompt from the schools staff on hand did assist with getting the line moving more efficiently.
4. It appears the temporary bollards and tape have assisted.
5. Closure of the gate also appears to have assisted.
6. The pickup process didn't last longer that 20 minutes.

Leichhardt:

1. The pick up zone is impacted by the no stopping across the lane. Parents are queueing in that area.
2. The pedestrian crossing limits the ability to review the pick-up zone e.g. bring it further up towards Bronte Rd.

Council is committing to undertaking the following:

1. Consider kerb extensions / blisters at the end of the pickup zone on Macpherson St near Albion St to prevent queuing. Council can present this to the next CCC.
2. Consider signage changes to reduce the pick-up times to increase the resident parking times in line with the operational needs of the school. It would be good if the CCC agreed on times they believe would work for both AM and PM so that Council can assess and then present to the next CCC as a recommendation.
3. Consider painting/ delineating the no stopping across Leichhardt Lane. Council can present this to the next CCC.
4. Consider the location of the Pedestrian Crossing on Leichhardt St and see if moving the crossing is an option. This is a high level check. If feasible, the proposal would be a long term solution.

Nikolaos Zervos will be emailing the petitioners noted at the last meeting outlining steps undertaken to begin the review and support the school and community to reach a good solution. (will do before I go on leave tomorrow)

I will be away till the 10 September 2023. In my absence Sam Samadian will be able to assist with any requests and will be actioning the above commitments. Sam's contact details are: sam.samadian@waverley.nsw.gov.au

Apologies for not being able to make it tonight.

Regards,

Nikolaos Zervos

Executive Manager, Infrastructure Services

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St Catherine's School – Summary results from the 2023 traffic surveys conducted by Traffix.

Note that the fully updated Operational Transport Management Plan (OTMP) will be sent to St Catherine's School Development CCC members one full week before the meeting at which these results will be presented with the traffic engineer from Traffix.

Summary of results below –

Survey Data
The 2023 traffic surveys were conducted on the following dates:

7-day Tube Counts
Holiday: 17 April 2023 – 23 April 2023 – ATC 1, 2 & 3 (ATC 4 had technical issues and was re-installed for the dates below)
25 April 2023 –27 April 2023 – ATC 4

School Term: 15 May 2023 – 21 May 2023 – ATC 1 (Data was unable to be retrieved from ATC 2, 3 and 4 for these dates, hence additional tube counts were conducted the following week)
23 May 2023 – 29 May 2023 – ATC 2, 3 & 4

Intersection Counts
Holiday: 20 April 2023, 22 April 2023, and 23 April 2023

School Term: 18 May 2023, 20 May 2023, and 21 May 2023

On-street Parking Surveys
Event Night: 4 May 2023 and 6 May 2023

Non-Event Night: 11 May 2023 and 13 May 2023

Drop-off/Pick-up Surveys
School Term: 9 May 2023

The results of these surveys will be discussed within the updated 2023 OTMP report.

Travel Mode Surveys
24 April 2023 to 2 June 2023

The below assessment is based on 1,062 students and 209 staff as advised by Andrew on 25/05/23.

Table 5: Number of Students and Staff

Class	Count (Enrolment Records)	Count (Surveyed)	% (Surveyed)
Full Time	151	126	83.44%
Part Time	58	35	60.34%
Casual	N/A	N/A	N/A
STAFF	**209**	**161**	**73.18%**
Kindergarten	12	7	58.33%
Year 1	11	6	54.55%
Year 2	21	12	57.14%
Year 3	33	23	69.70%
Year 4	34	21	61.76%
Year 5	98	91	92.86%
Year 6	91	85	96.59%
Year 7	138	128	94.12%
Year 8	121	111	93.28%
Year 9	123	10[illegible]	91.53%
Year 10	133	9[illegible]	73.44%
Year 11	131	75	61.98%
Year 12	116	62	55.36%
TOTAL STUDENTS	**1,062**	**823**	**79.83%**

(Source: St Catherine's School Records and TRAFFIX Survey 2023)

DRAFT NOT FOR SUBMISSION

209 staff and 1,062 students were accounted for in the survey results summarised below.

4.2 Travel Mode Survey Results

4.2.1 Staff Modal Splits

Table 6 provides a comparison between baseline (2014 ARUP) and subsequent Staff Mode Travel Splits.

Students

Travel Mode	Critical AM Peak 2014		Critical AM Peak 2023	
Year	Percentage (% Baseline)	No. of Students	Percentage (%)	No. of Students
Private Vehicle	60%	582	54%	573 (-9 below baseline)
Walk	16%	155	16%	170 (+15 above baseline)
Cycle	0%	0	0%	0 (no change)
Bus Service St. Catherine's Bus	4%	39	11%	117 (+80 above baseline)
Public Transport	15%	146	17%	181 (+35 above baseline)
Other	5%	48	2%	21 (-27 below baseline)

It is noted that the car occupancy rate adopted in the 2014 ARUP report was 1.2 students per vehicle in the morning. The travel mode surveys indicate that the car occupancy rate has increased to 1.35 students per vehicle and the pick-up and drop-off surveys indicate an average car occupancy rate of 1.17 students per vehicle. This equates to an average occupancy rate of 1.26 students per vehicle, slightly above the 2014 assumptions. This is explored further below with regards to total vehicle trips.

Staff

Travel Mode	2014		2023	
Year	Percentage (%)	No. of Staff	Percentage (%)	No. of Staff
Car Driver	71%	143	72%	151
Car Passenger	3%	6	4%	8
Public Transport	19%	38	10%	21
Walk	5%	10	7%	14
Cycle	2%	4	1%	3
Other	0%	0	6%	12

The percentage of car drivers has risen incrementally and the percentage of staff using public transport has decreased. The increase in travel mode percentage may be attributed to a wide range of factors including changes to travel behaviours following covid or a greater number of staff living a further away from the school itself.

Comparison of 2014 and 2023 Data

As mentioned above, the 2014 ARUP report (Table 12) assumed a car occupancy of 1.2 students per vehicle when calculating the number of vehicle trips in the critical morning drop-off period. To summarise, this report provided the following breakdown of vehicles trips:

- 150 staff vehicle trips
- 499 student vehicle trips

This resulted in a total of 649 vehicle trips in the morning drop-off period (2014).

In comparison, the 2023 data indicates a car occupancy rate of 1.26 students per vehicle with the following breakdown of trips:

- 151 staff vehicle trips
- 455 student vehicle trips

This results in a total of 606 vehicle trips in the morning drop-off period (2023).

As such, the 2023 data demonstrates there are 43 vehicle trips (approx.) below the 2014 DA assessment. With the DA condition specifying no additional trips over the 2014 quantum, it can be concluded that the school meets this requirement in 2023.