

Emanuel School Community Consultative Committee

Meeting No: 19

Date: 19 February 2024, 6 pm – 7 pm

Location: Zoom

Attendees	
Community members Justine Hughes (JH) Tara Roach (TR) Derek Pal (DP) Gail Hayman (GH) NFP Randwick Council John Flanigan (JF)	Emanuel School Margaret Lowe – Deputy Principal (ML) Mike Tyler – Manager Facilities and Operations (MTy) Independent chair Professor Roberta Ryan (RR) Minute taker Isa Crossland Stone (ICS)
Apologies	

Item	Description	Action
1	Welcome and apologies	
	RR welcomes the attendees to the meeting, which is the first of the year. JF and ML confirm the previous minutes.	
2	Matters arising	
	1. JF to share Randwick Council's response to TR's request that the School bins be collected later in the morning. JF says that he has spoken to the operations team at the Council and will discuss with MTy what time suits the School best. MTy says that operationally, they do need the bins to be picked up before the students return to the campus. He says that there is a 'sweet spot' in the	MTy to email JF with confirmation of the exact time window for morning rubbish collection.

	<p>morning between about 7:30-8am. If this time is possible for the Council. MTy will follow up at the School and email JF shortly.</p> <p>TR says that this may be relevant for the school but not for the preschool. For the preschool bins she would not like it to be before 8am when the preschool opens. If it is, then pickup should not be 5 days per week. It seems unnecessarily frequent and unnecessarily early for the preschool which only has 60 students</p> <p>MTy says that they are happy to do after 8am, but it will need to be before the students arrive at the school.</p> <p>JF and MTy will deal with this issue offline and keep the CCC updated.</p> <p>2. JF to follow up with the Traffic Committee about the implementation of the 90-degree parking spots on Market Street.</p> <p>JF says that he cannot yet provide an update on this matter. He has contacted the Integrated Transport team, and will be in touch with RR when he has an update.</p> <p>MTy adds that he has witnessed more general activity in these park spots.</p> <p>JF thanks MTy for this observation and will follow up.</p> <p>3. MTy to follow up the traffic data relating to north-bound travel along Chepstow Street, which is currently (perhaps incorrectly) reported to be 0 cars.</p> <p>MTy says that the north-bound travel is actually reported as '-', which is confusing.</p> <p>NFP notes that while the document refers to 'benchmarks' and 'improvements' for traffic flow, there are often no existing benchmarks to measure against. In several instances, traffic flow seems to have been incorrectly measured or specific aspects are overlooked in measurement.</p> <p>One of the goals is to reduce traffic flow In Chepstow Street, for example, but there is no starting data on which to measure any change.</p>	<p>JF to update RR offline when he has clarification from the Traffic Committee about the implementation of the 90-degree parking spots on Market Street.</p>
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	<p>GH says that Chepstow runs from north to south and dog-legs into Steven Street.</p> <p>MTy agrees that this dog-leg might be why the numbers are presented as they are. The numbers seem to have been attributed to Stephen Street rather than Chepstow Street.</p> <p>It appears that there were 48 cars travelling west-bound on Stephen Street, and in order for them to have travelled down Stephen Street they must have travelled down Chepstow. The traffic study should represent this relationship more directly.</p> <p>GH says that one major problem for the area is that at peak hour, Chepstow street is effectively a 1-way street. There is no room for two cars to pass by each other easily, and so the street is essentially a one-way street.</p> <p>NFP says that it is important to measure the number of cars entering the preschool. One of her major concerns continues to be pedestrian safety, and she sees the traffic around the preschool as a safety concern both for members of the School community and for residents whose properties are more exposed to the traffic.</p> <p>NFP says that it is important to establish the number of vehicles that enter and exit the preschool, as this is an important baseline. It is an oversight that this has not been measured, although NFP has raised the point repeatedly over time. This should be a priority for the 2024 OTMP activities, so that from the baseline established by this year's numbers, they can work to improve these stats. Since they were missing key data, NFP feels that the statistics from the 2023 OTMP are not reliable.</p> <p>ML asks NFP what changes NFP envisions the School might plan based on data related to preschool traffic. Where would the 'improvement' occur?</p> <p>NFP says that some measures of improvement (i.e. more students riding bikes, more taking public transport, etc.) are more strictly related to the K-12 portion of Emanuel School than the preschool. However, since preschool is adjacent to the K-12, the total vehicle numbers and the activity of the preschool transport do impact the total effect of School-associated traffic.</p> <p>GH says that it is also about traffic flow numbers. It is important to understand how much traffic is coming from</p>	
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	<p>the preschool up Chepstow, and from Chepstow Street into Stanley Street, etc. This data is important to know so that traffic can be better directed, targeting the actual movements that cause traffic problems.</p> <p>TR says that in communications to the school community shared by the school principal with the CCC that in the past the carpark has been used by non-preschool parents. It had been raised previously that there is no way to distinguish between Kornmehl and non-Kornmehl families' cars entering the preschool car park.</p> <p>It is of course important that the non-Kornmehl families do not use/enter the preschool.</p> <p>ML says that the School continues to reinforce that the users of the preschool gates and carpark are only to be Kornmehl staff, students and siblings of students.</p> <p>NFP thanks ML for her work in reducing the number of parents idling around the residential area, especially in the morning.</p> <p>NFP raises the new pedestrian gate on Chepstow Street. She recalls that there used to be a heritage wall around the school. When the preschool development plans were put to the Council in approximately 1997/8, it was clear that there would need to be two entryways in the heritage wall to adequately facilitate entry and exit. At the time of this planning, the western Chepstow Street wall on the School property was intact. It has since been removed, apparently without development approval.</p> <p>NFP asks: when did the School receive permission to demolish the heritage wall? She says that if they are really adhering to the DA, they should have the heritage wall rebuilt. Given the significant heritage presence in Randwick Council, its importance to the community, and the strict implications of heritage conditions on developers in Randwick, NFP feels that this is an example of misjudgment in not involving the community in key decision-making.</p> <p>In terms of development approvals and any related requirements, JF will follow this matter up at the Council and inform the CCC of his findings.</p> <p>4. JF to follow up with the council about changing the restricted timeframes on the restricted parking signage on Stanley Street and Avoca Street drop off zones.</p>	<p>JF to follow up at the Council with relation to the School's demolition of the heritage wall on Chepstow Street, and to clarify what the requirements and development approvals might be relevant here.</p>
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	<p>JF confirms that the School has come back to the Council with approval of new times. The Council has approved this change.</p> <p>TR reminds JF that the school agreed to leave the start of the restricted time as 7:30am, and to bring back the end time from 9:30 to 8:30, this making the restricted period shorter.</p> <p>JF will update the group when this has been passed through the Traffic Committee.</p> <p>5. JF to suggest to the Integrated Transport team that they conduct a survey of the community relating to resident parking.</p> <p>TR explains that this is about bringing more residential voice into the discussion, in order for feedback from residents as well as the school community to inform the OTMP. A survey would give more residents (beyond the CCC community representatives) an opportunity to be heard and informed.</p> <p>TR clarifies that this survey would pertain not only to resident parking, but to parking and traffic issues around the School in general.</p> <p>6. MTy to follow up with the traffic consultants about the timing of the OTMP, and to request that the traffic survey can be reviewed by the CCC before being dispensed.</p> <p>MTy says that he understands that the School is to include the CCC in the traffic survey design. He is willing to share the survey questions with the CCC before it is distributed in April.</p> <p>MTy will ensure that the weaknesses of the 2023 report which have been discussed in this meeting will be addressed in the survey.</p> <p>7. JF to discuss Installation and operation of the recently installed pedestrian gate to Kornmehl Preschool (Chepstow Street frontage).</p> <p>JF says that a pedestrian gate was installed along the Chepstow Street frontage of the preschool.</p>	<p>JF to follow up with Integrated Transport Team and communicate back to the group.</p> <p>MTy to circulate draft survey questions for feedback.</p> <p>MTy to ensure that the upcoming traffic survey incorporates the 'missing' points of the previous one, as raised by the CCC in these meetings.</p>
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<p>There were a few questions that came into the Council about whether it was an exempt development, as the School said it was.</p> <p>JF referred the matter to the compliance team and the heritage planner at the Council, who ultimately agreed with the School that it was exempt.</p> <p>JF says that for the gate to be used, part of the footpath will be involved, there is a timber step put on the footpath. Therefore, he is not sure that it will be exempt. He suggests that the School should have consulted with council more thoroughly through their process.</p> <p>MTy says the timber step is to make access easier but is not required.</p> <p>There are various concerns relating to the operation of the gate that JF feels should be discussed by the CCC. For example, the footpath just inside of the gate is currently very narrow to allow for a drainage inlet. This design has potential issues.</p> <p>MTy says that this inlet will be covered, and therefore this issue of operation will be dealt with.</p> <p>JF asks MTy to explain the planned operation of the gate.</p> <p>MTy says that the School is still committed to the rule that they have agreed to in the past. There will be no update to the hours of its operation.</p> <p>TF asks about who will be using this gate, and MTy confirms that only Kornmehl staff and students are permitted to use the gate.</p> <p>MTy adds that sometimes maintenance workers are in that area, but apart from this no one else should be using it.</p> <p>TR says that currently, there is no signage on the gate to advise people regarding its usage. If you were going through the pedestrian point, the existing signage would not be visible.</p> <p>MTy will ensure that the signage is put up.</p> <p>TR asks how the assessment was made that this matter was 'exempt'. Her understanding is that this was done under the NSW Code for Non-Government Schools, which requires that the School provides the REF documentation on their website.</p>	<p>MTy to ensure that signage relating to pedestrian access (and related restrictions) is installed and visible at the preschool gate on Chepstow Street.</p>
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	<p>MTy says that the School consulted a town planner, who said that there were no further requirements on the School in terms of consultation.</p> <p>TR adds that there are two classes; both require publication of the documentation on the website, and one of them also requires that resident neighbours are consulted.</p> <p>MTy will follow up with the School's Town Planner.</p> <p>TR says that she is disappointed in the School's actions in including the addition of a new pedestrian entry into the OTMP document <i>after</i> the residents had discussed the document at a CCC meeting and <i>before</i> the OTMP was submitted.</p> <p>TR states that the residents became aware of the addition of the wording around installation of a new pedestrian gate in the OTMP that was submitted to council and objected to this as there is the existing pedestrian gate that is not being used. Residents were assured by council and in an email to the CCC members by the Chair that no changes would be made to the OTMP without consultation with CCC, but clearly it has. Neither the CCC nor Council were advised the gate would be installed.</p> <p>MTY says that the gate was not part of a planned project but was a response to a health and safety concern. No operational changes have been made to the gate; it is purely a structural update.</p> <p>TR states that it took 9 months of discussions, even after highlighting the safety issues to get the school to stop using the gate as a pedestrian entry point for the broader school and teachers.</p> <p>TR says that she feels that the purpose of the CCC has been undermined by the School's actions and lack of transparency.</p> <p>Since the OTMP is a living document, it is important that the CCC is consulted in every stage of decision-making. This is a matter of principle as much as of practicality in this situation.</p> <p>8. JF to discuss development consent conditions relating to parking spaces within Kornmehl Preschool.</p>	<p>MTy to follow up with the town planner contracted by the School about the potential requirement for publishing REF documentation for the new preschool gate on the School website.</p>
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	<p>JF says that these conditions are mainly related to parking spaces within the preschool. Nobody is supposed to be parking in these spaces outside of the time limit</p> <p>It was identified that the Head Teacher at the preschool was using one of these parking spaces.</p> <p>MTy confirms that this has been corrected and the teacher is now parking on the street.</p> <p>MTy says there are 10 designated parking spaces as there should be.</p> <p>TR confirms that the 15-minute parking limit is for School operating hours as well.</p> <p>MTy adds that the car parking lines will be repainted.</p> <p>TR recalls that the 30 Avoca Street property, which is owned by the School, has a capacity for 3 parking spaces per the DA submitted. Has the School considered using these spaces for the preschool teacher?</p> <p>MTy states that the parking spaces are tight and currently only 2 spaces are being used.</p> <p>9. JF to discuss changes to parking restrictions in Stanley Street.</p> <p>JF says that previously, in November 2023, Integrated Transport had discussions with the School about a reduction of the bus stop in Stanley Street to 1 space, which would increase available PUDO space. JF would like to seek clarification from the School about their position.</p> <p>MTy says that the School is still discussing this, and will deliver a formal response to JF, who can then progress the issue with the Traffic Committee.</p> <p>10. JF to discuss changes to parking restrictions in Avoca Street.</p> <p>JF says that the Integrated Transport Team spoke with the School about installing some 10-minute parking restrictions close to the pre-school pedestrian gate on Avoca Street, as it was judged that there was a need for some short-term spaces near the gate to improve traffic.</p> <p>At the time, the School told the Council that they did not feel it appropriate to make these changes due to the present unrest in the Middle East.</p>	<p>MTy to formally respond to JF and the Traffic Committee with regard to the School's final position on reducing the Stanley Street bus stop to 1 space.</p>
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	<p>ML said that discussions had taken place to move the public bus zone further down Avoca Street.</p> <p>TR says that her understanding is that there would only be a reduction of the bus zone on Stanley Street. If there are any other changes being proposed, she would like it to be shared with the community.</p> <p>JF says there are no changes being proposed, but rather he is seeking written confirmation from the School about the time-restricted parking in order for the Council to progress with signage.</p> <p>TR asks JF if the parking restrictions on Castle Lane will be put in.</p> <p>JF confirms that it will within the next two weeks.</p>	
3	School update – ML	
3.1	Summary of complaints received, including parking complaints	
	<p>ML says that the School has received one email that included two complaints about people stopping in the No Stopping zone.</p> <p>The School has started logging the names of parents who cause these issues.</p> <p>There are some parents who are ‘repeat offenders’ in this area, and also many parents who are consistently following the rules.</p> <p>Regarding Year 12 drivers, ML says that she is working to ensure that they park in appropriate areas. ML asks these students on their entry for the location of their car.</p> <p>The School principal has put a reminder in the school newsletter regarding the operation of the parking and the ‘go with the flow’, as well as encouraging staff to travel to School in different ways such as by bus or carpooling. They have increased bike racks and shower facilities, installing lockers for staff, etc.</p> <p>ML says that they are trying to have the bus company add another bus to the service they provide. There is a small group of parents who join ML and MTY in encouraging parents to get students on buses.</p>	

	<p>Due to circumstances in Israel, towards the end of 2023 bus transport numbers decreased drastically as parents were hesitant to allow their children on the buses. The numbers are slightly higher now. ML notes previous conversations with JF about moving the bus stop on Stanley Street.</p> <p>JF says that it seems that the school was happy to reduce to 1 stop in Stanley Street, but that the School has not been clear about what should happen in Avoca street.</p> <p>ML says that the question of what would work best seems to be slightly inconclusive. She suggests moving the public bus stops to the bottom of the Street, in order to reduce blockage of the 'go with the flow'.</p> <p>ML says that there is a range of factors to consider, and she cannot give much clarity at this stage but says that the School is seeking expert opinions on the matter before making any lasting changes.</p> <p>ML says that they have been lobbying the bus company. The bus company came and did a head count for students last year, but the numbers were not particularly accurate given that bus-riding was much lower than usual due to the aforementioned issues.</p> <p>ML tells JF that a car was recently damaged significantly by a falling tree on the east side of Avoca Street. This is the third incident of this kind. It is a safety issue as well as a threat to property.</p> <p>JH says that there are also some falling trees at the Little Sisters of the Poor property.</p> <p>JF agrees that this is a significant safety issue and that it is clearly a Council issue, given that the trees are on public land. He will follow this up.</p>	<p>JF to ensure that the Council addresses the issue of falling trees in Avoca Street and at the Little Sisters of the Poor. This has become a clear safety issue.</p>
3.2	School updates on any submissions to Council	
	There are no applications to Council.	
3.3	School updates on full-time staff and student numbers	

<p>3.3.1 Total staff The total number is 169 staff.</p> <p>3.3.2 Full time equivalent The full-time equivalent is 148.6.</p> <p>The School has a policy for off-site workers, and ML has done comprehensive mapping of on-site employee data. They have an average of 12 staff off-site per day. They are continuing to track the numbers.</p> <p>3.3.3 Total student ML says that there are 917 total students; 60 in the preschool and 857 in the K-12 school.</p> <p>ML says that while usually these numbers are included in the annual report, they are no longer required to be. Therefore, ML is happy to provide regular updates on these numbers at these CCC meetings.</p> <p>JH says that she became aware that some of the traffic wardens are volunteers, and not wardens. How can wardens and volunteers/observers be differentiated?</p> <p>ML says that it is true that they have the same high-vis vests. They do need to be differentiated – perhaps in different coloured vests. She and MTy will coordinate this.</p> <p>JH asks about the student numbers of the provisional drivers, as she has found that there are some P-platers parking in non-parking areas.</p> <p>ML asks JH to share photos etc. of offenders so that students can be dealt with accordingly.</p> <p>NFP asks ML what the School hours are currently. ML says that the Year 3-12 hours are 8:20am – 3:30pm, and the K-2 hours are 8:20am – 3:20pm.</p> <p>TR asks about student driver numbers. There was a cap of 20 student drivers in the DA. How are they managing to ensure that there are only 20 students driving?</p> <p>ML says that the Year 12 Coordinator is aware of this and checks regularly how many are driving to school. The coordinator has a copy of the OTMP and is conscious of this section.</p> <p>It is different every day – some students only drive a few days a week or when they can get their family car. Throughout the year progressively more students get their driving licenses, so the numbers of student drivers overall</p>	<p>MTy and ML to organise a special uniform for the volunteers to clearly differentiate them from the School traffic wardens.</p>
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	tend to increase this way.	
4	Randwick Council Update	
	<p>JF says that there remains an issue of drivers queueing across the intersection of Avoca and Stanley Streets. The Integrated Transport Team is considering proposing line marking and signage to keep this intersection clear. They will have to consult with TfNSW.</p> <p>ML asks JF if there is any plan to put a “no right turn” sign at the intersection of Stanley Street into Avoca Street. There is a lot of traffic on Avoca Street, and to have a ‘no right turn’ from Stanley into Avoca Street would support better flow on Avoca Street. ML says that is not necessary to have a “no right turn” at all times, but perhaps they could make it a timed no right for peak pick-up/drop off hours.</p> <p>JF will take it to the Integrated Transport team.</p> <p>He asks if cars tend to queue back from the traffic lights?</p> <p>JH says they do, from the traffic lights, across Frenchman’s Road and to the traffic lights at Clovelly Road and Centennial Park.</p> <p>JF says that having the intersection clear may help cars get into the traffic if they are turning right.</p> <p>TR says that if a timed ‘no right turn’ sign was installed then the broader community should be consulted. Access from Stephen Street is blocked off from Peace Park, Castle Street is one way and is used by the school for its go with the flow significant back tracking would be required by residents to t make a right turn without using this intersection, so the ‘no right turn’ could be a significant hassle for residents.</p> <p>RR agrees that this proposal would have to be consulted on.</p> <p>GH says that perhaps the ‘no right turn’ should only be for an hour or so each day. Waiting at the intersection might take as long as it would to turn right via another route.</p>	<p>JF to approach the Integrated Trasport time with the suggestion of a timed ‘no right turn’ from Stanley Street into Avoca Street during peak periods. With broader community consultation.</p>
5	Community items	
	TR notes that the latest OTMP and latest few copies of the minutes have not been put on the School website CCC page. The CCC members should also be updated on the website to be current.	

	<p>MTy will do this.</p> <p>NFP a that she and her neighbours are experiencing some flooding on her property from the stormwater system during storms. She plans to contact the School with a formal complaint.</p> <p>NFP said that in the meeting relating to the DA, which was approved in 2020, it was agreed that this ongoing run-off and flooding issue would be addressed.</p> <p>JF says that he received a complaint on 24 December from NFP about this issue and passed this information on to MTy. JF will follow up with the School offline.</p> <p>MTy says that the drains appear to be blocked with sand, leaves, etc. He asks NFP to include him in correspondence with the council on these issues, as a lot of time may otherwise lapse between NFP's complaint and the school receiving it second-hand.</p> <p>MTy and JF will continue to address this issue offline, and NFP will also be in discussion with both parties.</p> <p>NFP thanks JF and MTy for their support. She says that she is optimistic about the CCC's ability to work collaboratively this year.</p> <p>TR notes that there was a plan to put something over this grate at the pedestrian entry. The School should ensure that this does not exacerbate the issue.</p>	<p>MTy to oversee the uploading of all recent CCC minutes and current CCC member names to the School website.</p> <p>JF and MTy to address the issue of stormwater flooding into the properties of NFP and her neighbours.</p>
6	OTMP	
	<p>TR reminds the group of the following agreement, made in a previous CCC meeting:</p> <p><i>Any changes to the OTMP will be subject to discussion with the CCC and appropriate review will be undertaken by Council.</i></p> <p>TR notes that the above agreement has not been entirely observed by the School, and she and would like to reinforce that nothing should be updated in the OTMP that has not been discussed with the CCC,.</p>	
7	AOB	
	<p>RR asks MTy about the timeline for the OTMP. The OTMP timing should be lined up before organising a new meeting date.</p> <p>MTy will confirm the timing of the OTMP and get back to</p>	

	<p>RR to set a meeting date.</p> <p>TR asks that all information on the OTMP be given to the CCC members before the next meeting in order for the meeting to be focused on useful discussion rather than an introductory overview.</p> <p>MTy will ensure that this happens.</p> <p>ML adds that the School will not be back in operation for Term 2 until May, so the meeting should be scheduled for a date in May.</p> <p>Next meeting: May, TBD</p>	<p>Subject to the timing of the OTMP, MTy and RR to arrange a date for the next meeting, which will be held in May.</p> <p>MTy to provide information on the OTMP to the CCC members prior to the CCC meeting, in order to provide them adequate time to review these documents for discussion.</p>
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