

### Item 1

***The vehicular/pedestrian access to the sporting fields - which has been resolved in a manner that benefits the public as well as the university and the panel would be minded to approve the application subject to satisfactory prior arrangements be made with community groups to access the sporting fields with the gates to be locked at all other times.***

This arrangement has been agreed to by the applicant.

### Item 2

***The vehicular gate in the middle of the site; has a pressure pad control in this regard the panel requires an independent expert report to demonstrate its effectiveness in preventing pedestrian access.***

The applicant has engaged an independent expert report which concludes that 'all gate operations are in accordance with the manufacturer's specifications'. The report notes that there is no weight requirement in order to activate the gate. Rather, it relies on a magnetic loop that activates the gate when a steel object is detected over it. This could be the reason that some residents claim to have witnessed children on scooters activating the gate. The report states that the sensitivity of the magnetic loop can be adjusted. It is recommended that this be required, so that motor vehicles can activate the gate but other steel objects cannot.

### Item 3

***A pedestrian gateway in the middle of the site; where insufficient evidence has been provided by the university where supporting the need for this gate in view of local submissions - impacts and inconvenience to nearby residents because of the claim that it encourages on street parking by university students. The panel is concerned about the lack of evidence from the university supporting this element of the application.***

The applicant has provided 8 separate reasons why the gate should be retained. Each reason is discussed below.

#### **a) Evidence of existing parking controls.**

Existing, signposted parking restrictions in Ashford Avenue are referred to. These are noted, as are the restrictions in Sinai Avenue. The fact that there are restrictions already in place suggests that pedestrian access to the campus from Ashford Avenue does result in parking impacts to the neighbouring residential area.

**b) Evidence of frequency of student and local resident usage.**

The frequency of the gate usage was reviewed prior to the JRPP meeting. Although approximately 1/3 of gate use was observed to be by the 'public', the remaining 2/3 of gate use was directly related to the University. The applicant submits that the gate increases amenity for local residents. The alternative route via Bullecourt Avenue, while being longer, would not significantly reduce this amenity.

**c) Petition and individual letters from residents.**

Letters of support have been provided from residents within the University campus. It is reasonable to expect that campus residents would want more convenient access, however their convenience should not be to the detriment of the neighbouring resident amenity. Vision-impaired and wheelchair-bound access is noted, however this does not resolve the bigger issue. UWS should make provision for convenient and safe access for all campus residents, that connects to an approved access point at a public road (i.e. Bullecourt Avenue).

**d) Evidence of community activities relating to campus facilities.**

The applicant submits that Ashford Avenue access for the local community (for access to sporting and child care facilities within the campus) is preferred as access from Bullecourt Avenue is unsafe. This is not accepted. It is UWS' responsibility to ensure that the Bullecourt Avenue access *is* safe. It is also noted that 'Item 1' of the proposed modification relates to an access gate adjacent to the sporting facilities at the southern end of Ashford Avenue. Council does not object to this element of the proposal.

**e) NSW Police LAC complaints report.**

Reports from NSW Police state there is 'no direct link' between crime in the area and the UWS campus. This is to be expected, irrespective of the gate issue.

**f) Student safety Mount Saint Joseph School.**

UWS advise that students of Mount Saint Joseph School (located immediately east of the University campus) use the Ashford Avenue access as a 'secure passage' and 'most direct route to their school grounds' (i.e. short cut). Access across the University campus should not be relied upon by the school. It is the responsibility of the school to ensure safe access for its students without having to depend on access across another property. There is no evidence of any formal parking or access arrangements between the school and the University.

**g) Impact of local area shops.**

The applicant submits that the local shops at Bullecourt Avenue also contribute to the parking issues in and around Ashford Avenue. This may or may not be the case. However the issue at hand is whether the Ashford Avenue gate should be retained for the convenience of the University, not whether the University is the only source of on-street parking.

**h) On campus parking utilisation.**

The aerial photograph supplied shows a high volume of on-campus parking. This is not consistent with Council's observations of the parking activity around the University, in particular in the P4 carpark which has been observed to be at only 10% occupancy.

**CONCLUSION**

The applicant has failed to provide any compelling evidence to support the retention of the Ashford Avenue access gate. While the response from UWS is noted, it does not justify a modification to Condition 3 of DA-1285/2010.