

TECHNICAL NOTE

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Response to Submissions

New Catherine Field Public School, O’Keefe Drive, Oran Park (SSD 9477)

Dear Paul,

I refer to recent correspondence in regard to the issues raised in the submission received in relation to the proposed New Public School, O’Keefe Drive, Oran Park SSD-9477 (the Proposal), and specifically the recent submission prepared Mark Ozinger, Transport for NSW (TfNSW RTS).

The sections below provide a summary of the relevant issues raised in the response to the submission and the Ason Group response to each issue. In preparing these responses, Ason Group has referenced the following documents:

- Ason Group, *Transport Impact Assessment, New Catherine Field Public School, O’Keefe Drive, Oran Park* (AGTIA); and
- Ason Group, *Construction Traffic Management Plan, New Catherine Field Public School, O’Keefe Drive, Oran Park* (AGCTMP)

Issues have also been labelled with the appropriate Ethos Urban reference number (EU) for ease of cross referencing.

Proposed transport facilities on O’Keefe Road (EU 7i)

As shown in the Development Control Plan (DCP) and Indicative Layout Plan (ILP) of Catherine Fields (Part) Precinct, O’Keefe Drive is identified as a major collector road within the precinct with proposed regional or district bus routes. The current proposal indicates several facilities, i.e. car park access, DOPU and school bus bays, to be provided at the school frontage on O’Keefe Drive.

Recommendation

Further consideration should be given to the functionality of O’Keefe Drive, in particular:

- *School car park access is going through the indented parking lane. Clarification should be provided on how this access will be managed in relation to the parking lane which has already be built on site.*
- *Impact of DOPU activities during school peak hours occurring on key collector road with (future) regular bus services operating on it.*
- *Pedestrian connectivity in relation to accessing (future) bus stops on both sides of O’Keefe Drive, having regard to the school traffic and DOPU activities during school peak hours, should be further reviewed in respect to road safety.).*

Ason Group Response (EU 7i)

The western side of O’Keefe Drive existing residential housing with off- street parking in accordance with the DCP as well as supplementary on street parking. Therefore, it is unreasonable to provide both sides of the road to accommodate their parking requirements. It is assumed that the eastern side of O’Keefe Drive would accommodate the needs of the site on that side. Accordingly—since O’Keefe Drive has been designated as a bus route corridor and as such has been / will be designed in accordance with the appropriate bus standards, including the provision of minimum 3.5m travel lanes and indented bus bays—the indented bus bay on O’Keefe Drive is being provided to accommodate three buses.

In accordance with Section 3 of AS 2890.1, the access to the proposed off-street car park on O’Keefe Drive has been formed in such a way as to be clearly recognised by road users as an access driveway. Additionally, the appearance and character of the driveway is such that it will be clear to vehicle drivers that pedestrians and frontage road traffic have priority of movement.

The Category 2 access is not located in a prohibited location in accordance with AS2890.1, has satisfactory entering sight distance and clear sight lines for pedestrians for the design speed.

Transport Operation (EU 7j)

The statement of “This queue could be accommodated in Road 610 Street adjacent to the School, feeding DOPU spaces in the southern end of O’Keefe Drive adjacent to the School.” is noted.

Notwithstanding the earlier comment regarding DOPU demand, the above statement would mean DOPU traffic would first arrive on Road 610 for queuing and once school ends, make a U-turn on Road 610 and right turning onto O'Keefe Drive, U-turn at the roundabout on Benfield Drive to access the DOPU on the southbound of O'Keefe.

Recommendation

Further consideration should be provided to the practicality of such operations which would create significant circulation traffic. If the proposed operation is in place, clarification is needed on whether the traffic impact has taken into account this circulation traffic at the two assessed intersections. O'Keefe Drive will have regular bus service operation (including bus stops) and it is identified as a key collector road in the Catherine Fields (Part) Precinct ILP and DCP, which needs to be considered.

Ason Group Response (EU 7j)

Student DOPU trips are expected to be concentrated over 30 – 45 minutes rather than a full hour in each School peak periods. Schools are required to use DOPU areas under the same conditions as No Parking zones, i.e. a maximum stay of 2 minutes, remaining in or within 3 metres of the vehicle. As such, an individual DOPU space could effectively serve approximately 15–20 vehicles across a 30–45 minute period. Further, the different characteristics of the drop-off trip against the pick-up trip have also been considered in the modelling.

Regarding bus movements, we have been advise that service operation details and bus stop locations have not been finalised for the route. Therefore, conservative assumptions have been made for the analysis with consideration of buses and heavy vehicles.

It is expected that the NSW Department of Education (DoE) will consult with Council and TfNSW in regard to appropriate sign-posting of set down and bus zones adjacent to the Site and that prior to opening, the DoE and the School will prepare a Traffic and Parking Plan (TPMP) to outline the strategies proposed to provide for safe and efficient operations on and off-site. The TPMP is expected to include operational strategies in regard to:

- The use of the staff car park;
- The use of the DOPU areas, including information in regard to length of stay and (for example) children's names on visors and staggered start and finish times to maximise the safety and efficiency of the DOPU areas;
- Bus loading and unloading; and
- Safe Routes to Schools measures, such as safe walking and cycle routes between the School and the surrounding residential areas.

Traffic impact assessment (EU 7k)

It is noted in Section 6.1.2 of the TIA report that only future intersection performance is shown.

Recommendation

A comparison of pre-development and post-development of intersection performance should be included in the TIA report to determine the impacts of the proposed development on the surrounding road network..

Ason Group Response (EU 4kk)

The proposed local road network in the vicinity of the school is not complete. However, Table 1 provides a summary of the future performance of the key intersections further to the SIDRA analysis.

Table 1: 2036 Intersection Operations

Intersection	Level of Service		Average Delay (s)		Worst Delay (s)		Degree of Saturation		95th% Queue (m)	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
O'Keefe Drive & Banfield Drive	A	A	5.3	5.0	15.4	10.1	0.598	0.475	17.4	11.2
O'Keefe Drive & Road 610	D	B	9.0	5.1	46.0	17.7	0.854	0.502	26.1	7.4

With reference to Table 1, the only current existing intersection is O'Keefe Drive / Banfield Drive which is forecast to operate at good levels of service during the school peak periods. Therefore—based on observations on site—it is reasonable to assume that the current operation is also a good level of service.

Finally, we trust the above information provides clarification and a greater appreciation of the issues identified in the RRTS. As always, please do not hesitate to contact the undersigned should you require any further information.

Yours sincerely,



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