



18 March 2021

TfNSW Reference: SYD19/00495/06
DPIE Reference: SSD 10291

Principal Planner
DFP Planning Pty Ltd
11 Dartford Road
THORNLEIGH NSW 2121

Attention: **Amy Cropley**

REVIEW OF UPDATED TRAFFIC ADVICE FOR ST LUKES GRAMMAR SCHOOL SENIOR SCHOOL CAMPUS AND SPORTS CENTRE - 210 HEADLAND ROAD, DEE WHY

Dear Ms Cropley,

Reference is made to your correspondence dated 12 February 2021, regarding the Response to Submission (RtS) for the abovementioned Application being sent to TfNSW for review.

TfNSW has reviewed the submitted information and provides the following comments for your consideration:

Vehicle Access to 800 Pittwater Road (new Senior School site)

1. The queuing analysis undertaken for the proposed pick-up and drop-off activities in the RtS needs to be updated to address the following matters:
 - The queuing analysis has not included the vehicles queuing to access the off street car park;
 - The queuing analysis assumes that 70 secs would be adequate to pick up each student. This would only be possible if each student would be ready to be picked up as soon as the vehicle arrived. If some of the students arrive late to the pick up area, cars need to wait longer than 70 secs and block other vehicles to enter the site. This would cause queuing on to public roads; and
 - Parents would arrive to the site and queue at the school gate well before the school opens. This would also cause queuing on to public roads.

Based on the above, the proposed activities associated with the development would likely cause queuing on public roads and increase pedestrian / vehicle conflicts and cause pedestrian related incidents at the entrance to the school with the increase in pedestrian movements. Vehicle movements need to be either restricted or reduced from this driveway to provide a safer environment for pedestrians as well as vehicles at

this location.

2. To reduce the potential queuing concerns raised above TfNSW requests that the submitted plans and documentation are amended so that the Harbord Road vehicular access can only be used by school staff. Student pick up and drop off and student parking facilities are not to be provided on the Senior Campus.

This is due to the driveway location immediately next the Pittwater Road and Warringah Road signalised intersection. Any overflowing vehicle to Harbord Road will immediately result in significant traffic congestion not only at the signalised intersection but also to the broad road network.

Traffic Generation

3. The RtS did not include the details of bus movements generated by the proposed development and the impact of the increasing bus movements on the nearby road network and existing bus pick up and drop off facilities.

It is requested that the applicant undertake an impact assessment of existing and future school bus movements likely to be generated by the proposed development and details of improvements required to the bus pick up and drop off facilities.

4. The RtS did not address TfNSW's requests of estimating trip generation of each development stage. It is requested that details of trip generation for east development stage, including the traffic generated by the after school hour facility, should be tabulated and provided to TfNSW for review.
5. The RtS did not include the traffic modelling result for the scenario of 10 years after completion of Stage 3. The scenario of 10 years after completion of Stage 3 should be included in the traffic impact assessment.

Traffic Modelling

6. The SIDRA modelling files should be submitted to TfNSW for review.

Car parking

7. Based on the RtS, the existing car park will be reconfigured to provide the required number of car parking spaces for Stages 2 and 3.
8. The design of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements in accordance with the relevant Austroads and Australian Standards.

Construction Pedestrian and Traffic Management

9. It is noted that the construction working hours are proposed from 7am-6pm Monday to Friday. Construction activities for the expansion of the school are expected to occur while students are on site during the operation of Stage 2.

It is advised that construction vehicle movements from the development could have the potential to impact on general traffic and bus operations within the vicinity of the School, as well as the safety of pedestrians and cyclists particularly during commuter peak periods and school opening and closing periods.

It is requested that the applicant updates the Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with TfNSW, prior to the issue of any construction certificate and submit a copy of the final CPTMP to the Council for approval if DPIE agrees for Council to approve the CPTMP.

Green Travel Plan

10. TfNSW notes the Work Place Travel Plan for staff and students prepared by Varga Traffic Planning as part of the RtS. The Plan includes some measures to encourage mode shift and mode share targets. TfNSW does not consider the proposed measures or mode share targets to be adequate for this development.

The applicant will need to update the Green Travel Plan in consultation with TfNSW and submit for endorsement of the PCA, at least six (6) months prior to the commencement of operation of the new senior school campus.

Access to School Bus Services

11. The RtS states that the approved works from other developments are expected to provide an upgraded pedestrian path between the Senior School and the school bus stops in Headland Road.

It is requested that the applicant consults with Council to provide adequate footpath facilities between the Senior School and the school bus stops in Headland Road.

School Operational Management Plan

12. The RtS states that the new School Traffic Management Plan for the Senior School will include staff supervision at the drop off/pick up area and also at footpath area at the bottom of the stairs, near the site access driveway and the signalised pedestrian crossing.

It is requested that the applicant prepares a School Operational Management Plan, in consultation with TfNSW, to manage student movements safely within and in the vicinity of the site and other transport related issues, prior to issue of the occupation certificate.

13. The RtS states that a pedestrian fence is proposed along the kerb line at the north-east corner of Pittwater Road/Warringah Road intersection

TfNSW notes that the provision of a pedestrian fence may obstruct line of sight for vehicle turning left from Pittwater Road and vehicle departing from the driveway. A line of sight assessment should be undertaken for the proposed pedestrian fence.

If you have any further questions, Mr. Felix Liu would be pleased to take your call on 8849 2113 or email development.sydney@rms.nsw.gov.au. I hope this has been of assistance.

Yours sincerely,



Malgy Coman
Senior Land Use Planner