

31 March 2022

Assessment Officer
Department of Planning, Industry & Environment
4 Parramatta Square, 12 Darcy Street
Parramatta NSW 2150

RE: SSD-11802230 SYDNEY OLYMPIC PARK NEW HIGH SCHOOL SSDA RESPONSE TO SUBMISSIONS ON TRAFFIC

Introduction

SCT Consulting prepared a *Transport Access Impact Assessment* that formed part of the Environmental Impact Statement of the SSD-11802230 Sydney Olympic Park new high school. The Environmental Impact Statement was exhibited on the Department's portal from Thursday 14 October 2021 until Wednesday 10 November 2021 on the Department's portal.

During exhibition, submissions were made on traffic and transport. This letter is a response to those submissions.

This letter should be read in conjunction with the original *Transport Access Impact Assessment* (SCT Consulting, 2021).

Efforts have been made to modify the proposal in response to submissions by the community. Items in this letter therefore should also be treated as an addendum to the original *Transport Access Impact Assessment* (SCT Consulting, 2021).

Response to Submissions

Table 1 Response to submissions on traffic and Transport

Our ref	Submission	Response	Type
Requests by Department of Planning, Industry & Environment			
A 2.1	Provide an assessment of the potential queuing impacts of the proposed drop-off/pick-up spaces on Burroway Road having regard to the existing roundabout and Wentworth Point Public School (WPPS). Mitigation measures must be proposed where required to address impacts.	<p>Queuing was estimated using the following assumptions:</p> <ul style="list-style-type: none"> – 25-minute effective pick-up period – 80% of students are picked up within this window – 1.7 students per car – 190 students arriving by car – M/M/c queuing model <p>The typical number of vehicles in the queue for the kiss 'n drop facility would be 5.7 vehicles - approximately 36m of the queue.</p> <p>Queueing does not have an infrastructure response to mitigate. A higher number of kiss 'n drop spaces risks making kiss 'n drop more attractive and increasing queuing on approach. The approach to constrain the number of spaces means that parents and carers need to find another means of accessing the school. If queues exceed this number, they will likely take time to reach that level. The School Transport Plan process encourages students to choose alternative modes of transport, which is the primary and most effective means of mitigating demands and congestion.</p> <p>As part of the refined design, an accessible parking space has been added to the Burroway Road frontage to ensure special needs drop-off is possible during the scenario where Stage 1 is operating prior to delivery of the eastern road. The total spaces along Burroway Road are now 4 standard kiss 'n drop spaces and 1 accessible kiss n' drop space. This raises no issues for kiss 'n drop operations. At the full occupancy of Stage 1 (850 students), just under 90 students would be using kiss 'n drop based on the forecasted mode share (compared to 190 assumed at full occupancy), which is a reduction in demand by 54%. A reduction in the number of standard kiss 'n drop spaces along Burroway Road from 5 to 4 would be a reduction in capacity by only 20%. The reduction in demand is much greater than the reduction in capacity. Overall, therefore, the kiss 'n drop is expected to operate satisfactorily and with less queues if Stage 1 operates</p>	Additional information

Our ref	Submission	Response	Type
		without the eastern access road.	
A 2.2	Provide further details on arrangements to cater and manage overflow parking where sufficient parking is not provided for staff. Details must include the likely availability of off-site parking having regard to existing arrangements/demand by staff of WPPS and any cost-sharing arrangements. Evidence of consultation with operators of nearby commercial car parks that are proposed to be relied upon to manage parking impacts	<p>SINSW has engaged with Sydney Olympic Park Authority and confirm that parking area P5 could be used as an alternative location. SOPA have communicated that P5 would have sufficient capacity for 30 dedicated staff parking spaces even during the Easter Show. P5 is located at the intersection of Holker Street with Hill Road and is serviced by bus Route 526, which provides a direct link to the bus stop at the Sydney Olympic Park ferry wharf - approximately 300m walk to the school.</p> <p>SINSW is proposing to fully subsidise 30 parking spaces so that cost isn't an issue for the future staff members. This also mitigates the risk that teachers prefer to use other available parking options.</p> <p>Route 526 has 20 minute frequency during peak periods and a travel time of about 5 minutes to the school. With the scale of increase in teacher demands and that staff would exit the service before it crosses Bennelong Bridge, it is expected there would be sufficient spare capacity for the additional staff demands.</p> <p>This will also benefit the peninsula by reducing the car demand for Wentworth Point and therefore reduce the traffic impacts of the proposal.</p>	Additional information
A 2.3	Demonstrate that the footpath width on Burroway Road adjacent to the roundabout and on site bicycle parking is sufficient to cater for the expected pedestrian demand and complies with relevant standards.	<p>SINSW is proposing to reconfigure the roundabout to a give way junction that will provide an increased footpath width at this location. The footpath width will exceed 1.2m width, so will meet accessibility standards.</p> <p>It is not possible to widen into the site given the constraints already present. The give way intersection was tested in SIDRA Network and the results indicated that the intersection can still perform at Level of Service A.</p> <p>While a roundabout provides some limited benefit for traffic to conduct U-turns, the give way intersection provides a higher quality crossing experience for students. The removal of the island and midblock islands makes for a more straightforward design of the proposed raised threshold zebra crossings, which are more challenging to install adjacent to a roundabout.</p> <p>The give way intersection has been incorporated into the revised landscape plan.</p> <p>The raised threshold zebra on the southern side of the intersection (on Wentworth Place south of Burroway Road) is not feasible to construct as there is insufficient sight distance to the exit ramp from Marina Square.</p>	Addendum

Our ref	Submission	Response	Type
		The provision of wider footpaths to the north as part of the give way intersection means this crossing is not required.	
A 2.4	Further consultation should be undertaken with TfNSW and bus operator(s) to confirm what additional bus services may be required to satisfy the demand generated by the school.	<p>SINSW has consulted with TfNSW bus planners on 30 November 2021 (post-lodgement) and confirmed the following:</p> <ul style="list-style-type: none"> TfNSW regularly reviews bus services and will provide additional bus services as required by the growth. As students tend to travel in the opposite direction to the peak travel, TfNSW believes there is spare capacity in the bus system. TfNSW will be provided with projected enrollment figures to be included in annual bus service planning processes. <p>Hence TfNSW bus planners are satisfied that additional bus services can be provided if required prior to the school opening.</p>	Additional information
A 2.5	Consideration should be given to the potential to include the bus mode share through the provision of dedicated school bus services from transport nodes in the proposed school catchment area. Evidence of consideration of this option shall be submitted.	<p>Analysis conducted in the <i>Transport Access Impact Assessment</i> supplies this analysis, which suggests that additional frequency to meet demand over time is all that is required for Stage 1. This was confirmed in consultation with TfNSW as feasible.</p> <p>The assessment indicates that the network is adequate at the day of opening and will evolve in consultation with TfNSW.</p> <p>High school students do not require school special routes. Compared with primary school students, high schoolers are more independent and can navigate through the public transport network without the need for specialised services.</p>	Additional information
Submission by Sydney Olympic Park Authority			
B 3.3	To ensure the success of sustainable transport from the broader catchment, SOPA considers that additional consideration and identification of potential safe crossing points is undertaken in consultation with City of Parramatta for the pedestrian and cycling networks.	<p>SINSW has consulted with the City of Parramatta in the identification of crossing points.</p> <p>The City of Parramatta notes their submission that “The raised pedestrian crossings on Council roads, in general, are supported subject to meeting Council’s interim warrants and obtaining approval from Council and TfNSW under the Parramatta Traffic Committee process.” (emphasis added)</p> <p>No further consultation is considered necessary</p>	Additional information
B 3.4	However, SOPA holds concerns that the position of the kiss ‘n drop may exacerbate localised congestion, particularly during the morning peak.	The transport assessments use a constrained number of parking spaces for kiss ‘n drop as the primary means of discouraging kiss ‘n drop demands	Additional information

Our ref	Submission	Response	Type
	Positioning a kiss 'n drop along a road ending just before a cul-de-sac would not seem ideal and the EIS lacks inclusion of any mitigation measures if this does create bottle-necks. Further, the EIS does not address how vehicular travel to this new school will impact the vehicular travel to Wentworth Point Public School, which currently experiences morning congestion at drop off times.	<p>and queuing. Based on the site's high-quality location for walking, cycling and public transport, the school has the opportunity to be heavily walking, cycling and public transport-oriented. Upgrades are provided that support this vision.</p> <p>Intersection modelling has been undertaken as part of the study, which shows that delays to other road users are not significant.</p> <p>Alternative locations were considered for kiss 'n drop, however, these had lower capacity than the proposed location. Alternative locations included:</p> <ul style="list-style-type: none"> – On the new proposed road to be delivered by others. This was not preferred as cars would need to navigate to the end of the road and turn around, which was considered circuitous. – At other locations along Burroway Road. However, with the development applications still outstanding for other uses, it was considered that this would need to be endorsed by other proponents. – Along Hill Road or Footbridge Boulevard. These locations were likely to have a higher car parking impact to members of the public in the loss of spaces and did not have convenient turnaround facilities. 	
City of Parramatta submission letter dated 10 November 2021			
C 11.1	The previously envisaged road created a 4-way intersection with roundabout at Burroway Road and Wentworth Place. This intersection is now designed as a T-intersection roundabout with insufficient width along Burroway Road to provide a compliant footpath and nature strip. Additional space will need to be dedicated to Council so that an adequate footpath can be provided	<p>SINSW is proposing to reconfigure the roundabout to a give way junction that will provide an increased footpath width at this location. The footpath width will exceed 1.2m width, so will meet accessibility standards.</p> <p>There is no land dedication required.</p> <p>The raised threshold zebra on the southern side of the intersection (on Wentworth Place south of Burroway Road) is not feasible to construct as there is insufficient sight distance to the exit ramp from Marina Square. The provision of wider footpaths to the north as part of the give way intersection means this crossing is not required.</p>	
SDRP 03 Advice Letter from Government Architect New South Wales dated 20 October 2021			
E 10	10. Footpath width – The footpath at the roundabout on Burroway Road is too narrow and poses a safety risk. Confirm resolution of this area to enable shared access for cyclists and pedestrians during peak periods.	<p>SINSW is proposing to reconfigure the roundabout to a give way junction that will provide an increased footpath width at this location. The footpath will be of the same width as the remaining Burroway Road and therefore be able to continue the shared path along the frontage of the site.</p> <p>The space will have adequate room for pedestrians and cyclists.</p>	Additional information

Our ref	Submission	Response	Type
		The raised threshold zebra on the southern side of the intersection (on Wentworth Place south of Burroway Road) is not feasible to construct as there is insufficient sight distance to the exit ramp from Marina Square. The provision of wider footpaths to the north as part of the give way intersection means this crossing is not required.	
Public Submissions Themes			
F 1	Transport Capacity	<p>The school is also located such that walking and cycling are feasible and realistic options for students in the catchment. Hence the primary means of mitigating impacts to the community is the location of the school - a short walk for apartments and public transport options.</p> <p>A funded transport coordinator is proposed to deliver programs that encourage students to walk and cycle to school. Sufficient bicycle and scooter parking capacity have been provided to enable a large take-up of cycling.</p> <p>Traffic modelling undertaken shows that the intersection performance impacts of the school are at an acceptable level - being less than Level of Service D.</p>	Additional information
Transport for NSW Submission Received 23 November 2021			
G 1	Traffic generation calculations should use the base case mode share forecast, as the proposed infrastructure improvements within the stretch case are only prospective and are not confirmed. It is also noted that the delivery of transport infrastructure upgrades for the stretch case will be staged and will not be operational prior to the completion of Stage 1. Separated traffic generation calculations for Stage 1 and 2 should consider approved infrastructure upgrades that will be operational at each stage. Calculations of the traffic generation rates of each proposed use at each stage of the development are to be provided for TfNSW review.	<p>The base case overstates the private vehicle mode share in that it does not consider the benefits of the various transport investments proposed.</p> <p>The stretch mode share case only includes one item that is not committed – bus service improvements by TfNSW.</p> <p>Given that the school won't experience the full demand immediately (~350 students in the first year), the traffic impacts will be less than that forecast in the traffic modelling on the day of opening.</p>	Additional information
G 2	It should be noted that the proposed bus service improvements by TfNSW proposed in Table 3-3, are not approved and are subject to further consultation with TfNSW. The Service Planning team will consider whether any service adjustments can be made to enable travel to the school, or similar.	<p>SINSW has consulted with TfNSW bus planners and confirmed the following:</p> <ul style="list-style-type: none"> – Given the higher density of the area and the growth of likely general services in the area given the higher population density, the contraflow of buses would likely cater for student demands. – TfNSW should be provided with projected enrolment figures prior to 	Additional information


Our ref	Submission	Response	Type
		<p>April/May of 2023 so that they can be included in the annual bus service planning exercise.</p> <p>Hence TfNSW is satisfied that additional bus services can be provided if required prior to the school opening.</p>	
G 3	TfNSW is seeking approximate construction timelines and operational dates for Stage 1 and 2. It is understood that the delivery of Stage 2 of the subject development, is subject to financials but indicative timeframe should be provided.	Funding for the Stage 2 has been approved. Construction is proposed to occur concurrently with Stage 1.	Additional information
G 4	<p>It is noted that the Transport Impact Statement states that “servicing and waste collection will occur along the future eastern road (delivered by others) with direct level on-street access to the storerooms. It is expected the eastern road will be completed prior to commencement of school operations. Waste collection is discussed in further detail at section 7.15 of this EIS.” In the instance that the eastern road is not delivered a back-up plan has not been presented.</p> <p>It is requested that the applicant presents alternate options for loading and servicing in the instance that the future eastern road is not delivered in time for the commencement of school operations.</p>	If the proposed road is not delivered in time for the opening of the school, waste collection would occur on the frontage of the school at a Burroway Road loading zone, which could be provided outside of kiss 'n drop times (e.g. prior to 8am, 9:30am-2:30pm and after 4pm). Loading for any other purpose (e.g. deliveries) could use this same space. It is noted that this would be a temporary measure.	Additional information
G 5	TfNSW (Roads) property records indicates that TfNSW (Roads) does not own land on the allotments impacted by the school development and future road, and the Department of Planning, Industry and Environment should seek confirmation from the applicant that relevant landowner's consent has been provided, noting that Roads and Maritime has since been abolished and new landowners consent may be required.	SINSW has the landowner's consent for the lodgement of the SSD.	Additional information
G 6	It is noted that vehicular access to the site is to be provided by others and is subject to a separate planning approval. Should the planning approval not be granted for the proposed Ridge Road, the Department of Planning, Industry and Environment should be satisfied that the applicant can provide alternative vehicular access to the subject site that adequately and safely accommodates pedestrian and vehicles movements.	Noted	Additional information
G 7	Any proposed pedestrian crossings and facilities on the local road network will need to be considered by Council and the Sydney Olympic Park Authority via Council's Local Traffic Committee.	SINSW will comply with all necessary approval processes.	Additional information

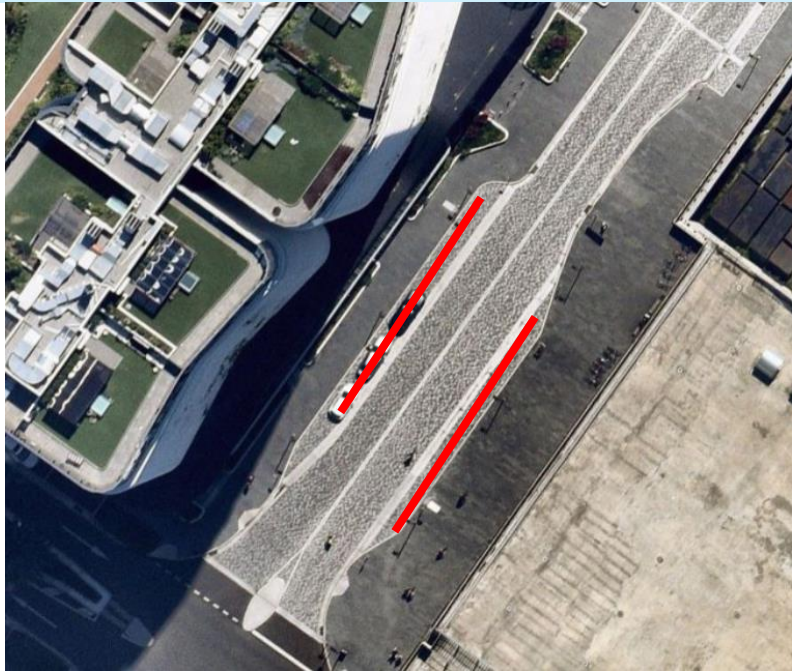
Our ref	Submission	Response	Type
G 8	<p>A significant number of vehicles and pedestrians will access the site at the start and end of the school day. School Zones must be installed along all roads with a direct access point (either pedestrian or vehicular) from the school. School Zones must not be provided along roads adjacent to the school without a direct access point. Road Safety precautions and parking zones should be incorporated into the neighbouring local road network:</p> <ul style="list-style-type: none"> – 40km/hr School Zones are to be installed in accordance with the following conditions. – Council should ensure that any parking, drop-off / pick-up zones and bus zones incorporated are in accordance with TfNSW standards. <p>TfNSW are responsible for speed management along all public roads within the state of New South Wales. That is, TfNSW is the only authorised organisation that can approve speed zoning changes and authorise installation of speed zoning traffic control devices on the road network within New South Wales.</p> <p>Therefore, the Developer must obtain written authorisation from TfNSW to install the School Zone signs and associated pavement markings and/or remove/relocate any existing Speed Limit signs.</p> <p>To obtain authorisation, the Developer must submit the following for review and approval by TfNSW, at least eight (8) weeks prior to student occupation of the site:</p> <ul style="list-style-type: none"> – A copy of Council's development Conditions of Consent The proposed school commencement/opening date – Two (2) sets of detailed design plans showing the following: <ul style="list-style-type: none"> I. School property boundaries II. All adjacent road carriageways to the school property III. All proposed school access points to the public road network and any conditions imposed/proposed on their use IV. All existing and proposed pedestrian crossing facilities on the adjacent road network V. All existing and proposed traffic control devices and pavement markings on the adjacent road network (including School Zone signs and pavement markings). VI. All existing and proposed street furniture and street trees. 	SINSW will comply with all necessary approval processes.	Additional information

Our ref	Submission	Response	Type
	<p>School Zone signs and pavement marking patches must be installed in accordance with TfNSW approval/authorisation, guidelines and specifications. All School Zone signs and pavement markings must be installed prior to student occupation of the site.</p> <p>The Developer must maintain records of all dates in relation to installing, altering, removing traffic control devices related to speed.</p> <p>Following installation of all School Zone signs and pavement markings the Developer must arrange an inspection with TfNSW for formal handover of the assets to TfNSW. The installation date information must also be provided to TfNSW at the same time. Note: Until the assets are formally handed-over and accepted by TfNSW, TfNSW takes no responsibility for the School Zones/assets.</p>		
G 9	<p>Travel Access Guide – TfNSW appreciates the TAG that has been provided in the STP. The TAG should include maps and times of all modes of transport, bikes, bus, train, walking and car-pooling options. The TAG should:</p> <ul style="list-style-type: none"> – Provide information on the TAG advising students and staff that additional information about service routes and timetables for buses, trains and ferries is available on the Trip Planner at transportnsw.info/ – Provide information on the TAG advising students that additional information about cycling routes is available on the Trip Planner at transportnsw.info/ – Update number and location of bike parking facilities, and locate on map. – For further helpful information – please check this link How to Create a Travel Access Guide doc here. – Data – TfNSW appreciates the data provided in the STP. To further help monitor and measure the increase in bus transport use, we would recommend an additional weekly report of patronage on buses (using Opal data) to and from the school. Traffic volumes can also be assessed on the road network within Sydney Olympic Park area, before and after school. These could be monitored to assess whether: <ul style="list-style-type: none"> • Students and staff are re-moding private vehicles to buses. • Traffic volumes during peak hours had reduced. 	<p>SINSW proposes to conduct a regular questionnaire survey (e.g. via survey monkey) to measure the mode share of students.</p> <p>Weekly patronage reports would be time intensive and distract from the efforts of promoting sustainable travel.</p> <p>A regular survey of traffic volumes would also be challenging in that there are other sources of traffic generation other than the school (e.g. the primary school, construction vehicles, and other residential uses).</p>	Additional information

Our ref	Submission	Response	Type
G 10	End of trip facilities: TfNSW appreciates the number of proposed bicycle racks that will be provided by the school. Given we have recommended increased active transport for both staff and students, and temperatures can rise in summer, we would appreciate if you could advise how many showers and change rooms you propose for both staff and students, we would recommend at least 2 showers and 2 change rooms. These facilities should be promoted within your "Implementation Strategy" listed below. Please also find a resource from our website on end of trip facilities.	End of trip facilities are still being refined in the design process. The current plans exceed the request by TfNSW providing for two showers and two change rooms. The school has a gym with change rooms that can be used by students. These details will be provided in the future updated Transport Access Guide.	Additional information
G 10	Mode share: TfNSW appreciates the work that has been done on this STP for the 'reach' mode share of students. TfNSW requests that you take further steps to try and reduce your private vehicle mode share, and parking requirements for staff particularly as they could take the bus, train or ferry. TfNSW would advise that you aim to reduce your private vehicle mode share and implement a range of actions to try and lift sustainable travel mode share for both staff and students. We note that there is not a mode share target table for staff in the STP, and ask that it be included.	The stretch case considers a substantial investment in walking infrastructure and transport encouragement programs. The constrained parking on the site also supports transitioning teachers to more sustainable modes of transport. Further mode shift assessment is not considered necessary in the SSDA phase but could be considered as part of the operation of the school. The mode share target in the school transport plan has been focused around students given they have a more significant impact on the transport network, being greater in number. The target for staff would be a non-car mode share of 75% based on the high-quality walking, cycling and public transport network available to the site.	Addendum
G 11	Parking management strategy: TfNSW appreciates the consideration given to reducing staff car parking. TfNSW requests that the STP considers implementation of a parking management strategy that prioritises use by staff on a needs basis, particularly when more sustainable transport options are available, to further reduce car use. Options could include limiting the number of parking spots available, and/or charging a fee for them and then pledging that money toward sustainable transport initiatives.	This would be addressed as part of the School Transport Plan (STP), which would address the management of parking spaces. This centralises information into a single document. There is no intent to further reduce parking beyond the number of spaces stipulated in the SSDA documentation.	Additional information
G 12	Implementation Strategy: TfNSW appreciates the substantial work done on the School Travel Plan (STP). We recommend that you have a separate section within this STP called an Implementation Strategy, which has an implementation plan of tasks and actions, including all of your initiatives and incentives, timing and completion dates, your communications tasks, and who will do the tasks; this will ensure the overall effectiveness of the STP. This implementation strategy should be updated both on an annual basis, and when future transport services eventuate. Your stakeholder	TfNSW was engaged and confirmed that they would accept a draft/interim School Travel plan pre-construction and a final plan updated and submitted prior to occupancy. Note that because there aren't any actions that would be conducted during construction, no approval from TfNSW or Council is required for the pre-construction submission. Any issues raised by Council or TfNSW could be resolved prior to occupation, reducing the risk that construction is delayed despite the School Travel Plan not being required to be implemented until	Additional information

Our ref	Submission	Response	Type
	engagement strategy will also be included in this (including all of your stakeholders, key messages and the channels you will use to engage your stakeholders) – please find our link for Potential engagement techniques that may be useful to you.	occupancy. The implementation strategy is accepted but wouldn't be able to be completed until the school has a functioning executive and teachers who can assist with / approve implementation. This detail would only be supplied in the updated School Travel Plan prior to occupancy	
G 13	<p>Incentives: TfNSW requests that consideration is given in the Implementation Strategy to further possible incentives for staff to use active and public transport such as:</p> <ul style="list-style-type: none"> o Pre-loaded opal cards during orientation. o School subsidised panniers or backpacks for staff committed to active travel. o Salary sacrifice options for purchases of bikes or other micro-mobility options. o Time in staff meetings to share tips and support for staff wanting to start cycling. o Wayfinding at the school for End of Trip facilities. o Incorporating a role for a school sustainable travel champion that focuses on modelling the desired behaviours and positive communication around active and public transport. <p>Considers additional initiatives to promote additional use of active travel, such as:</p> <ul style="list-style-type: none"> o Holding competitions and offering prizes for staff and students that walk or ride to the school e.g. September, Biketober. o Promoting active travel as a means to support staff and students health and wellbeing. o Promoting the use of end bike facilities to promote active transport use. o Promoting to parents the potential of active travel to school as an opportunity to stay active themselves. 	<p>The current TAIA quotes the following with regards to the transport coordinator as proposed activities:</p> <ul style="list-style-type: none"> – <i>School Transport committee</i> – <i>Funded Travel Coordinator</i> – <i>Governance arrangement as per School Transport Plan</i> – <i>Communications to the community</i> – <i>At least fortnightly bicycle maintenance days</i> – <i>Walk and bike to school days (1 pedestrian/bike event per term)</i> – <i>At least fortnightly transport newsletters/comms</i> <p>SINSW can potentially add “Time in staff meetings to share tips and support for staff wanting to start cycling” subject to engagement with DET.</p> <p>Wayfinding to end of trip facilities will be delivered as part of the detailed design.</p> <p>DET policy does not currently allow for salary sacrificing for eBikes (general bikes or other micro transport aren't eligible per ATO guidance), which is not proposed to change for this school.</p>	Addendum
G 14	Travel Survey: TfNSW requests that STP includes a copy of a travel survey for the school as an appendices in this STP. Staff and student travel surveys are conducted to obtain workforce data analysis (including staff residential postcodes) to identify the actual staff/student travel origin and destination patterns, to inform strategies that help to reduce car parking demand for staff and students to get to and from the site; please find our online travel survey here.	<p>Noting that the school doesn't exist right now, this would be a copy of a future survey questionnaire rather than a completed survey.</p> <p>This will be part of the for information submission prior to construction.</p>	Additional information
G 15	The applicant is to submit the finalised STP to TfNSW prior to construction	TfNSW was engaged and confirmed that they would accept a draft/interim	Additional

Our ref	Submission	Response	Type
	works commencing.	School Travel plan pre-construction and a final plan updated and submitted prior to occupancy.	information
G 16	<p>The applicant has not demonstrated how School Coach/Buses will be managed for sport days or other activities where students travel off school premises. Therefore, prior to the issue of an Occupation Certificate, the applicant shall prepare a School Coach/Bus Parking Management Plan to ensure that school coaches and school buses could adequately be accommodated within school coach/bus parking facilities or on-street without having an impact to the operation of the road network. The plan shall be prepared in consultation with TfNSW.</p>	<p>The ferry terminal has a bus zone that is currently understood to be a layover for buses and therefore would have lower demand.</p>  <p>TfNSW and Council were engaged regarding this location and they noted the following:</p> <ul style="list-style-type: none"> – Use of the space would require SOPA approval, which is currently being sought – TfNSW request that the zone has signage that prevents unintended use (e.g. private coaches) – TfNSW does not object to the proposal on the grounds that most drivers can work around temporary use of layover. The proposed use of the space would be between 9am-3pm, which is when there are lower service levels. Layover is typically quite short during this time. – Council noted that this was their preferred location for excursion buses. <p>Alternatively, the bus zones on Wentworth Place are not used by public buses and therefore could be used by an excursion bus. This space is on a road that is strata titled, so approval would be required by others.</p>	Additional information


Our ref	Submission	Response	Type
		 <p data-bbox="1106 1007 1895 1054">SINSW believes this can be resolved prior to Crown Completion Certificate.</p>	
G 17	<p data-bbox="264 1070 1077 1118">Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, the applicant shall:</p> <ul data-bbox="264 1126 1077 1382" style="list-style-type: none"> – Prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with TfNSW. The CPTMP needs to specify matters including, but not limited to, the following: – A description of the development; – Location of any proposed work zone(s); – Details of crane arrangements including location of any crane(s) and crane movement plan; – Haulage routes; 	<p data-bbox="1106 1070 1906 1222">SINSW will comply with all necessary approval processes. However, references to Parramatta and Parramatta Light Rail are not relevant. There are no proposed haulage routes through Parramatta, nor would these be of any benefit to vehicles coming to the site. These references should be removed.</p> <p data-bbox="1106 1230 1906 1318">All SINSW projects have signage that prominently displays School Infrastructure NSW contact details for all community enquiries, feedback and complaints (schoolinfrastructure@det.nsw.edu.au or 1300 482 651).</p> <p data-bbox="1106 1326 1906 1382">The site would also have the Site Manager's contact number visible on-site statutory signage.</p>	Additional information

Our ref	Submission	Response	Type
	<ul style="list-style-type: none"> – Proposed construction hours; – Predicted number of construction vehicle movements, detail of vehicle types and demonstrate that proposed construction vehicle movements can work within the context of road changes in the surrounding area, noting that construction vehicle movements are to be minimised during peak periods; – Construction vehicle access arrangements; – Construction program and construction methodology, including any construction staging; – A detailed plan of any proposed hoarding and/or scaffolding; – Measures to avoid construction worker vehicle movements within the Parramatta Precinct; – Consultation strategy for liaison with surrounding stakeholders, including other developments under construction and Parramatta Light Rail Builder; – Identify any potential impacts to general traffic, cyclists, pedestrians, bus services and any light rail within the vicinity of the site from construction vehicles during the construction of the proposed works. Proposed mitigation measures should be clearly identified and included in the CPTMP; and – Identify the cumulative construction activities of the development and other projects within or around the development site, including the Parramatta Light Rail Project and private development. Proposed measures to minimise the cumulative impacts on the surrounding road network should be clearly identified and included in the CPTMP; <p>Submit a copy of the final plan to TfNSW for endorsement via development.CTMP.CJP@transport.nsw.gov.au and provide the builder's direct contact number to small businesses adjoining or impacted by the construction work and TfNSW via development.CTMP.CJP@transport.nsw.gov.au to resolve issues relating to traffic, public transport, freight, servicing and pedestrian access during construction in real time. The applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction.</p>	<p>These arrangements will be further detailed in the Community Communication Strategy, developed as part of SSD consent activities.</p>	
G 18	<p>It is noted a Transport Access Guide has been developed and presented within the Transport Impact Assessment. It is advised that the Transport</p>	<p>TfNSW was engaged and confirmed that they would accept a draft/interim School Travel plan pre-construction and a final plan updated and</p>	Additional information

Our ref	Submission	Response	Type
	<p>Access Guide must be implemented and maintained by the operators of the premises and be made available to staff, students and visitors at all times. The following information shall be submitted to and approved by Council prior to the issue of an Occupation Certificate for the site/use:</p> <p>The Transport Access Guide is to include (but not be limited to) the following:</p> <ul style="list-style-type: none"> (i) Information regarding lack of off-street car parking and passenger pick-up and set-down areas at the development site. (ii) Suitable nearby drop-off/pick-up locations. (iii) Identify areas where drop-off/pick-up is prohibited and instruct visitors to avoid use of these areas. (iv) Provide advice on suitable public transport or active transport options to the area. 	<p>submitted prior to occupancy.</p> <p>These items should not require further approval if consistent with the SSDA documentation.</p>	
City of Parramatta detailed submission			
H 1	<p>The design and operation of the school (i.e. waste collection, deliveries and staff parking) is dependent on the construction of the new access road, which is unconfirmed at this stage and does not form part of this development. It is recommended that prior to finalising the design of the school, confirmation of the design and construction of the new access road should be obtained to ensure the school can meet loading and parking requirements. Based on the current design, Stage 1 of the school operation should also not proceed until the new access road is constructed. Stage 2 of the school operation should not proceed until the 30 staff parking spaces provided in new access road is constructed.</p>	<p>If the proposed road is not delivered in time for the opening of the school, the waste collection would occur on the frontage of the school at a Burroway Road loading zone, which could be provided outside of kiss 'n drop times (e.g. prior to 8am, 9:30am-2:30pm and after 4pm). Loading for any other purpose (e.g. deliveries) could use this same space. It is noted that this would be a temporary measure.</p> <p>Kiss 'n drop is not dependent on the new road's delivery and could occur currently. This is because although the school will be in operation at the prescribed time, the full extent of the student population is not present. Hence only the spaces on the frontage of the school would be required initially for kiss 'n drop.</p>	Additional information
H 2	<p>There is insufficient information provided to determine the parking requirements of the new proposed High School (i.e. the number of Year 12 students and staff were not provided).</p> <p>The traffic report states that 74 parking spaces are required to be provided by this development. This consists of 13 spaces for Year 12 students and 61 spaces for staff. The development will provide a total of 30 parking spaces for staff during Stage 2 of school operation and it is noted that this will be delivered by others. The development subject to this proposal will result in a total shortfall of 44 parking spaces.</p> <p>Most students within the potential catchment area live in high density</p>	<p>It is agreed that the proposed spaces that would be delivered on the new road are sufficient for the school, taking into account the availability of alternative parking locations for overflow if required.</p> <p>Car park management would be part of the final School Travel Plan, submitted prior to occupation. It is recommended that this analysis sits within the School Travel Plan, which centralises the information for the school.</p> <p>The delivery of the proposed road by others is expected to be completed in time for school operations to commence in 2024.</p> <p>Parking for the staff in the new road will need to be gated during school</p>	Additional information

Our ref	Submission	Response	Type
	<p>apartments with limited off-street parking. It is considered unlikely that many of these students will have access to private vehicles and drive to school. There are some students that live in the low density residential areas in Newington that may have access to private vehicles. However, there are bus services and cycle routes in Newington that provides easy access to Wentworth Point. Therefore, no parking spaces provided for Year 12 students is not considered unreasonable in this instance.</p> <p>Although the staff parking provision does not meet the DCP requirements, the school is located within close proximity to paid parking in the shopping centre. Due to the existing on-street parking restrictions, it is considered likely that the paid parking in the shopping centre will capture any overflow of staff parking. Therefore, the proposed 30 parking spaces for staff parking is considered acceptable. However, it is noted that the 30 staff parking spaces will be located on-street in the new access road which is going to be constructed by others.</p> <p>The development's parking provision is dependent on the delivery of the new access road which is understood to be unconfirmed at this stage (i.e. no approval has been given regarding the design of the new access road). There are concerns that this will result in no parking spaces provided for the school during both stages of school operation, impacting on parking amenities in the surrounding streets, which is not supported.</p> <p>The staff parking spaces will be shared with the public outside of school times. As there are no physical barriers provided such as boom gates, it can be difficult to ensure that these spaces remain unoccupied during school times for staff to use. This will also result in the loss of on-street parking spaces during school times, impacting on parking amenities provided in the area, which is not supported.</p> <p>It is recommended that a Car Park Management Plan be provided to the satisfaction of Council's Traffic and Transport Manager. The plan should address how the school will manage the parking for staff, buses and kiss and ride, during school peak periods and special events (such as school galas and school excursions) such that the parking does not overflow to on-street. The plan should also outline any potential physical measures implemented such as boom gates.</p>	<p>periods, but gates would be positioned open outside of school hours. Timed parking restrictions would be used to avoid overnight parking.</p>	
H 3	The architectural plans show 5 parking bays on Burroway Road proposed to be allocated for kiss and ride. The traffic report states that 2 additional	The full extent of kiss 'n drop demands will not occur immediately in line with the estimated 350 student in the first year of operation and will	Additional information

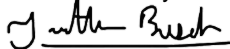
Our ref	Submission	Response	Type
	<p>parking bays in the new access road can be allocated to kiss and ride for students with special needs however this will be delivered by others. Based on this, a total of 7 parking bays for kiss and ride is provided for the school.</p> <p>However, as noted, the delivery of the new access road is unconfirmed at this stage. This will result in only 5 kiss and ride spaces provided for the new high school. However, the traffic report estimates that 190 students within the proposed school catchment will travel to school by car. The report further states that by providing limited kiss and ride spaces, it will encourage the use of walking and cycling.</p> <p>It is considered likely that some students will travel to school by car as they live further away from the school and have longer travel times on public transport. The limited kiss and ride facility may result in parents using the nearby kiss and ride facility on Hill Road, impacting on Wentworth Point Public School. It can also lead to illegal parking behaviours (e.g. double parking, parking across driveways, etc.) and parents may pick up/drop off their kids further away from the school, impacting on parking amenities in neighbouring streets. This can also lead to increased traffic congestion due to parents queuing and waiting to use the facility.</p> <p>Therefore, the kiss and ride facility proposed to be provided on Burroway Road is unlikely to be adequate for the school. It is recommended that additional parking bays be allocated to kiss and ride along the frontage of the school. This however, will be dependent on the delivery of the new access road.</p> <p>It is also recommended that a turning facility be provided at the end of Burroway Road so that drivers can safely U-turn after using the kiss and ride facility</p> <p>Approval from Council and TfNSW is required to be obtained prior to construction under the Parramatta Traffic Committee process.</p>	<p>increase over time. Hence 7 parking spaces are not fully required until years after opening.</p> <p>Queuing was estimated using the following assumptions:</p> <ul style="list-style-type: none"> – 25-minute effective pick-up period – 80% of students are picked up within this window – 1.7 students per car – 190 students arriving by car – M/M/c queuing model <p>The typical number of vehicles in the queue for the kiss 'n drop facility would be 5.7 vehicles - approximately 36m of the queue.</p> <p>The turning head at the end of Burroway Road allows for a turning radius of 17m. The minimum turning circle diameter for a B99 vehicle is 12.5. This means that the 99th percentile largest car can use the facility with a single turning movement.</p> <p>As part of the refined design, an accessible parking space has been added to the Burroway Road frontage to ensure special needs drop-off is possible during the scenario where Stage 1 is operating prior to delivery of the eastern road. The total spaces along Burroway Road are now 4 standard kiss 'n drop spaces and 1 accessible kiss n' drop space. This raises no issues for kiss 'n drop operations. At the full occupancy of Stage 1 (850 students), just under 90 students would be using kiss 'n drop based on the forecasted mode share (compared to 190 assumed at full occupancy), which is a reduction in demand by 54%. A reduction in the number of standard kiss 'n drop spaces along Burroway Road from 5 to 4 would be a reduction in capacity by only 20%. The reduction in demand is much greater than the reduction in capacity. Overall, therefore, the kiss 'n drop is expected to operate satisfactorily and with less queues if Stage 1 operates without the eastern access road</p>	

Our ref	Submission	Response	Type
		<p data-bbox="1104 347 1630 371">Figure 1 Turning circle area at end of Burroway Road</p> 	
H 4	<p data-bbox="264 900 992 956">The SSD application states that four raised pedestrian crossings are proposed to be delivered with Stage 1 at the following locations:</p> <ul data-bbox="264 963 824 1099" style="list-style-type: none"> – Wentworth Place at Burroway intersection – Burroway Road east of Wentworth Place – Footbridge Boulevard east of Wentworth Place – New access road at Burroway Road intersection. <p data-bbox="264 1107 1066 1331">The raised pedestrian crossings on Council roads in general are supported subject to meeting Council's interim warrants and obtaining approval from Council and TfNSW under the Parramatta Traffic Committee process. It is noted that the raised pedestrian crossing proposed in the new access road does not form part of this development. A modified design of the proposed raised pedestrian crossing on Burroway Road west of Wentworth Place will be required to accommodate a future shared pedestrian and cyclist crossing.</p> <p data-bbox="264 1339 1055 1388">Two of the proposed crossings are located on privately owned roads (Footbridge Boulevard and Wentworth Place) and approval will need to be</p>	<p data-bbox="1104 900 1727 924">SINSW will comply with all necessary approval processes.</p> <p data-bbox="1104 932 1883 1075">The raised threshold zebra on the southern side of the intersection (on Wentworth Place south of Burroway Road) is not feasible to construct as there is insufficient sight distance to the exit ramp from Marina Square. The provision of wider footpaths to the north as part of the give way intersection means this crossing is not required.</p> <p data-bbox="1104 1083 1895 1139">An alternative location has not been identified as other locations within the vicinity of the school are expected to have on-street parking impacts.</p>	Additional information

Our ref	Submission	Response	Type
	obtained from their owners.		
H 5	<p>There is insufficient width along the school frontage north of the roundabout on Burroway Road to provide a compliant footpath and nature strip. The roundabout at the intersection of Burroway Road and Wentworth Place was originally designed as a 4-way intersection based on the initial proposal for this site. This intersection is now designed to be a T-intersection roundabout and as such, there is a need to dedicate some space to Council so that adequate footpath can be provided.</p>	Refer response to A 2.3.	Additional information
H 6	<p>Potential sites for buses to park during school events are:</p> <ul style="list-style-type: none"> – Bus interchange on Ferry Wharf Circuit – Footbridge Boulevard (location is assumed to be at the existing bus stops adjacent to Marina Square). <p>These locations are in privately owned roads and approval will need to be obtained from the owners of these roads (i.e. SOPA and strata management).</p> <p>Furthermore, occupying bus bays that are currently used for public transport can impact on bus services. TfNSW will need to be consulted regarding this proposal.</p> <p>It is also unclear how many buses will occupy these spaces, how often it is required and whether the existing bus zone is sufficient to accommodate the school buses. It is recommended that the traffic report include this information for assessment.</p>	Refer response to G 16.	Additional information
H 7	<p>In accordance with Wentworth Point Precinct DCP 2014 (Draft Amended 2020):</p> <ul style="list-style-type: none"> – A Travel Access Guide approved by Council prior to occupation is to be made available to residents and non-residential tenants of development. <p>The Travel Access Guide provided in Appendix C of the traffic report however does not show cycle routes. This should be provided particularly given there are assumptions made in relation to cycling options at the expense of vehicle use.</p> <p>It is noted that the traffic report states that a GTP Committee will be established, comprising of members of the PCA, Council and NSW Department of Education, to promote and build upon sustainable transport initiatives identified in the GTP for both staff and students. Council's</p>	<p>It is proposed that a draft/interim School Travel plan be submitted pre-construction and a final plan updated and submitted prior to occupancy. Cycling infrastructure will be added to the Transport Access Guide as part of these submissions.</p>	Additional information

Our ref	Submission	Response	Type
	standard process is to review the effectiveness of the GTP one year from the issue of the Occupation Certificate and every year for 2 years thereafter. This is considered sufficient in ensuring the effective management of the GTP and this has been successfully implemented in a number of developments. It is recommended that this condition be imposed and therefore, it is not considered necessary for Council to be involved in the GTP committee at this stage.		
H 8	It is recommended that a condition be imposed to provide a CPTMP prior to the commencement of the works to the satisfaction of Council's Traffic and Transport Manager. This is particularly important given the nature of the school operation and the large number of students entering and exiting the site in the morning and afternoon peak periods.	Accepted	Additional information

Yours sincerely

A handwritten signature in black ink, appearing to read "Jonathan Busch", written over a horizontal line.

Jonathan Busch

Associate Director

Jonathan.busch@sctconsulting.com.au | 0481 818 776

sctconsulting.com.au | Level 10, 99 Mount Street, North Sydney, 2060

SCT Consulting
