

7 May 2019

Fulton Trotter Architects
PO Box 1669
BONDI JUNCTION
NSW 1355

Attention: John Kennedy/John Ward

Dear Sir,

PROPOSED REDEVELOPMENT OF SAMUEL GILBERT PUBLIC SCHOOL
LOT 1 IN DP 719671 RIDGECROP DRIVE
CASTLE HILL (SSD 9274)

Reference is made to recent letters from Transport for NSW (TfNSW), The Hills Shire Council ('Council/HSC') and Department of Planning and Environment (DPE) dated 17/12/2018, requesting addition information in relation to the proposed redevelopment of Samuel Gilbert Public School, located at the Corner of Ridgescrop Drive and Gilbert Road, Castle Hill.

This Practice has been engaged by Fulton Trotter Architects on behalf of the Department of Education NSW (DoE) to address the items raised within the abovementioned correspondences, as it relates to traffic and parking. It is noted that these comments have been addressed in the revised Traffic and Transport Impact Assessment Report (TTIA), which is submitted as a separate document. The following provides a summary of the sections of the amended TTIA in direct response to these comments.

TRANSPORT FOR NSW COMMENTS

1) Kiss and Ride Capacity

TfNSW notes: There is an extract from p22 of your report, that TfNSW states indicates that the current supply of kiss and ride parking is insufficient. TfNSW recommend that additional assessment be undertaken to determine the appropriate provision for the expected demand.

Comment

Additional assessment concerned with the adequacy of the existing kiss and ride facility as well as the possibility to provide additional pick-up/set-down facilities is provided in section 6.2.2 of the revised TTIA. An extract of our report is provided below:

“...Based on a future school population of 1,000 students and assuming that the existing travel characteristics remain unaltered (i.e. average vehicle occupancy rate = 1.2 child per vehicle and 80% of students travel to/from school by car), the proposed development could generate up to 445 vehicles over an hourly period $((1000 \times 80\% / 1.2) / 1.5 \text{ hours})$ associated with student pick-up/drop-off activity. This is equivalent to approximately 7.4 vehicles per minute (i.e. 445 vehicles/60 minutes).

Further to the above, based on our observations of current school operations, the average length of stay for parents/guardians during the student drop-off/collection process is approximately five (5) minutes. In this regard, the proposed development could be expected to generate a maximum short term parking demand/queue of up to 37 vehicles, corresponding to student drop-off/collection activity during school start and finish periods. Based on Figure 2.5 of AS2890.1-2004, the minimum length for a parallel parked vehicle ranges between 5.9m – 6.2m. As such, a peak parking demand of approximately 37 vehicles could potentially require a kiss and drop bay length of around 220 – 230m.

It is noted that there is opportunity within the northern side of Ridgescrop Drive along the southern site frontage to the west of the existing pedestrian crossing (of approximately 140m in length) and the western side of Gilbert Road along the eastern site frontage (of approximately 132m in length) to install additional kiss & ride facilities to accommodate the abovementioned pick-up/drop-off demand associated with the subject proposal (i.e. total kiss & ride length of 272m (140 + 132)).

It is therefore proposed that the abovementioned kerbside space within Ridgescrop Drive and Gilbert Road adjacent to the school site frontages be converted into formal kiss and ride facilities with appropriate signposting (‘No Stopping 8am – 9:30am and 2:30pm – 4pm School Days’) to assist with student pick-up/drop-off activity for parents/guardians in conjunction with the existing indented kiss and ride facility within Ridgescrop Drive. It is noted that this measure is not expected to have any significant impact to the parking needs of staff of the school (with the parking surveys previously presented indicating that there is ample within the surrounding road network) as well as existing surrounding residential land uses (which have off-street parking facilities). In any case, the proposal for additional student kiss and ride facilities is subject to deliberation by Council’s traffic committee...”

2) Assessment of Existing On-Street Parking Demands

TfNSW recommends: The cumulative on-street parking demands generated by additional staff and pick-up/drop-off activities during the morning and afternoon periods should be assessed. Appropriate measures to manage on-street parking should be recommended to be implemented by the Applicant accordingly.

Comment

In order to evaluate the parking impacts associated with the proposed development, a survey of the existing on-street parking facilities within the surrounding road network in the immediate vicinity of the site has been recently undertaken by staff of this Practice.

These spot surveys were conducted on 7 March 2019 between 8:00am – 9:00am and 2:30pm – 3:30pm to coincide with the peak starting and finishing periods of the school. **Table 1** provides a summary of the existing surveyed on-street parking demand, with the surveyed areas highlighted in **Figure 1**.

TABLE 1 EXISTING (2019) PARKING DEMAND													
Date/Time	Public Parking Areas (Total Spaces = 285)												
	Zone A (48 spaces)	Zone B (20 spaces)	Zone C (17 spaces)	Zone D (32 spaces)	Zone E (27 spaces)	Zone F (26 spaces)	Zone G (9 spaces)	Zone H (9 spaces)	Zone I (28 spaces)	Zone J (29 spaces)	Zone K (40 spaces)	Total Occupied Spaces	Total Unoccupied Spaces
THURSDAY, 7 MARCH 2019													
MORNING (AM)													
8.00am	1	18	0	4	3	2	6	4	1	2	9	50	235
8.15am	3	17	0	15	3	2	7	5	1	2	8	63	222
8.30am	5	16	1	22	8	6	5	7	1	5	13	89	196
8.45pm	5	17	3	10	3	4	7	7	1	3	16	76	209
9.00pm	3	14	3	7	3	4	4	6	1	3	10	58	227
AFTERNOON (PM)													
2.30am	2	17	1	21	12	2	5	5	4	0	15	84	201
2.45am	12	17	11	30	21	8	5	6	5	6	25	146	139
3.00pm	21	14	13	31	22	8	8	7	5	8	22	159	126
3.15pm	15	16	1	4	7	4	5	6	3	2	12	75	210
3.30pm	7	13	1	4	7	3	5	6	3	2	7	58	227

FIGURE 1
EXTENT OF SURVEYED AREA



Legend	
Zone	Description
A	Public Car Park.
B	Western side of Gilbert Road between Ridgeway Drive junctions.
C	Western side of Gilbert Road 100m south of Ridgeway Drive (southernmost junction).
D	Northern side of Ridgeway Drive between Gilbert Road and Galahad Crescent (westernmost junction).
E	Southern side of Ridgeway Drive between Gilbert Road and Galahad Crescent (westernmost junction).
F	Both sides of Galahad Crescent for a length of 100m.
G	Western side of Ridgeway Drive between Gilbert Road and Gawain Court.
H	Eastern side of Ridgeway Drive between Gilbert Road and Gawain Court.
I	Both sides of Galahad Crescent for a length of 100m.
J	Both sides of Gawain Court for a length of 100m.
K	Both sides of Fairgreen Place.

Table 1 indicates the following with respect to surveyed on-street parking demand:

- The total parking capacity within the adjoining road network is identified to be 285 spaces;
- The maximum parking demand was surveyed to be 89 vehicles during the morning peak period resulting in a minimum of 196 unoccupied spaces (285 – 89); and
- The maximum parking demand was surveyed to be 159 vehicles during the afternoon peak period resulting in a minimum of 126 unoccupied spaces (285 – 159).

It has been previously presented within the submitted Traffic & Transport Impact Assessment report that the proposed future school population of 1,000 students and 58 staff is required to be supported by a parking provision of 92 spaces with respect to the relevant parking rates specified within Council's DCP. The current on-site parking provision of 26 spaces represents a shortfall of 66 spaces with respect to Council's DCP. Such a shortfall can be readily accommodated within the on-street public parking facilities in the immediate vicinity of the site, based on the above presented survey results.

3) Staff Bicycle Parking and End-Of-Trip Facilities

TfNSW comments: It is unclear from the traffic assessment whether there are appropriate existing end-of-trip facilities to support staff cycling trips to/from the school. If there is currently no provision for end-of-trip facilities within the school, one should be provided as part of this redevelopment proposal.

Comment

Based on information provided by the Fulton Trotter Architects, the following end-of trip facilities are proposed to be provided as part of the subject application:

- 30 bicycle racks are to be provided for use by staff adjacent to Building B;
- 12 x staff lockers
- 1 x staff shower
- 1 x student shower; and
- Bag storage locations for all students – located adjacent to classrooms.

In any case, it is reiterated that the provision of end of trip facilities is not compulsory for primary and secondary schools as specified within Austroads *Part 11: Guide to Traffic Management*.

4) Trip Generation Assumptions

TfNSW recommends: The traffic analysis should be revised to account for inbound and outbound trips associated with pick-up/drop-off occurring within the same hour. The subsequent intersection analysis should be revised in response to the revised trip generation assumptions.

Comment

This is addressed in sections 6.1 and 6.2 (all parts) of our revised TTIA.

THE HILLS SHIRE COUNCIL COMMENTS

1) On-Site Parking

HSC states: Despite seeking to further intensify the use by increasing the number of students and staff, the proposal makes no consideration for providing further on-site parking. The submitted Traffic and Parking Assessment relies on the future provision of car parking areas associated with the school sports oval and adjoining recreational reserve, in order to cater for the additional parking demand. Council considers that to rely on yet to be constructed parking infrastructure is not appropriate, and that a more immediate solution should be provided at the development application stage.

Comment

Assessment in relation to the off-street parking and advice from Council's Infrastructure Manager is provided in section 4.2.1 of the revised TTIA.

2) Kiss and Drop

HSC states: It is understood that the 'Kiss and Drop' indent area located along Ridgecrop Drive has recently been 'shutdown' due to traffic and congestion concerns. It is suggested that a 'Kiss and Drop' area be provided within the confines of the school grounds to help address this issue.

Comment

See section 6.2.2 of the revised TTIA.

DEPARTMENT OF PLANNING AND ENVIRONMENT COMMENTS

1) Trip Generation Assumptions

The DPE states: The TTIA should address the comments made by TfNSW.

TfNSW recommends: The traffic analysis should be revised to account for inbound and outbound trips associated with pick-up/drop-off occurring within the same hour. The subsequent intersection analysis should be revised in response to the revised trip generation assumptions.

Comment

This is addressed in sections 6.1 and 6.2 (all parts) of our revised TTIA.

2) Kiss and Ride Capacity

The DPE states: A further assessment should be undertaken to determine the appropriate provision of drop-off/pick-up facilities for the school on the basis of expected demand.

Comment

Refer to response to point 1 of TfNSW comments on page 1.

3) Pedestrian Crossing

The DPE states: Confirmation should be provided as to whether a formal pedestrian crossing is proposed to be delivered as part of this development.

Comment

See section 5.4 of the revised TTIA.

4) Safety of Entrance Location

Information should be included in the RtS regarding the safety of the location of the proposed main school entrance given its proximity to the intersection of the roundabout. This should also consider the location of the nearest pedestrian crossings / refuges on Ridgescrop Drive and pedestrian desire lines.

Comment

See section 4.1.2 of the revised TTIA.

5) On-site Parking

The DPE requires adequate on-site car parking. If additional car parking spaces cannot be provided, the RtS should provide justification as to why additional car parking spaces cannot be physically located on the site.

Comment

See section 4.2.1 of the revised TTIA.

6) Operational Traffic and Parking Management Plan

The DPE states: And OTPMP should be provided.

Comment

See section 8 (all parts) of the revised TTIA.

7) Bicycle End of Trip Facilities

The DPE states: Clarification should be provided whether end-of-trip facilities would be provided on-site and that these facilities would be adequate having regard to the proposed staff and student numbers.

Comment

Refer to response to point 3 of TfNSW comments on page 4.

It would be appreciated if the additional information within this correspondence could be incorporated within DPE's ongoing assessment of the subject application.

Submitted for your consideration.

Yours faithfully,



David Thompson

Principal (Transport Planner & Lead Road Safety Auditor)