



Mr Mark DeSylva
Schools Development Manager
CATHOLIC EDUCATION OFFICE DIOCESE OF PARRAMATTA
12 Victoria Road
Parramatta NSW 2150

24/11/2020

Dear Mr DeSylva

**Westmead Catholic Community Education Campus (SSD-10383)
Request for Additional Information**

I refer to Response to Submissions (RTS) and further traffic assessment documents submitted in relation to the State significant development (SSD) application for the Westmead Catholic Community Education Campus (SSD-10383). The Department has conducted a peer review of the Traffic Impact Report (TIA) and the additional traffic related documentation by an independent traffic consultant. The Department has also received comments from City of Parramatta Council (Council) on the RTS.

Based on the peer review of the TIA and Council's comments, the Department raises a number of concerns regarding the traffic impacts due to the development and the lack of sufficient information. The Department is requesting that you provide response/clarification and additional information to the following traffic and transport matters prior to further assessment of the application.

1. Traffic surveys and results

- a) The Department notes that questionnaire survey was undertaken to understand the mode share of journeys to and from the school (school peak hours). The survey covers only four hours discrete data (7:30am to 9am and 2.30pm to 5pm) and therefore does not show the hourly traffic flows that would determine the peak traffic hours. Some key information regarding the survey has not been mentioned in the document, including: the sample size of the survey, which primary school/s were surveyed, the methodology of the survey. Consequently, to enable a thorough review of the appropriateness and accuracy of the mode share in relation to this development, the Department requires you to:
- provide details on sample size of the survey, the names of the primary school/s surveyed and the methodology of the survey.
 - provide a breakdown of the vehicular trips generated by this development for different hours including school peak hours and regular peak hours. This is particularly important and relevant for the Out-of-Hours School Care (OOSH) facilities where a significant number of trips are expected to coincide with the regular PM peak hour (672 out of 806 students).

2. Out-of-Hours School Care

- a) The existing OOSH facility in the school accommodates for an average of 11% of the primary school students. The TIA states that the target population in the OOSH

facility would be 40% of the primary school population in future. However, no information/study/justifications are provided to demonstrate why and how 40% primary school students will available OOSH facility in the future.

Consequently, the Department requires you to provide:

- a justification to support that 40% of the students are likely to use the OOSH facility in the future (additional case studies of similar schools or surveys may be needed to justify this).
 - more discrete information on the arrival and departure patterns of the existing OOSH trips.
 - assess the impact of the future OOSH facility with the 40% student population, on the surrounding road network.
 - details of additional staff members that would be employed to cater for the additional student population in the OOSH and the vehicular trip likely to be generated by the additional staff.
- b) Please note that Council has reviewed the RTS and states that the 40% primary school students using the OOSH is considered unachievable particularly in the AM peak when school and work travel trends to be compressed into a shorter period than the PM peak. It is recommended that this comment should be considered and the feasibility of this should be explored.

3. Intersection performance

- a) The SIDRA network modelling and the corresponding results provided in the RTS show that a number of identified intersections will reach their maximum capacities by 2023 with the design traffic volume of the proposed development. Further, two intersections would operate at unacceptable levels of service (LoS). These are Darcy Road / Hawkesbury Road and Hawkesbury Road / Alexandra Avenue (with more than 100 seconds delay).
- b) The SIDRA models and the RTS do not include any discussion on how the observed intersection LoS was determined. Furthermore, no mitigation measure is being provided in the RTS and not enough information is provided regarding need for improvements to mitigate adverse traffic impacts. According the Department requires you to:
- clearly document the methodology and justification for determining the observed intersection LoS as the current method appears to be unconventional and subjective.
 - provide a comprehensive list of possible mitigation measures that would improve the performance of these intersections when the design traffic volume is added.
- c) The TIA and RTS do not provide any queue analysis for each access for AM and PM peaks. The RTS mentions that the SIDRA 95th percentile queue was compared against the 'average maximum' observed queues. However, it is not clear how the 'average maximum observed queues were calculated as no calibration criteria was defined and in a number of locations, the observed queues vary significantly against

the SIDRA queue. Therefore, the Department requests that the following be submitted:

- a queue analysis for each access for the AM and PM peak.
- information on the average observed queue lengths.
- explanations are to be provided why the observed queues vary significantly.
- any mitigation measures to address the identified impacts.

Please note that Council has reviewed the RTS and states that the proposed development would have significant impact to surrounding intersections and continues to be unacceptable and no suitable mitigations have been explored to offset the overall impact of the proposal including the potential for a direct connection from Bridge Road to the school. Council is of the strong view that this is a critical matter and must be addressed and provided as part of this application.

4. SIDRA Modelling

a) The independent peer review of the submitted traffic related information and the submitted SIDRA files raises a number of concerns. The concerns and the information required to address these issues are provided below.

- SCATS history data was not collated from Transport for NSW (TfNSW) SCATS data and the corresponding '.LX' file containing traffic signal cycle time, phase time, phase sequence and signal co-ordination information including offsets does not appear to have been used.

As an example, the Department notes that SIDRA modelling has applied co-ordination at signalised sites 8, 6, and 4 with 'offset' set as 0 second. However, the Department cannot verify the offset as no '.LX' file data is available. These should be provided so that the Department can verify the signal timings and calibrate or validate the SIDRA model.

- the base models used for the SIDRA modelling do not appropriately match with the model network settings and parameters. This includes (but is not limited to) the use of inaccurate approach distances. The Department considers that this may have resulted in inaccurate key modelling results and network analysis. You are requested to revisit these parameters and use correct base models / model network settings.

b) The future intersection performance within the study area will be substantially impacted by the introduction of Parramatta Light Rail (PLR). As part of PLR project, the operation of a number of intersections including the Darcy Road / Hawkesbury Road intersection will be substantially impacted. It is not clear how the PLR operations are considered in the future SIDRA models. The Department requires you to provide additional information or SIDRA models considering the impacts due to PLR in the future.

- c) The SIDRA models assume three signalised intersections to be coordinated. However, no information is provided about the source of this assumption. Other intersections on Hawkesbury Road are also likely to be coordinated due to their proximity. The Department requires you to address the above concern and provide appropriate background information to justify these assumptions.

5. Pedestrian safety

- a) The proposed multi-deck carpark's entry and exit locations currently has low demands. However, this is expected to change once the carpark is operational. This in turn will affect the pedestrian activity and requires more information and consideration of the pedestrian safety measures.

6. Construction traffic and pedestrian management plan

- a) The TIA has not assessed the cumulative impacts associated with other construction activities, including but not limited to the impacts of the PLR construction. The Department requests assessment of the key cumulative impacts of the construction of the development and PLR.
- b) The Department requests an assessment of road safety at key intersection and locations where it is subject to heavy vehicle construction traffic movements and high pedestrian activity.
- c) The Department requests that details should be provided on how pedestrian and cycle rider movements along footways and cycleways are maintained at all times during construction activities. If the development requires closure of either facility, provide details of adequate safety and diversion measures in place to limit time delay and detour distances.

7. Vehicle Occupancy

- a) The Department has reviewed the proposed vehicle occupancy rates (In Appendix C of the RTS) and raises a number of concerns such as the following
- no justification or reason for assuming the vehicle occupancy rate (whether journey to school surveys were used).
 - no distinction between primary and high school students (given that different occupancy rates are provided for the two school groups).
 - no consideration whether the students are in the same campus or from different schools.

- different occupancy rate for AM and PM.

The Department requires you to address the above and provide a clear justification regarding the assumed vehicle occupancy rates.

8. Catholic Early Learning Centre (CELC)

- a) It is noted that the CELC will operate between 6am and 6pm and therefore the AM peak hour for this development will be between 5:30am and 6:30am and PM peak hour will be between 5:30pm and 6:30pm, which is outside the school peak hour.

It is not a realistic assumption that all the CELC students will arrive/leave at these times. Please provide a justification to demonstrate why these times have been adopted and whether any surveys etc have been conducted in this regard.

- b) Based on the above peak hours, the Department notes that the CELC PM peak hour will coincide with the regular PM peak and therefore this should be assessed by including the regular PM peak traffic scenario in any modelling.

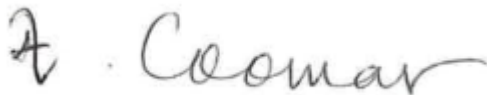
9. Green Travel Plan

- a) The Department considers that the assumption of 10% modal shift seem to be too high, where 3-5% is considered as achievable. The primary school is far from the nearby residential zones, therefore, 90% of the primary students are using private cars. Additionally, considering higher modal shift is somewhat "best-case" scenario, whereas in traffic impact analysis the convention is to analyse the worst-case scenario. Therefore, the Department requires justification as to how the 10% modal shift would be achieved.

You are requested to provide the information, or notification that the information will not be provided, to the Department by Monday 21 December 2020. If you are unable to provide the requested information within this timeframe, you are requested to provide, and commit to, a timeframe detailing the provision of this information.

If you have any questions, please contact Prity Cleary, who can be contacted on (02) 8289 6795/ at prity.cleary@planning.nsw.gov.au.

Yours sincerely,



Aditi Coomar
Team Leader
Social & Infrastructure Assessments