



Reference: 21.185r03v01

3 June 2022

St Aloysius
C/- PMDL
PO Box 1456
CROWS NEST NSW 2065

Attention: Mr Andrew Pender, Practice Director

Re: St Aloysius – Rozelle Campus
Response to Request for Information

Dear Andrew,

We refer to the subject property and proposed school development. TRAFFIX has been forwarded further comments from the Department of Planning, Industry and Environment and Inner West Council concerning the proposal.

TRAFFIX has reviewed all relevant comments and has responded to each issue below. This is with reference to the Traffic and Accessibility Impact Assessment (TIA) report, which accompanied the Development Application (Ref: 21.185r01v07 dated 3 June 2022).

Inner West Council Comments

Pickup/Drop off Area and Congestion

- i) *The proposed pickup and drop-off arrangements in Maney Street remain an issue. Even with the relocation of the area to the north in Maney Street, the narrow road width indicates that queuing of vehicles could occur, which will result in the temporary obstruction of the street. Alternatively, the queued vehicles may stay in 'No Stopping' areas at the corner of Maney Street and Quirk Street, which is an issue and could encourage unsafe pickup and drop-off practices. Although the response indicates that the pickup and drop-off areas will be staffed, this area is approximately a 150m walk to the school campus, which may be a challenge to be adequately managed by staff.*
- ii) *The TAIA indicates eight vehicles during a 30-minute period, which is a concern, particularly during the afternoon pickup period. The likelihood of the pickup and drop-off areas being filled to capacity remains a safety issue for Council.*
- iii) *Although it has been indicated that pedestrian movements between the two schools would be staffed, Council recommends the installation of a TfNSW approved pedestrian fencing in Gordon Street to address the potential jaywalking issues. In addition, it is recommended that the Applicant*

explores options to provide access to the property directly from Maney Street to minimise pedestrian travel distance.

TRAFFIX Response:

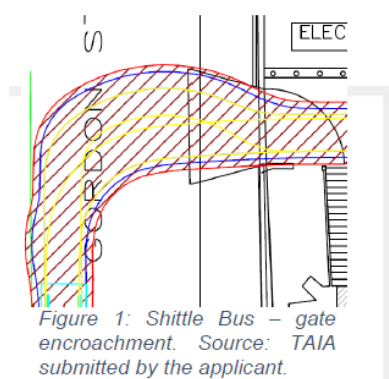
- i) As discussed in detail within the TAIA, the modal and catchment analysis determined that eight (8) students are anticipated to use drop-off and pick-up spaces under a worst-case scenario where it is assumed that all students that are ineligible for a travel pass are dropped off and picked up from school.

The development proposes a total of three (3) on-street set down spaces. As all students that would use these spaces are high school students, it is assumed that they would need minimal assistance to leave/enter the car. As such a two (2) minute dwell time is assumed for each vehicle using these on-street spaces (being a conservative estimate). Application of a two (2) minute dwell time on the three (3) proposed on-street spaces over the half hour period prior to or after school beginning and ending, results in a turnover capacity for up to 45 vehicles. Therefore, these spaces will not reach capacity based on the expected number of vehicles and queuing is not expected to occur during school pick up and drop off.

- ii) The school proposes that a staff member supervise these three (3) spaces in the half hour period before and after school times to ensure that vehicles accessing these spaces do not park longer than necessary. This will ensure continuous turnover which will provide sufficient availability to prevent any potential for queuing.
- iii) The school proposes to supervise students arriving to and from school to ensure the safety of students. This will actively prevent students from jaywalking across Gordon Street via management measures. This would be supported through communications within the school at assemblies etc. Therefore, fencing is not considered necessary, with the proposed management strategies including supervision to implement the above management measures.

Shuttle Bus Swept Paths

- i) As shown in Figure 1 below, the swept paths show that the manoeuvre is very tight, and the gate encroaches within the 300mm clearance bands either side of the vehicle. Further investigation should be undertaken to explore whether there is scope to widen the entry gates and driveway.



- ii) As shown in Figure 2 below, the swept path also details that the shuttle bus will impact a bollard protecting the electricity substation and drops off the edge of the kerb shown circled in red (Figure 3). Further investigation should be undertaken to explore whether there is scope to set the kerb back and to relocate the bollard to allow for better manoeuvrability of the shuttle bus.

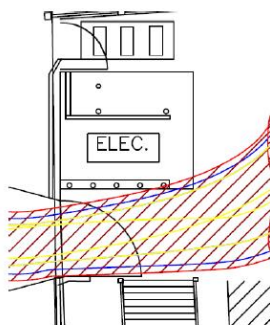


Figure 2: Swept paths - bollard and kerb: Source: TAIA submitted by the applicant.

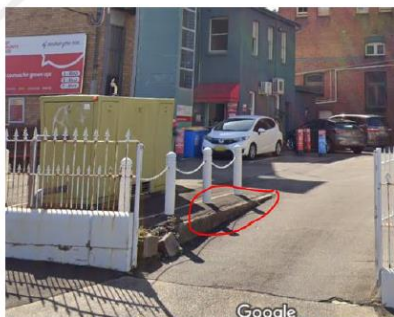


Figure 3: Swept paths - bollard and kerb. Source: Google

TRAFFIX Response:

- i) The updated swept path in the latest TAIA report (Ref: 21.185r01v07 dated 3 June 2022) shows that there is sufficient width of the driveway to accommodate both the body of the vehicle and the 300mm clearance on either side of the vehicle (red line) which meets the requirements of AS 2890.2 (2018).
- ii) The swept path analysis has been amended and is presented in the latest TAIA. This updated swept path analysis shows that the shuttle bus can manoeuvre clear of the bollards.

On-Site Parking Demand

- i) The previous consent on the site required the carpark to be upgraded to comply with AS2890.1:2004. Appendix C of the TAIA details the new compliant layout, which reduces the on-site parking availability from 20 spaces to 16 spaces. However, the TAIA does not acknowledge the reduction in on-site parking and the impact this will have on the off-street parking demand.
- ii) The parking demand statement at Appendix D also does not account for the reduction in parking as evidenced by the table provided by the applicant (Table 1). Based on this table, it appears that the peak on-site demand is 21 spaces while only 16 spaces are provided. This shortfall will need to be addressed in the TAIA.
- iii) The TAIA indicates that four on-site parking spaces will be allocated to the school, which, after school hours, will be utilised by other uses on the site. However, the TAIA also indicates that the four spaces will be used for waste collection. In addition, the TAIA does not address any parking demand the school generates for after hour activities, such as maintenance and cleaning or after school activities, which will impact on- and off-site parking.
- iv) The TAIA indicates that that the church will only use the parking area on Sundays. Further details/clarification should be provided to validate this..

TRAFFIX Response:

- i) The school is now proposing two (2) additional spaces to be line marked within the carpark. This will provide a total of 18 spaces for all uses on site. Therefore, up to three (3) spaces will need to be accommodated on-street. The analysis of the parking surveys within the most recent TAIA demonstrates sufficient capacity for this to be accommodated.
- ii) The shortfall of three (3) spaces can be accommodated on-street and this is now addressed in the TAIA. Please refer back to the TAIA for a detailed analysis of the parking surveys.



- iii) The four (4) spaces allocated to the school are not used for waste collection. The TAIA has been updated to clarify that waste collection would be conducted within the carpark outside of operational hours (for all uses) to ensure sufficient manoeuvring area for the vehicle to turn around. The vehicle would then be able to use the full area of the unoccupied carpark. Other servicing such as maintenance and cleaning are able to use the service vehicle space located at 48 Victoria Road outside of school hours.
- iv) The school has confirmed that the parish holds mass at 10:30am to 11:30am on a Sunday and between 7:00am-7:30am on a Wednesday which do not coincide with other uses on site. In addition, the parish hosts 3-4 funerals and weddings per year and currently has no plans to expand their operations. Therefore, the parking demand from the parish does not contribute to the overall parking demand during school operational hours on a regular basis.

Department of Planning and Environment Comments

- 1) *Inner West Council (Council) has reviewed the RtS and raised concerns regarding the inadequacies of the drop-off/pick-up zone (DOPU), the shuttle bus swept paths and on-site parking demand. Council's comments to the RtS are attached to this letter (Attachment A). The Department agrees with the concerns raised by Council and requires you to address all of these matters comprehensively.*
- 2) *The submitted Heritage Impact Assessment states that the proposal will reuse the existing classrooms with no physical changes proposed. The RtS and Building Code of Australia (BCA) report stipulate that some works have to be undertaken for the adaptive reuse of the local heritage building at 2A-2B Gordon Street. An amended Heritage Impact Assessment or an addendum statement is required to acknowledge the proposed works and conduct a detailed assessment of the impacts of the internal fit-outs on the heritage significance of the item.*
- 3) *The Department notes that the submitted Transport and Accessibility Impact Assessment (TAIA) incorrectly assumes that there are 19 car spaces available within 2A-2B Gordon Street, whereas there are only 16 spaces car parking available. This means that only one car space would be allocated to the school, when Sydney Community College is in operation (Monday to Friday) and uses 15 car spaces. However, the TAIA indicates that 4 car spaces would be available for the school. Additionally, the TAIA also states that 1 – 2 car spaces would be available for the theatre use on weekday mornings.*

The number of car spaces within the site (being 16) cannot cater for the three concurrent uses on a weekday, based on the above data. You are requested to clarify this issue and provide suitable evidence of negotiations and/or agreements that would be in place to ensure that sufficient car parking is available for each of the uses during a typical weekday.

In this regard, the Department agrees with Council's concerns and requires that you clarify this matter in detail..

- 4) *According to TAIA, the existing width of the pedestrian footpaths along Maney Street and Quirk Street are 1.3 and 1.5 meters (m), respectively. These footpaths are proposed to be used as part of the walking route from DOPU to the school site. It is proposed that a staff member will supervise and marsh students during the pick-up and drop-off time. The amended TAIA is required to assess and confirm the suitability of these pedestrian footpaths to service eight students and one staff safely.*
- 5) *The RtS states that many alternative locations have been considered for the DOPU. The amended TAIA is required to include the consideration of the other DOPU alternatives and provide the evaluation of each option separately, to establish that Maney Street is the only available option for use as a DOPU.*
- 6) *Please provide a table listing all the proposed plans.*



TRAFFIX Response:

- 1) Please refer to the responses above in relation to the response to comments received from Inner West Council.
- 2) Refer to Heritage Consultant's response.
- 3) Two (2) additional spaces are proposed for the car park to provide a total of 18 spaces. Therefore, the remaining three (3) spaces at peak times will need to be accommodated on-street. The analysis of the parking surveys within the most recent TAIA (Ref: 21.185r01v07 dated 3 June 2022) demonstrates sufficient capacity for this to be accommodated.
- 4) The pick-up drop off will be continuously monitored during the arrival and departure periods before and after school to ensure vehicles are not causing queuing on Maney Street due to parking for extended periods of time. However, as there are only a small number of students expected to be dropped off/picked up and being 14-15 years old it is not considered necessary to marshal the students to and from the school. The eight (8) students will arrive over a half hour period and therefore are unlikely to cause significant impacts to footpath congestion along Maney Street, Quirk Street and Gordon Street. Therefore, the footpaths are considered adequate to allow for students to walk to and from the pick-up drop off point on Maney Street without causing significant impacts on footpath capacity.
- 5) An assessment of the alternative frontage streets available to the school is presented below.
 - Victoria Road: Victoria Road is a TfNSW Main Road (MR 165) and the site frontage to this road is subject to a Clearway restriction between 6:00am-10:00am and 3:00pm-7:00pm Monday to Friday and is also subject to a 'No Stopping' restriction due to the close proximity to the intersection of Gordon Street and Victoria Road. Therefore on-street drop-off and pick-up spaces cannot be located along this frontage.
 - Gordon Street: No stopping area is located along the site frontage of 48 Victoria Road to this road due to the intersection of Gordon Street and Victoria Road and therefore a drop-off and pick-up zone cannot be provided along this frontage. The Gordon Street frontage for 2B Gordon Street is partially 'No Parking' which could allow for passenger drop off and pick up however as the only way to access this frontage is from the south vehicles would have to conduct three point turns within the road reserve. Therefore, this frontage is also not considered suitable for student pick up and drop off.
 - Prince Street: Dead end street which would require cars to conduct a three point turn within the limited width of the road reserve to park along site frontage is not considered suitable for pick up and drop off.
 - Quirk Street: This frontage is also not desirable due to its limited length and proximity to intersections with Gordon Street and Maney Street. In addition, using currently unrestricted parking is not considered appropriate as this would have a larger impact on the availability of parking in the vicinity of the site.

Therefore, Maney Street is the only street frontage that is suitable to provide a drop-off and pick-up area, having minimal impact on access to intersections, neighbouring roadways and developments. It also allows for vehicles to exit directly onto Victoria Road after dropping off or picking up. Traffic Management measures can be addressed within a Traffic Management Plan (TMP) in response to a suitable condition of consent should Council require it.

- 6) Please refer to additional information from the Architect.



Summary

The proposed development complies with the relevant parking requirements and is expected to operate satisfactorily with minimal traffic impacts. Continued support is therefore given on transport planning grounds.

We trust the above is of assistance and please don't hesitate to contact the undersigned should you have any queries.

Yours faithfully,

Traffix

Hayden Dimitrovski
Senior Engineer