

Addendum
Proposed Educational Establishment
6A Watsford Road, Campbelltown

March 2020

Table of Contents

1	INTRODUCTION.....	3
2	PLANNING SECRETARY'S ISSUES AND RESPONSES.....	4
3	CONCLUSION.....	9

Copyright:

The concepts and information contained in this document are the property of gtk consulting pty ltd.
Use of information or copying of this document in whole or part without the written permission of
gtk consulting pty ltd constitutes an infringement of copyright.

1 INTRODUCTION

gtk consulting has been engaged by Warakirri College to respond to issues raised by the Planning Secretary's Environmental Assessment of the proposal to establish an educational facility at 6A Watsford Road, Campbelltown. A Traffic and Car Parking Assessment report, dated September 2019, was submitted with the development application and is to be read in conjunction with this addendum.

This addendum provides:

- Extracts of the Transport and Accessibility issues raised by the Planning Secretary.
- A response to each specific issue.

This response was prepared by Garry Kennedy, Director gtk consulting pty ltd. Garry has extensive (46 years) experience in Traffic Engineering, Road Safety and Car Parking. Garry chaired a Local Traffic Committee for seventeen years at a major metropolitan Council. In 2006 Garry established gtk consulting and since that time has undertaken many Traffic and Car Parking assessments and studies for Local and State Government Agencies and private developers. Garry provides expert evidence in the NSW Land and Environment Court, Local Magistrates Court and District Court. Garry's court experience covers a wide range of traffic activities, such as, the suitability of development proposals, traffic accident liabilities, heavy vehicle prosecutions, parking offences and many other offences under the Local Government Act and the Roads Act.

It should be noted that only the Transport and Accessibility issues have been extracted from Planning Secretary's Environmental Assessment. The assessment extracts which appear in this report have been directly copied from the document dated 5 February 2020.

2 PLANNING SECRETARY'S ISSUES AND RESPONSES

Issue:

“an assessment of all relevant vehicular traffic routes and intersections for access to / from the subject properties.”

Response:

The proposed educational facility is a very low volume traffic generator. The proposed facility is located within easy walking distance (370 metres) to Campbelltown Railway Station and 130 metres from bus routes on Badgally Road. Students of this facility are typically from disadvantaged backgrounds and are issued with School Opal cards to assist with travel costs. Students rarely access Warakirri campuses by private vehicle making proximity to public transport essential in selecting a suitable site.

The Traffic and Car Parking Assessment report submitted with the Development Application found that the maximum traffic generation in the peak periods is:

- 13 vehicles in during the AM peak; and,
- 13 vehicles out during the PM peak.

This volume of traffic:

- Is less than the daily variation of traffic volumes on the local road network.
- Will have negligible impact on existing traffic flows, and intersection capacities.
- Will not present any unsatisfactory traffic safety or capacity issues on the road network.

Issue:

“an assessment of construction and operational traffic impacts on existing intersections, capacity of the local and classified road network.”

Response:

As discussed above, the traffic volume generated by the proposed facility is very low and will not impact on existing intersections, or the capacity of the local and classified road network

Construction traffic issues are responded to in the Construction Management Plan.

Issue:

“identify road network infrastructure upgrades that are required to maintain existing levels of service on both the local and classified road network for the development (if required).”

Response:

Due to the low traffic volumes generated by the facility, no upgrades are required to the local and classified road network.

Issue:

“the adequacy of public transport, pedestrian and bicycle networks in the vicinity of the site.”

Response:

The site of the proposed facility has been selected due to its close proximity to adequate public transport. The site is immediately adjacent to regular bus services on Badgally Road and within easy walking distance (370 metres) from Campbelltown Railway Station. Students walking from Campbelltown Station can do so without crossing any road.

There are no existing bicycle networks in the vicinity of the proposed facility, however, Watsford Road is identified as a “Proposed On-Road” facility.

Issue:

“access arrangements, including car and bus pick-up/drop-off facilities if proposed, and measures to mitigate any associated traffic impacts and impacts on public transport, pedestrian and bicycle networks, including pedestrian crossings and refuges and speed control devices and zones.”

Response:

The proposed education facility will cater for 120 young adults and 15 staff. The vehicle access arrangements and car parking layout comply with AS 2890.1:2004 *Off-Street Car Parking* and AS 2890.6:2009 *Off-Street Parking for People with a Disability*. There are no impacts on public transport, pedestrian and bicycle networks, including pedestrian crossings, refuges, or speed control devices and zones.

Issue:

“proposed bicycle parking provision, including end of trip facilities, in secure, convenient, accessible areas close to main entries incorporating lighting and passive surveillance.”

Response:

Bicycle facilities are shown on the architectural plans prepared by Koturic & Co. Pty. Ltd.

Issue:

“details of available on-site car parking spaces for teaching staff and visitors in accordance with existing parking codes and justification for the level of car parking provided on-site.”

Response:

The proposed facility is a small school of 120 young adult students and 15 staff, including ancillary staff. Two (2) car parking spaces, including 1 space for persons with a disability, for parents/carers/visitors and 11 car parking spaces for staff, including 1 space for persons with a disability are provided.

The facility will not operate as a typical school and students will access the campus by existing public transport services. *Campbelltown City Council’s Development Control Plan 2014* does not provide a schedule of car parking requirements for educational facilities or schools.

Issue:

“an assessment of the cumulative on-street parking impacts of cars and bus pick-up/drop-off, staff parking and any other parking demands associated with the development.”

Response:

All car parking is proposed on site as detailed on the architectural plans prepared by Koturic & Co. Pty. Ltd.

Issue:

“an assessment of road and pedestrian safety adjacent to the proposed development and the details of required road safety measures and personal safety in line with CPTED.”

Response:

As stated above, all car parking is proposed on site. Students attending the facility are young adults and pedestrian access from Campbelltown Station does not require the crossing of any road.

Issue:

“emergency vehicle access, service vehicle access, delivery and loading arrangements and estimated service vehicle movements (including vehicle type and the likely arrival and departure times).”

Response:

Emergency vehicles are able to park on the driveway. Service vehicles and deliveries for maintenance will be minimal. The school will have weekly deliveries (one or two per week) during class times and will use the visitor spaces for the short duration of the deliveries.

Issue:

“the preparation of a preliminary Construction Pedestrian and Traffic Management Plan (CPTMP) to demonstrate the proposed management of the impact in relation to construction traffic addressing the following:

- ***assessment of cumulative impacts associated with other construction activities (if any).***
- ***an assessment of road safety at key intersection and locations subject to heavy vehicle construction traffic movements and high pedestrian activity***
- ***details of construction program detailing the anticipated construction duration and highlighting significant and milestone stages and events during the construction process.***
- ***details of anticipated peak hour and daily construction vehicle movements to and from the site.***
- ***details of on-site car parking and access arrangements of construction vehicles, construction workers to and from the site, emergency vehicles and service vehicle.***
- ***details of temporary cycling and pedestrian access during construction.”***

Response:

The above issues are addressed in the Construction Management Plan prepared by others.

3 CONCLUSION

The traffic, car parking and road safety issues raised by the Planning Secretary's Environmental Assessment of the proposed educational establishment at 6A Watsford Road, Campbelltown have been evaluated. The issues raised have been addressed in this response, the Traffic and Car Parking Assessment report dated September 2019 and the Construction Management Plan.

It is my professional opinion that the proposal specifically meets the traffic and car parking requirements of Council's DCP, RMS guidelines, AS 2890.1:2004, AS 2890.6:2009, adopted engineering design standards, accepted traffic engineering practice and all other relevant traffic guidelines and policies.

Garry Kennedy



Director