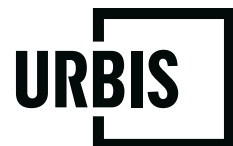




TRAFFIC IMPACT ASSESSMENT

Pymble Ladies' College
Secondary Innovation Precinct
and Campus Commons

Prepared for
PYMBLE LADIES' COLLEGE
30 May 2025



URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

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Acknowledgement of Country

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We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years.

We pay our respects to First Nations Elders, past and present.

The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

Title: Sacred River Dreaming
Artist Hayley Pigram
Darug Nation
Sydney, NSW

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CONTENTS

1.	Introduction	1
1.1.	Overview	1
1.2.	The Campus	1
1.3.	The Development.....	2
1.4.	Planning Secretary's Environmental Assessment Requirements	3
1.5.	Purpose of this Report	4
2.	Existing Conditions.....	5
2.1.	Surrounding Road Network	5
2.2.	Public Transport.....	7
2.3.	School Bus Services	8
2.4.	Pedestrian and Cyclist Network.....	9
2.5.	Access Arrangements.....	11
2.6.	Car Parking	12
2.7.	Existing Traffic Performance.....	12
2.8.	Crash Assessment.....	15
3.	Development Proposal	16
3.1.	Overview	16
3.2.	Operation	17
3.3.	Parking and Loading	17
3.4.	Vehicle and Pedestrian Access	18
4.	Transport Impact Assessment.....	20
4.1.	Vehicle and Pedestrian Access	20
4.2.	Parking and Loading	21
4.3.	Public and Active Transport.....	24
4.4.	Traffic Assessment	24
5.	Conclusions.....	25
6.	Disclaimer	26

Appendix A Swept Paths

FIGURES

Figure 1	Pymble Ladies' College context.....	1
Figure 2	Secondary Innovation Precinct and Campus Commons	2
Figure 3	Surrounding Road Network.....	6
Figure 4	Bus and Train Connectivity to the school	7
Figure 8	School Bus Services	8
Figure 5	Surrounding Pedestrian Facilities	9
Figure 6	Surrounding Cycling Network.....	10
Figure 7	Existing End of Trip Facilities	11
Figure 9	Vehicle Access	11
Figure 10	Car Parking Locations	12
Figure 11	Morning Peak Hour Traffic Volumes	13
Figure 12	Afternoon Peak Hour Traffic Volumes	14
Figure 13	Crash Map	15
Figure 14	Proposed Development – Level 01	16

Figure 15 Demolition Plan	17
Figure 16 Loading Dock Access	18
Figure 17 Pedestrian Access to the development	18
Figure 18 Pedestrian Pathways.....	19
Figure 19 Modifications to Pedestrian Facilities	19
Figure 20 Loading Dock Swept Path	20
Figure 21 Removed Parking Spaces.....	21
Figure 22 Flagpole Parking Bays and Swept Path.....	23

1. INTRODUCTION

1.1. OVERVIEW

Urbis has been commissioned by Pymble Ladies' College to prepare this Traffic Impact Assessment (TIA) report in accordance with the technical requirements of the Secretary's Environmental Assessment Requirements (SEARs) and in support of the preparation of an Environmental Impact Statement (EIS) and State Significant Development Application (SSD- 79146716) to the Department of Planning, Housing and Infrastructure (DPHI).

This report has been prepared with reference to architectural plans prepared by 3XN and dated May 2025.

1.2. THE CAMPUS

Pymble Ladies' College (referred hereinafter as 'the site', 'campus', or 'College') is located at 20 Avon Road, Pymble, within the Ku-Ring-Gai Local Government Area (LGA). The site comprises multiple parcels of land and is legally described as:

- Lot 1 Deposited Plan 69541
- Lots 11 - 17 Deposited Plan 7131

This report is for the Secondary Innovation Precinct and Campus Commons landscaping works (SIP, hereinafter referred to as 'the development'). The location of the development within the site is identified in **Figure 1**.

Figure 1 Pymble Ladies' College context



Source: Urbis

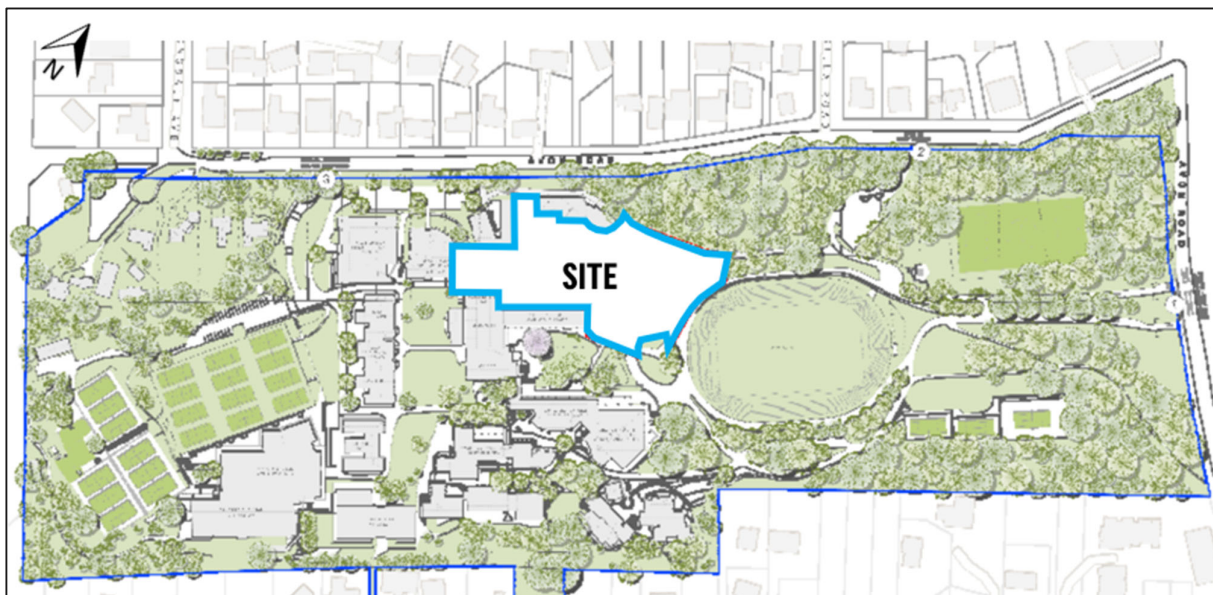
1.3. THE DEVELOPMENT

The proposal seeks development approval for the Secondary Innovation Precinct and Campus Commons at Pymble Ladies' College. The development comprises:

- Demolition of the existing Isabel Harrison, Dorothy Knox, John Vicars and Robert Vicars Buildings.
- Tree removal.
- Excavation of the basement level.
- Construction of the new five-storey SIP building of RL 146.98m and including:
 - General Learning Spaces.
 - STEM teaching spaces.
 - Senior student facilities.
 - Function spaces.
 - Food and beverage facilities.
 - Associated amenities.
 - Storage and building services.
- One loading dock within the basement (for service vehicles) accessible from the existing rear vehicle service road.
- Minor kerb realignment of the existing access road to the east of the SIP.
- Landscaping on the outdoor terraces and surrounding the building.
- The project also includes the Campus Commons, a significant garden lawn and amphitheatre connecting the SIP precinct to the rest of the campus.

The development is located in the northwest area of the College, to the west of the main oval and to the east of the science centre, as shown in **Figure 2**.

Figure 2 Secondary Innovation Precinct and Campus Commons



Source: 3XN, AR-SIP-DA-A00-1001 ISSUE 3, DATED 13/03/2025

Key features of the site are as follows:

- The site accommodates the existing Pymble Ladies' College which accommodates Kindergarten to Year 12 students.
- Vehicular access to the College is provided via separate ingress and egress driveways on the northern and western sections of Avon Road.
- Pedestrian access is provided through multiple gates along Avon Road.
- The project area that is subject to this SSDA is located at the entrance to the College west of the oval.
- The project area slopes down from south to north with a fall from RL 124.50 at the southern corner to RL 116 at the northwest corner.

Key features of the locality:

The development context surrounding the site is a leafy suburban environment, predominantly made up of detached residential properties set within expansive gardens and along avenues lined with mature trees.

Recent developments of moderate-scale residential apartment buildings occur closer to the railway corridor. Two-storey commercial establishments are located near Pymble train station, specifically along the Pacific Highway and on the northern flank of the railway line.

- The site is located approximately 19km northwest of the Sydney Central Business District.
- The College is situated approximately 200m from Pymble train station, situated on Pacific Highway and Pymble town centre.

The immediately surrounding locality is described as follows:

- **North:** Avon Road and Pacific Highway (approximately 400m).
- **East:** Residential uses, accommodating a mixture of dwelling houses and residential flat buildings.
- **South:** Avondale Golf Course.
- **West:** Avon Road, beyond which is a residential area characterised by detached houses.

It is noted that the proposed development will not result in an increase of staff or student numbers within the college. The development will relocate existing student/staff activities, therefore, it is not anticipated to generate additional students or staff.

1.4. PLANNING SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS

The Planning Secretary's Environmental Assessment Requirements (SEARs) for the proposed new building within the school is discussed in **Table 1**. This table also provides a reference for where each requirement is addressed in this report.

Table 1 Planning Secretary's Environmental Assessment Requirements

Project SEAR SSD 79146716	Report Reference
9. Traffic, Transport and Accessibility	
Provide a transport and accessibility impact assessment, which includes:	
▪ an analysis of the existing transport network, including the road hierarchy and any pedestrian, bicycle or public transport infrastructure, current daily and peak hour vehicle movements, and existing performance levels of nearby intersections.	Section 2
▪ details of the proposed development, including pedestrian and vehicular access arrangements (including swept path analysis of the largest vehicle and height	Section 3, Section 3.4

Project SEAR SSD 79146716	Report Reference
clearances), parking arrangements and rates (including bicycle and end-of-trip facilities), drop-off/pick-up-zone(s) and bus bays (if applicable), and provisions for servicing and loading/unloading	
analysis of the impacts of the proposed development during construction and operation (including justification for the methodology used), including predicted modal split, a forecast of additional daily and peak hour multimodal network flows as a result of the development (using industry standard modelling), potential queuing in drop-off/pick-up zones and bus bays during peak periods, identification of potential traffic impacts on road capacity, intersection performance and road safety (including pedestrian and cyclist conflict), and any cumulative impact from surrounding approved developments	Section 4 (Note: construction impacts assessed in the Construction Traffic Management Plan)
measures to mitigate any traffic impacts, including details of any new or upgraded infrastructure to achieve acceptable performance and safety, and the timing, viability and mechanisms (including proposed arrangements with local councils or government agencies) of delivery of any infrastructure improvements in accordance with relevant standards	Section 4.2
measures to promote sustainable travel choices for employees, students and visitors, such as connections into existing walking and cycling networks, minimising car parking provision, encouraging car share and public transport, providing adequate bicycle parking and high quality end-of-trip facilities, and implementing a Green Travel Plan	Assessed in the Green Travel Plan
a preliminary operational traffic and access management plan for the development, including drop-off/pick-up zones, bus bays and their operations	Assessed in the Operational Traffic and Access Management Plan
Provide a Construction Traffic Management Plan detailing predicted construction vehicle routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated	Assessed in the Construction Traffic Management Plan

Source: SSD-79146716 Planning SEARs

1.5. PURPOSE OF THIS REPORT

The report sets out a transport assessment aimed at addressing the transport implications associated with the proposed building. It includes an assessment of:

- The suitability of the proposed transport network.
- The suitability of proposed access arrangements.
- The transport impacts of the proposed building on the surrounding transport network.

2. EXISTING CONDITIONS

2.1. SURROUNDING ROAD NETWORK

2.1.1. Road Hierarchy

Roads within NSW are categorised in the following two ways:

1. Classification (ownership)
2. Functions (use)

2.1.1.1. Road Classification

Roads are classified (as defined by the Roads Act 1993) based on their importance to the movement of people and goods within NSW (as a primary means of communication).

The classification of a road allows Transport for NSW (TfNSW) to exercise authority on all or part of the road. Classified roads include Main Roads, State Highways, Tourist Roads, Secondary Roads, Tollways, Freeways and Transitways.

For management purposes, TfNSW has three administrative classes of roads. These are

- **State Roads** – Major arterial links through NSW and within major urban areas. They are the principal traffic-carrying roads controlled by TfNSW, with maintenance fully funded by TfNSW. State Roads include all Tollways, Freeways and Transitways and all or part of a Main Road, Tourist Road or State Highway.
- **Regional Roads** – Roads of secondary importance between State Roads and Local Roads, which, with State Roads, provide the primary connections to and between smaller towns and perform a sub-arterial function in major urban areas. Regional roads are the responsibility of councils for maintenance funding, though TfNSW funds some maintenance based on traffic and infrastructure. Traffic management on Regional Roads is controlled under the delegations to local government from TfNSW. Regional Roads may be all or part of a Main Road, Secondary Road, Tourist Road, State Highway, or other roads as determined by TfNSW.
- **Local Roads** – The remainder of the council-controlled roads. Local Roads are the responsibility of councils for maintenance funding. TfNSW may fund some maintenance and improvements based on specific programs (e.g., urban bus routes and road safety programs). Traffic management on Local Roads is controlled under the delegations to local government from TfNSW.

2.1.1.2. Functional Hierarchy

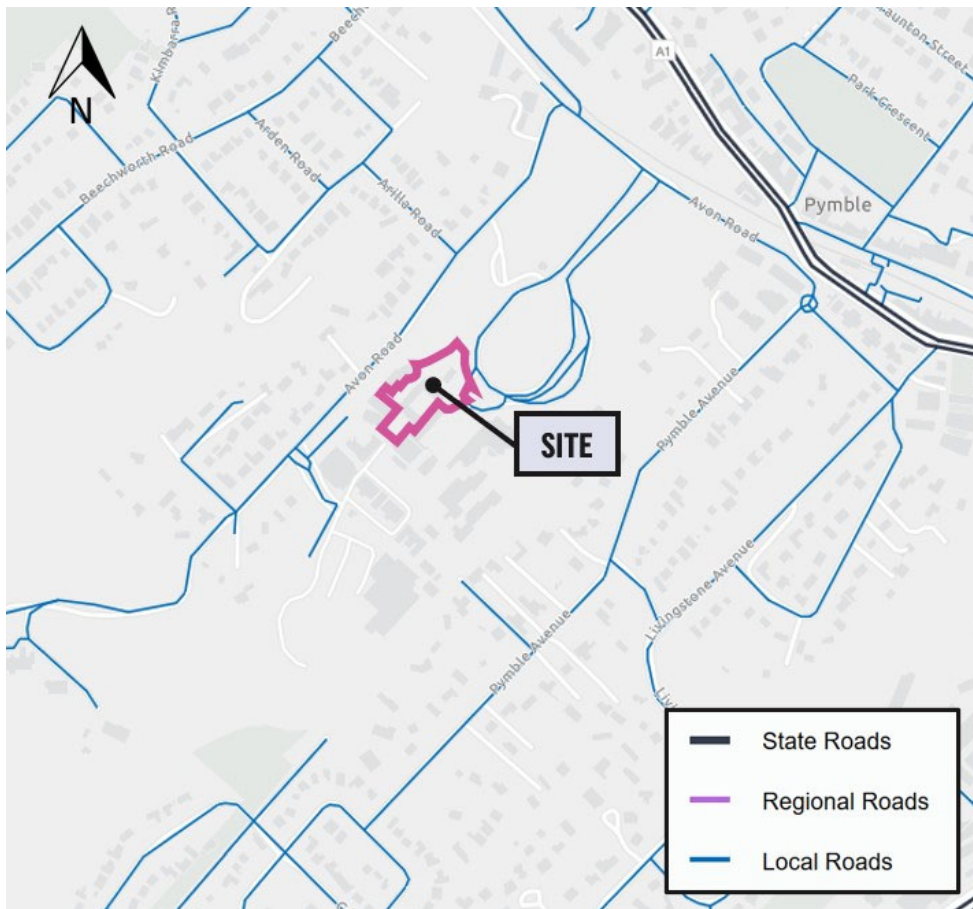
Functional road classification involves the relative balance of mobility and access functions. TfNSW defines four levels in a typical functional road hierarchy, ranking from high mobility and low accessibility to increased accessibility and low mobility. These road classes are

- **Arterial Roads** – generally controlled by TfNSW, typically have no flow limit and are designed to carry vehicles long distances between regional centres.
- **Sub-Arterial Roads** – can be managed by either TfNSW or the local Council. Typically, their operating capacity ranges between 10,000 and 20,000 vehicles per day. The aim is to carry through traffic between specific areas in a sub-region or provide connectivity from arterial road routes (regional links).
- **Collector Roads** – provide connectivity between local roads and the arterial road network and typically carry 2,000 and 10,000 vehicles daily.
- **Local Roads** – provide direct access to properties and the collector road system and typically carry between 500 and 4,000 vehicles daily.

2.1.2. Road Network

The primary roads near the College are shown in **Figure 3**. The roads in the immediate vicinity of the campus are all local roads.

Figure 3 Surrounding Road Network



Source: TfNSW Road Network Classifications Map

2.1.2.1. Avon Road

Avon Road is a two-lane, two-way road located on the northwest and northeast boundaries of the campus. Within the section on the northwest boundary of the campus, on-street parking is available on the southeast side of the road, while parking on the northwest side of the road has restrictions. Within the section on the northeast boundary of the campus, on-street parking is available on both sides of the road. Avon Road is classified as a Local Road and measures 9.4m in width. This road has a speed limit of 50 km/h with school zone signs (40 km/h).

2.1.2.2. Pymble Avenue

Pymble Avenue is located on southeast boundary of the campus. On-street parking is available on the southeast side of the road, while parking restrictions apply on the northwest side of the road. This road has a speed limit of 50 km/h, with school zone signs reducing the maximum speed to 40 km/h during school pick-up and drop-off times.

2.2. PUBLIC TRANSPORT

The closest existing railway connection is Pymble train station, located 180 metres to the east of the school's main pedestrian entrance. The station is serviced by the T1 North Shore & Western line, providing connections to Hornsby in the north and Central via Chatswood in the south.

Trains run frequently through Pymble train station with approximately one service every 5-10 minutes during the typical commuter peak periods and one service every 15 minutes outside of commuter peak periods.

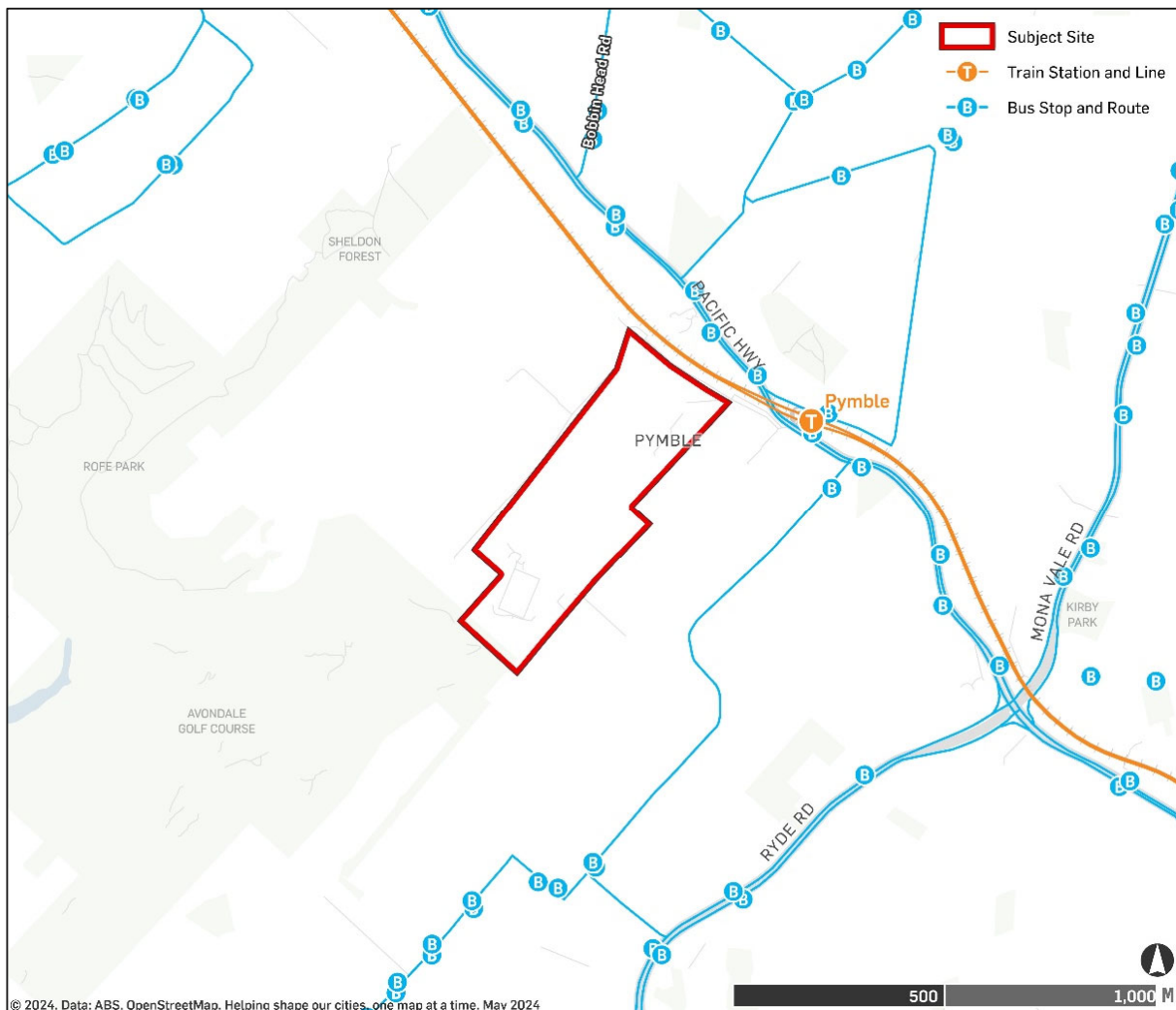
Pymble is also well-served by buses, with bus routes and bus stops located on Pacific Highway and Livingstone Avenue. The bus stops on Pacific Highway can be accessed directly via the walkway next to the Avon Road / Pymble Avenue / Everton Street roundabout. The closest bus services are the 575 and 579 which has bus stops along Pacific Highway.

Other services that operate in the vicinity of the school are:

- Service 575 – Hornsby to Macquarie University.
- Service 579 – Pymble to East Turramurra.
- Service 560 – Gordon to West Pymble (Loop Service).

Figure 4 shows the public transport routes within the vicinity of the school.

Figure 4 Bus and Train Connectivity to the school



Source: GTFS data, TfNSW

2.3. SCHOOL BUS SERVICES

The College currently operates five bus services to cater to all enrolled students. The bus routes are shown in **Figure 5** with details below:

1. **Hunters Hill:** This College Bus services Lane Cove, Hunters Hill, Gladesville, East Ryde, Ryde, North Ryde and Macquarie Park and students board and alight within the College grounds.
2. **Lower North Shore:** This College bus services Mosman, Cremorne, Cammeray, Northbridge, Castlecrag, North Willoughby, Roseville, right into Eastern Arterial Road and on through East Lindfield and East Killara and students board and alight within the College grounds.
3. **North West:** This College Bus services Dural, Glenhaven, Castle Hill (at Oakhill College), Cherrybrook, West Pennant Hills, Beecroft, Epping, Marsfield and Macquarie Park and students board and alight within the College grounds.
4. **Northern Beaches:** This College Bus services Avalon, Newport, Mona Vale, Ingleside, Terrey Hills and St Ives. We also offer an early morning and evening service which is a shared service with Abbotsleigh and Barker College.
5. **Lower Northern Beaches:** This College Bus services Cromer, Dee Why, Manly, Fairlight, Balgowlah, Seaforth, Frenchs Forest and Belrose and students board and alight within the College grounds.

Figure 5 School Bus Services



Source: Pymble Ladies' College bus routes

2.4. PEDESTRIAN AND CYCLIST NETWORK

The existing pedestrian footpaths, pedestrian access points to school grounds and existing pedestrian crossings surrounding the school are shown in Figure 6.

The main pedestrian route for students accessing the railway station is via the main pedestrian gate and wombat crossing managed by a traffic controller on Avon Road. There is an additional pedestrian crossing adjacent to the roundabout, which the school does not encourage students to use as it is unmanaged.

There is a wombat crossing across Pymble Avenue adjacent to the Grey House Walk to facilitate safe pedestrian access to the school. The raised crossing currently has a traffic controller.

Two wombat crossings are also present at the flagpole area to facilitate access from the oval to the rest of the campus.

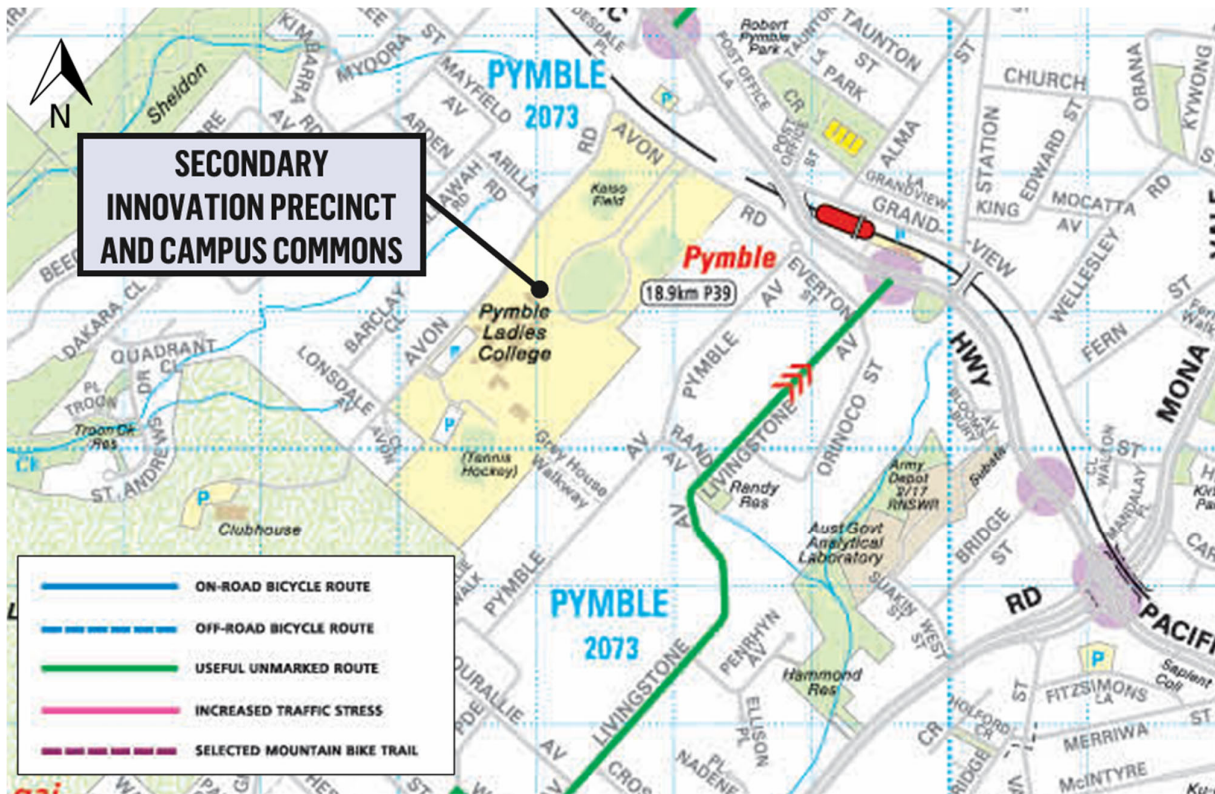
Figure 6 Surrounding Pedestrian Facilities



Source: Nearmap, formatted by Urbis

The existing cycling network is shown in **Figure 7**. It shows that there is a minimal cycling network in the vicinity of the site. A 'useful unmarked route' is located along Livingstone Avenue that could provide access to the site from the south.

Figure 7 Surrounding Cycling Network



Source: Open Data Hub

The existing end of trip facilities are shown in **Figure 8**. There are several shower and change facilities located throughout the site, and two locations with bike racks. The bike racks at the Centenary carpark can accommodate 20 bicycles. Staff of the College generally have access to their own storage space in staff areas.

Figure 8 Existing End of Trip Facilities

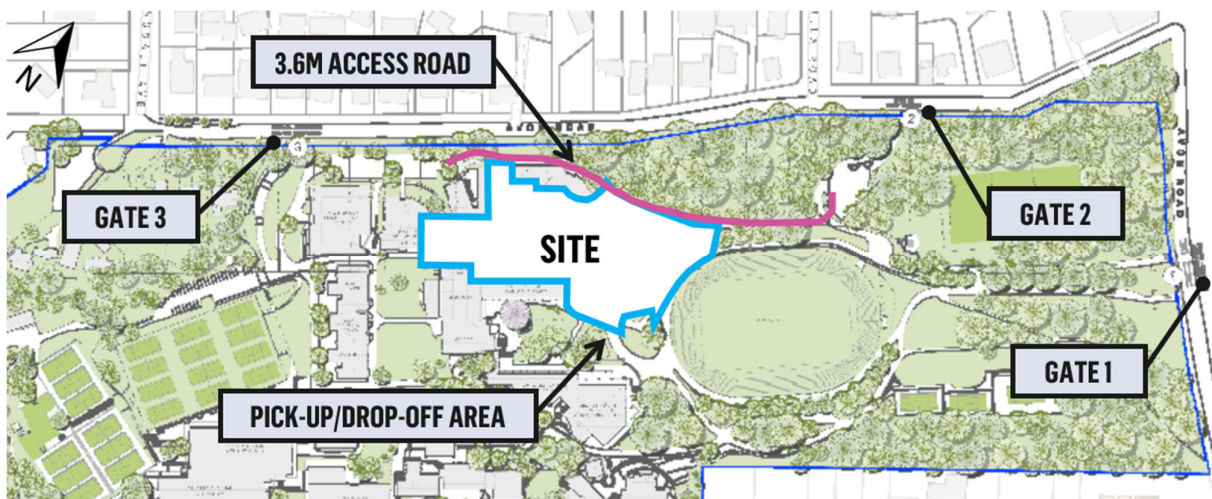


Source: Pymble Ladies' College, formatted by Urbis

2.5. ACCESS ARRANGEMENTS

Vehicle access to the campus is via the three gates located along Avon Road, as shown in **Figure 9**. A 3.6m-wide service road exists to the north of the development, connecting the car parks near Gate 2 and Gate 3. A pick-up/drop-off area for Junior and Middle School students is located to the south of the development, accessed via Gate 1.

Figure 9 Vehicle Access

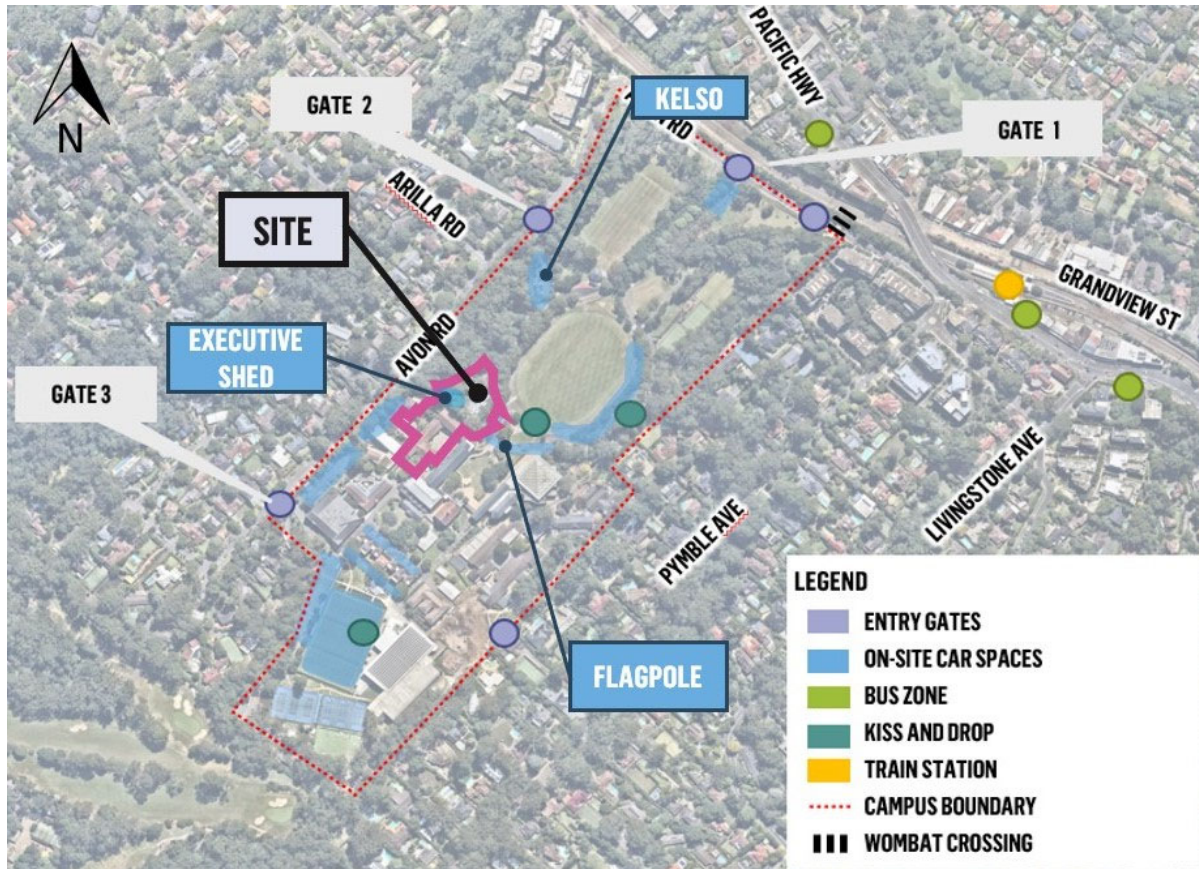


Source: 3XN, AR-SIP-DA-A00-1001 ISSUE 3, DATED 13/03/2025

2.6. CAR PARKING

The locations of existing parking areas within the campus are shown in blue in **Figure 10**. The total number of formal parking spaces within the campus is 431 (from Matrix 2024 parking survey). Additionally, there are several unmarked and informal car parking areas available.

Figure 10 Car Parking Locations



2.7. EXISTING TRAFFIC PERFORMANCE

2.7.1. Traffic Volumes

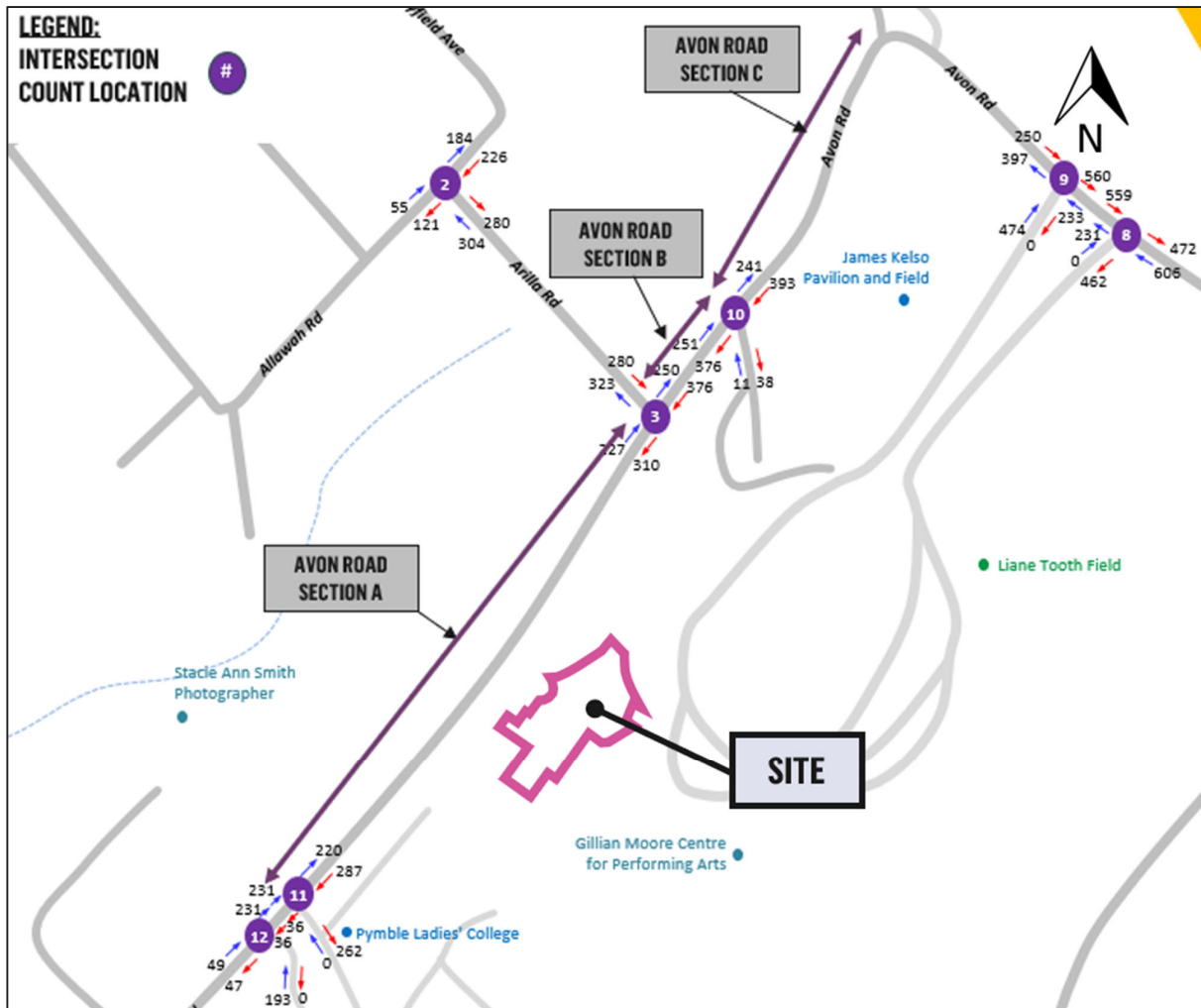
Intersection counts and video recordings were conducted to assess traffic volumes on the route leading towards the school along Avon Road, Arilla Road, Allawah Road and Mayfield Avenue.

The counts were undertaken on Wednesday 31 July 2024, during the peak periods between 7:00am to 9:00am and 2:30pm to 4:30pm to capture the peak student pick-up and drop-off times. The morning and afternoon hours of peak traffic volumes are as follows:

- AM peak: 7:30am to 8:30am.
- PM peak: 3:15pm to 4:15pm.

The intersection count locations and the morning peak hour traffic volumes are shown in **Figure 11**, while the afternoon peak hour intersection count locations and volumes are shown in **Figure 12**.

Figure 11 Morning Peak Hour Traffic Volumes



[illegible]

Table 2 Existing peak hour two-way traffic volumes

Road	AM Peak hour	PM Peak hour
	(veh/hr)	(veh/hr)
Avon Road (Section A)	514	612
Avon Road (Section B)	627	510
Avon Road (Section C)	643	531
Arilla Road	584	363
Mayfield Avenue	415	285

14 EXISTING CONDITIONS

2.7.2. Existing Traffic Conditions

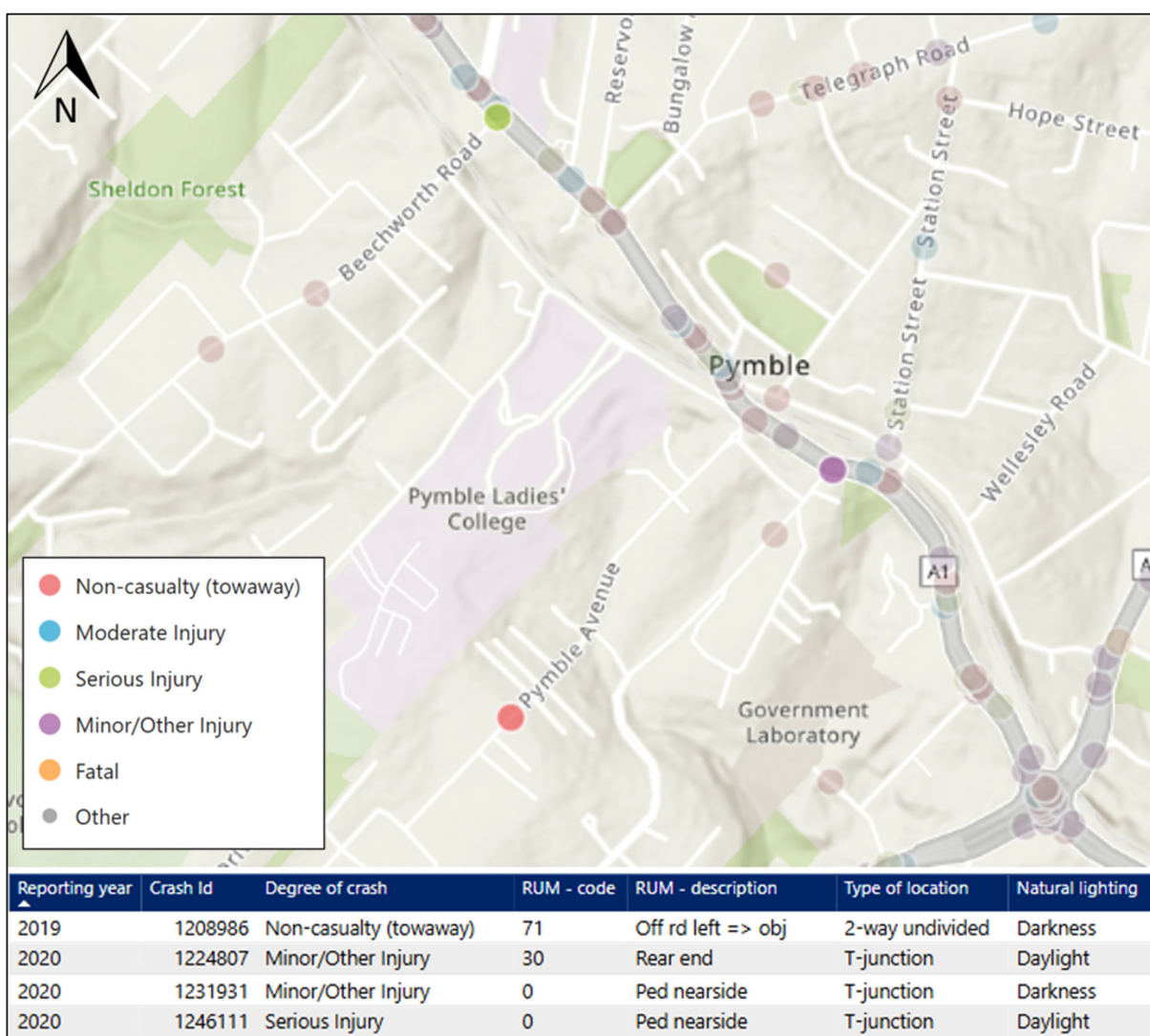
Site observations found that some congestion is present at the intersection of Avon Road and Arilla Road during pick-up and drop-off periods. The congestion occurs for about 10 to 15 minutes during the morning peak and can be considered negligible during the afternoon peak. The congestion is not considered unusual given the presence of a school in the area.

Some recommendations are provided in the same report to address the congestion, including the implementation of a Green Travel Plan (GTP).

2.8. CRASH ASSESSMENT

A search of the crashes recorded within the 5-year period from 2019 to 2023 showed that four crashes near the site were recorded, as detailed in **Figure 13**, including one crash along Pymble Avenue in front of the site.

Figure 13 Crash Map



Source: TfNSW Crashes Map

A higher number of crashes was also recorded along Pacific Highway, however, this is likely attributed to high volumes of traffic along this major road.

3. DEVELOPMENT PROPOSAL

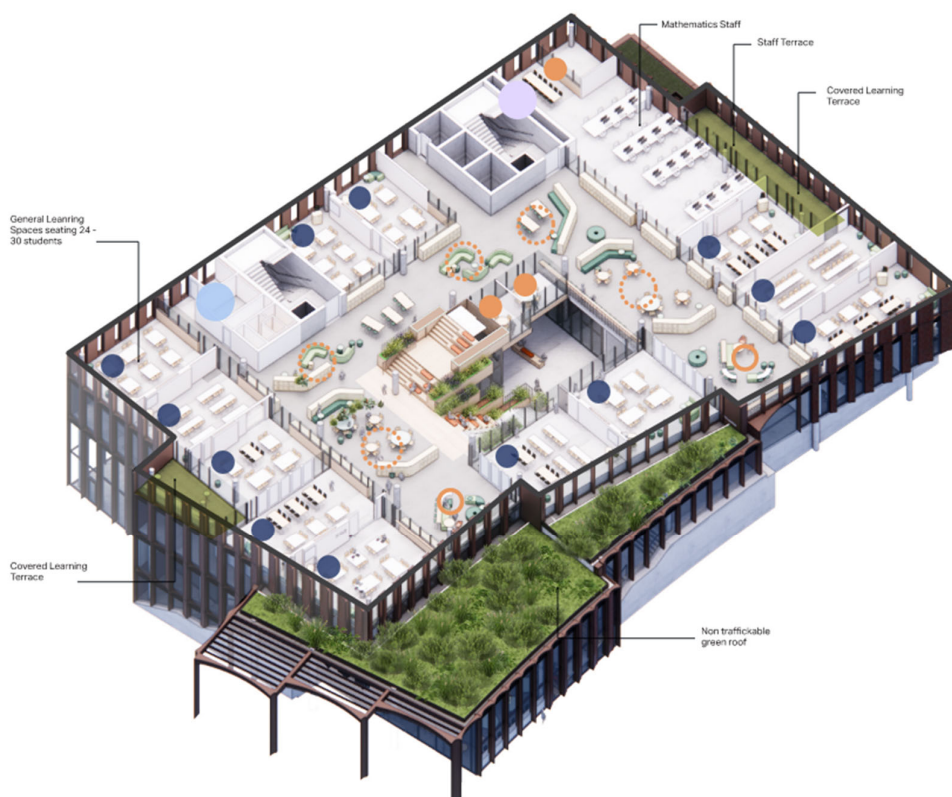
3.1. OVERVIEW

The proposed SIP building has an approximate GFA of 10,300 m² while the total site area is approximately 10,850 m².

The proposed Secondary Innovation Precinct is proposed to replace the existing Isabel McKinney Harrison Centre and Dorothy Knox Building. It also proposes works within the landscaping to the southwest of the building that will replace the existing Robert Vicars and Jack Vicars buildings.

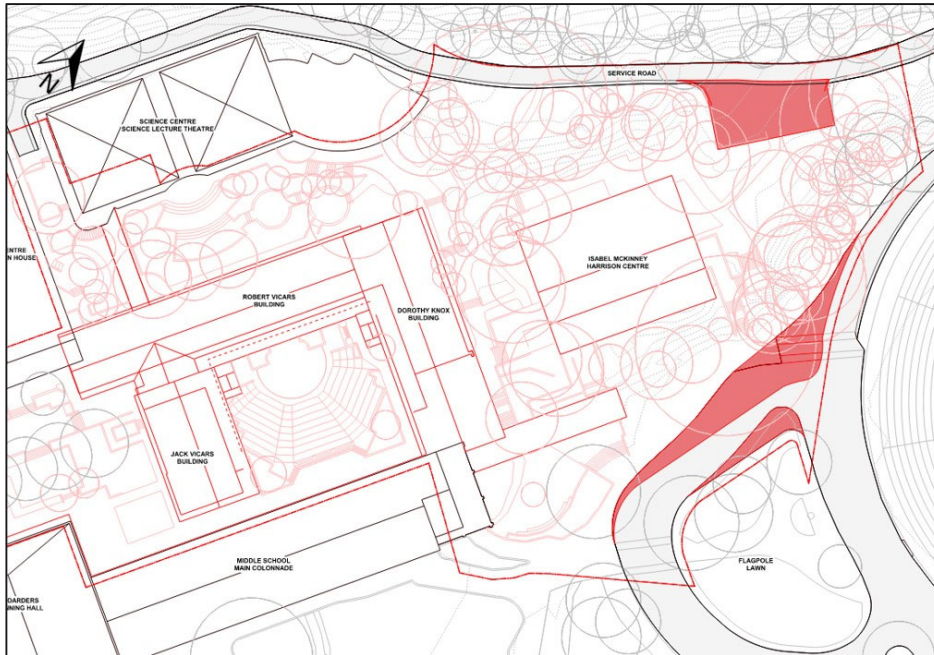
The Level 01 architectural drawing of the proposed development is shown in **Figure 14**, while the demolition plan is shown in **Figure 15**.

Figure 14 Proposed Development – Level 01



Source: 3XN Architectural Design Report

Figure 15 Demolition Plan



Source: 3XN, AR-SIP-DA-A01-1000 ISSUE 3, DATED 13/03/2025

3.2. OPERATION

3.2.1. Student and Staff Numbers

The proposed development consolidates existing facilities at the school and will not increase the number of students or staff. Therefore, there will be no increase in the number of students and staff who will travel to the campus associated with the proposed building.

3.2.2. Hours of Operation

The proposed development will operate as follows:

- Monday to Friday – 7:30 AM to 6:00 PM.
- Saturday and Sunday – open for special events.

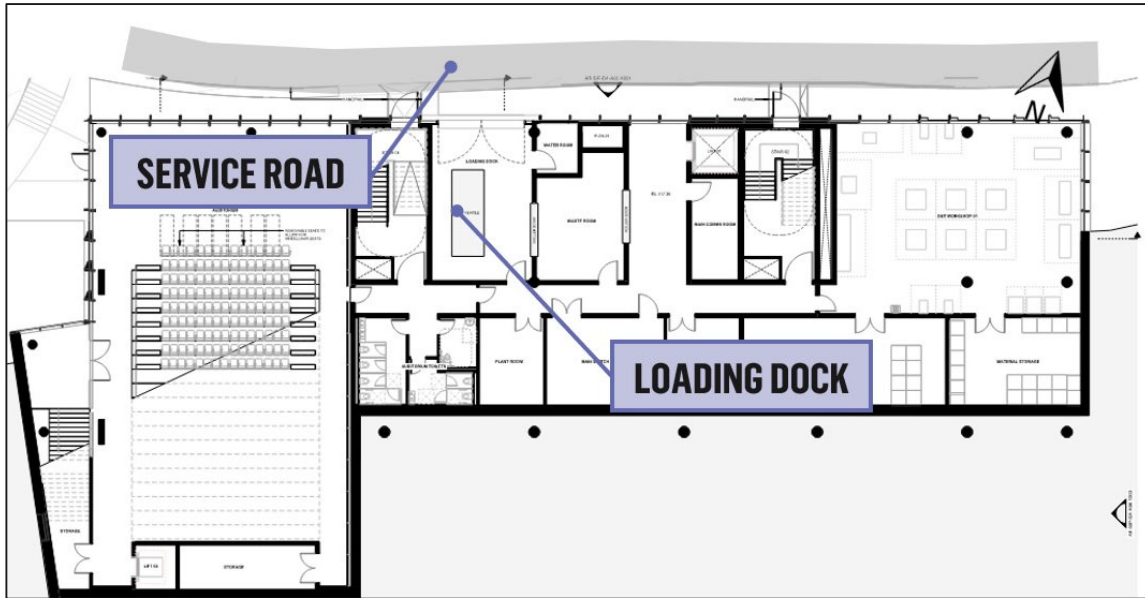
The proposed development is anticipated to mostly operate during school term, with some activities expected during school holidays.

3.3. PARKING AND LOADING

The development is not proposing any car parking spaces since there will be no additional car parking demand from staff and students, as discussed in Section 3.2.1. Similarly, there is no increase in bicycle parking demand expected. As such, the development is not proposing to provide any additional bicycle parking facilities.

A single loading dock is proposed on the basement level of the proposed building, accessed via the existing 3.6-metre-wide service road on the northwest side of the development, as shown in **Figure 16**. The proposed loading dock will cater to a B99 design vehicle (utility truck or van) for deliveries and waste collection.

Figure 16 Loading Dock Access



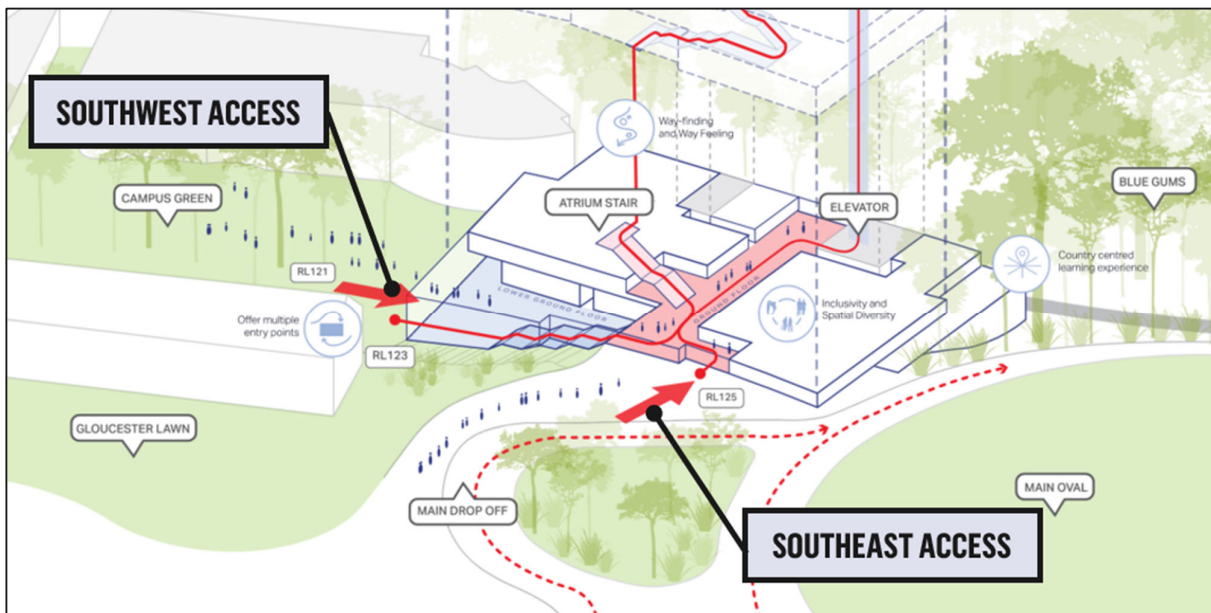
Source: 3XN, AR-SIP-DA-A02-10B1 ISSUE 3, DATED 10/03/2025

3.4. VEHICLE AND PEDESTRIAN ACCESS

Access to the loading dock is via the existing service road to the north of the site, as shown in **Figure 16**. Occasional vehicular access is anticipated within the landscaped area to the southwest of the building which will be limited to small, slow-moving vehicles for maintenance and similar activities.

Figure 17 shows that the primary pedestrian access to the SIP is via the access on the southeast face of the building facing the main pick-up and drop-off area for Junior and Middle school students (refer to Section 2.4). Another pedestrian access is located on the southwest side of the building facing the Campus Green area. Several footpaths are located to the southeast and southwest of the building, which are anticipated to be utilised by students to get to the development from other buildings within the campus.

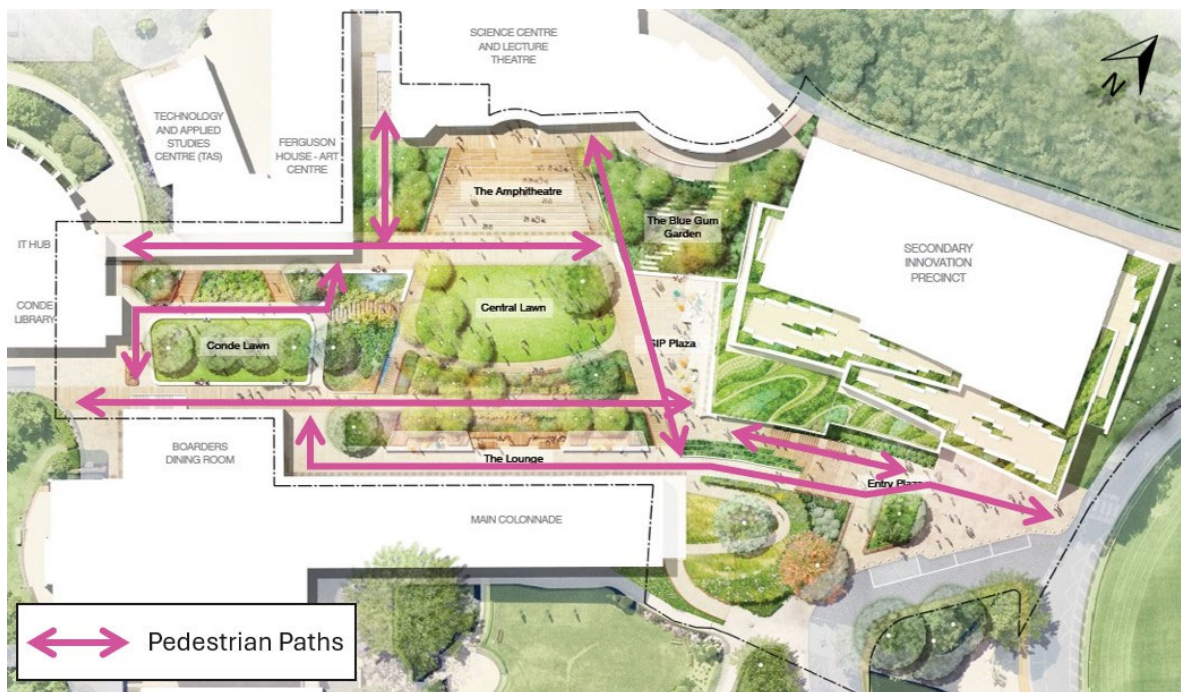
Figure 17 Pedestrian Access to the development



Source: Pymble Ladies' College SIP Architectural Report, formatted by Urbis

The new landscaping to the southwest of the development will create new walkways and shared paths (see **Figure 18**) that are anticipated to create a more inviting environment for students and improve the walkability within the campus.

Figure 18 Pedestrian Pathways



Base Image Source: TCL Landscape Design, February 2025

At the flagpole area, the proposed development will convert some of the existing roadway into a footpath as illustrated in **Figure 19**. This will reduce the intersection area and the length of the existing pedestrian crossing, improving safety outcomes as further outlined in Section 4.1.

Figure 19 Modifications to Pedestrian Facilities



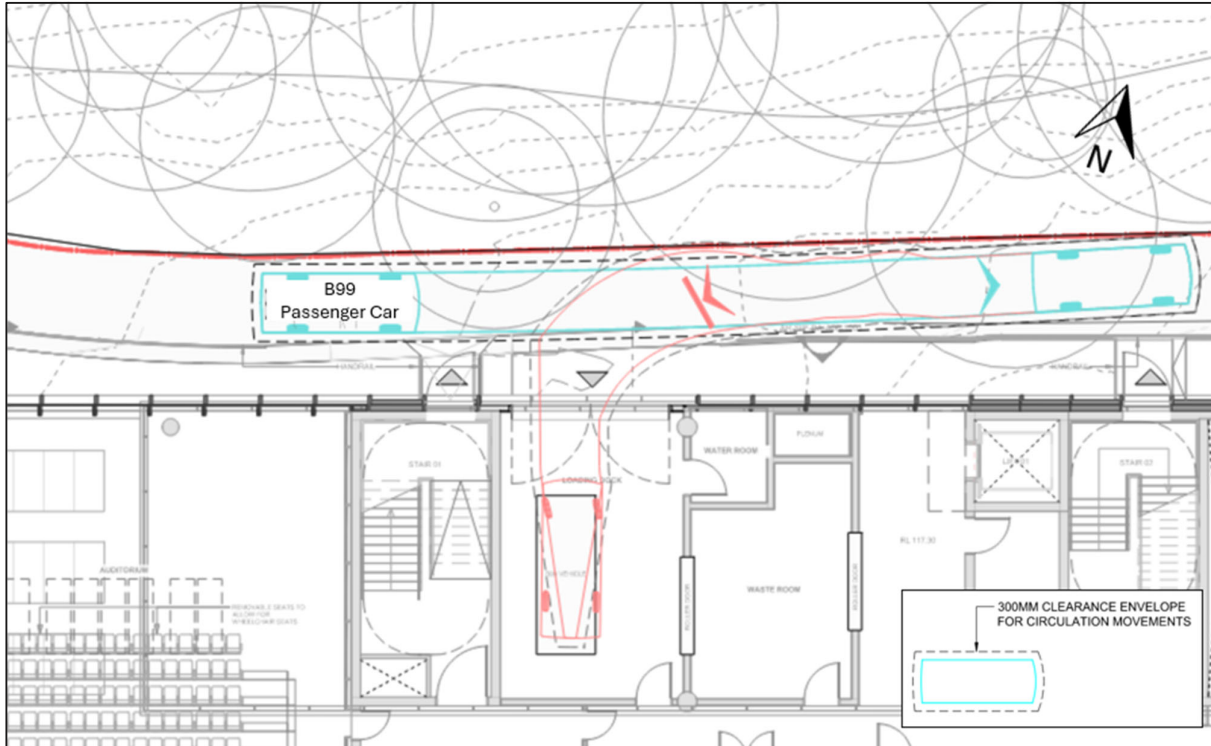
Source: 3XN, AR-SIP-DA-A01-1000 ISSUE 3, DATED 13/03/2025

4. TRANSPORT IMPACT ASSESSMENT

4.1. VEHICLE AND PEDESTRIAN ACCESS

It is proposed that vehicles are required to approach the loading dock from the west gate (Gate 3, refer to **Figure 9**), reverse into the loading dock, and exit the loading dock in forward motion to the east via Gate 2 (as shown in **Figure 20**). Appropriate management procedures, such as signage and communication, will be in place to ensure this.

Figure 20 Loading Dock Swept Path



Source: 3XN, AR-SIP-DA-A02-10B1 ISSUE 3, DATED 10/03/2025, swept paths by Urbis

The impact on traffic utilising the service road is minimal due to the low volume of vehicles on this road. It is also anticipated that no pedestrian movements will be affected since there is no pedestrian access on the north side of the building. Therefore, minimal foot traffic is anticipated (other than during emergencies due to the presence of emergency exits). As such, the reverse manoeuvre into the loading dock is considered acceptable.

A swept path analysis of the B99 design vehicle was undertaken for the loading dock, which showed that the vehicle would be able to reverse into the loading dock and exit in the forward direction, as per the arrangement described above (see **Appendix A**).

The reduced intersection size at the flag pole lawn area as shown in **Figure 19** is anticipated to improve the safety of the circulation. The smaller size discourages simultaneous passing of vehicles, therefore reducing the likelihood of side-swipe crashes. The higher intersection angle also improves the sight lines of drivers exiting the drop-off area. Lastly, the shorter crossing distance will reduce the exposure of crossing students to oncoming traffic.

4.2. PARKING AND LOADING

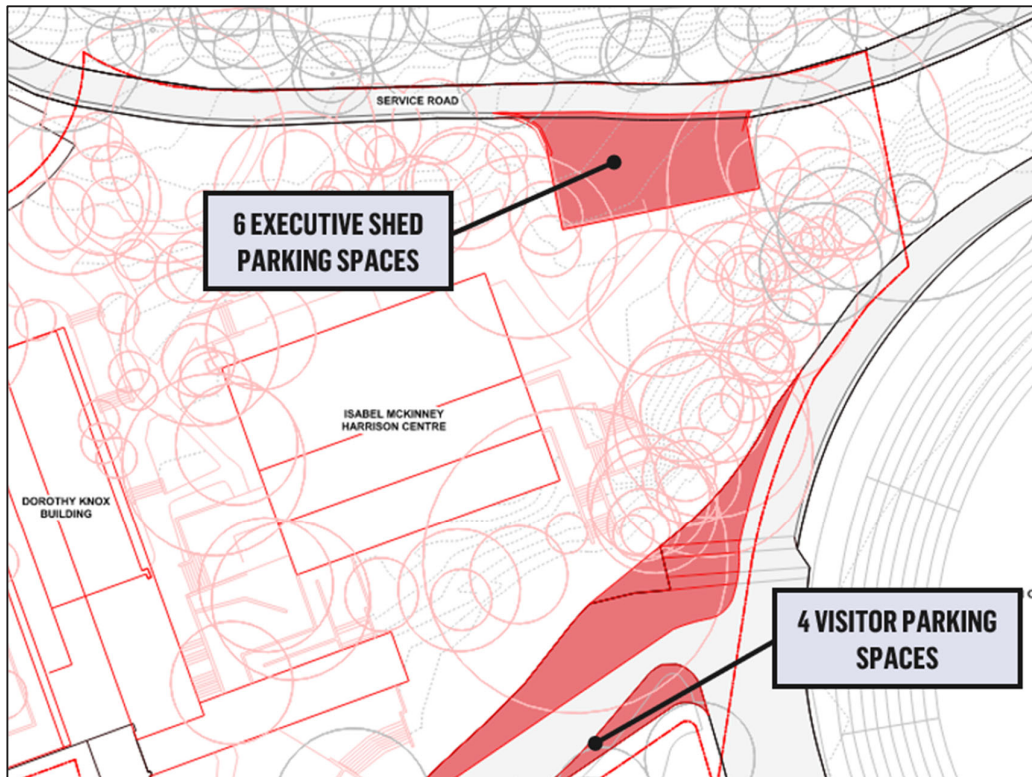
4.2.1. Car Parking

The new building is proposed to replace existing educational buildings with no net increase in the student and staff population. Therefore, the proposed building will not generate additional demand for car parking, and no car parking spaces will be provided within the development.

The proposed development will be built in the location of the existing Executive Shed car park, which has six board member parking spaces. The board member car parking demand is ‘as-needed’ and generally occurs after school hours. It is therefore proposed that six staff parking bays within the flag pole area be designated as shared staff/board member parking spaces since the demand for the two different users is not anticipated to overlap. Therefore, while there is a physical loss of six board member parking spaces, there will be no net loss in the parking supply.

Modifications to the area adjacent to the flag pole lawn will result in a loss of four parking spaces. . A summary of changes to parking is shown in **Figure 21** and **Table 3**. A detailed map showing the parking allocation at the flag pole area is shown in Appendix A.

Figure 21 Removed Parking Spaces



Source: 3XN, AR-SIP-DA-A01-1000 ISSUE 3, DATED 13/03/2025

Table 3 Changes to Current Parking Numbers

Car Park Use	Removed Spaces		Remarks	Net Change
	Current Location	Count		
Board Member Parking	Executive Shed	-6	Relocated to Flagpole Area, reciprocal with	0

Car Park Use	Removed Spaces		Remarks	Net Change
			existing staff/visitor parking	
Visitor Parking	Flagpole	-4	Removed to make way for the modified kerb	-4
	Total removed spaces:	-10	Total net change	-4

The proposed net loss of four parking spaces represents a one per cent reduction from the overall parking supply of 431 parking spaces (refer to Section 2.6) located throughout the college, which is considered negligible in the context of the entire site.

It should be noted that in accordance with the Department of Education, *“a school is not obliged to provide parking on site to anyone at any time”*. With this in mind, the proposed reduction is not contrary to the statutory directions.

Further, the proposed redesign of the flagpole area results in an improved safety for pedestrians. This is due to a reduction in the intersection area and a reduction in the length of the zebra crossing leading to the oval. These changes in turn result in only one vehicle being able to approach the zebra crossing from the south.

It is noted that the school has a GTP in place and is actively implementing initiatives to reduce the car use amongst both students and staff.

Green Travel Plan Initiatives

Staff, students and visitors will be encouraged to use alternative modes of transport to minimise the impact of the reduced car parking supply. The GTP prepared for the SIP outlines recommendations to improve the development's use of active and public modes of transportation. An excerpt of the recommendations in the GTP is provided below:

- Produce a Transport Access Guide (TAG) to inform students, staff and parents/guardians of their travel options to the school.
- Ensure the TAG provides information about priority and safe pedestrian access routes to the school and the location of marshals. Promote walking to school through the TAG and the school newsletter.
- Ensure the TAG provides information on carpooling initiatives and parking management options.
- Participate in activities that promote active travel, such as National Ride2School Day and Walk to School Day in March and May.
- Provide bike safety and maintenance workshops and road safety education for students and parents to encourage cycling even without extensive infrastructure. This could involve industry experts and council members.
- Implement green travel challenges and tournaments that encourage green travel uptake. This can include a pedometer walking challenge among students, among staff, or students vs. teachers (per capita) that runs for the length of the school term.

A full discussion of the initiatives is presented in the GTP for the proposed development.

Flagpole Parking Area

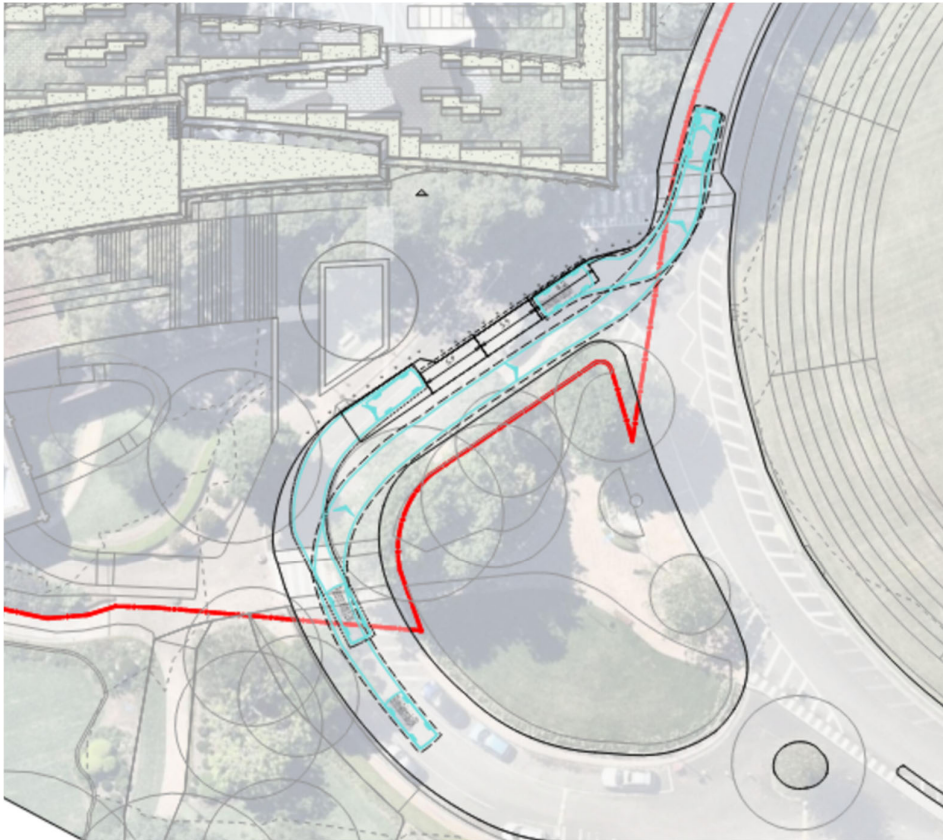
A detailed assessment of the redesigned on-street bays (new location of board member parking) shall be undertaken during detailed design stages, including:

- Dimensional compliance with AS2890.1 and AS2890.6
- Available sight distance
- Safety of the nearby intersection

A preliminary swept path assessment of the staff / visitor / board member parking bays and the proposed amendment to the car parking around the flagpole are shown in **Figure 22**, with a larger version in Appendix A.

Additionally, it is recommended to install safety bollards or planter boxes along the kerb at the SIP frontage (as can be seen in **Figure 22**) due to low kerb heights in this location (<150 millimetres). This is recommended to be 600 millimetres away from the kerb, at spacings of 1.2 metres so vehicles cannot drive between. This is for safety reasons in a high footfall area, particularly important in this school environment.

Figure 22 Flagpole Parking Bays and Swept Path



4.2.2. Bicycle Parking

There will be no increase in parking demand as there are no additional staff or students. Consequently, no bicycle parking or end of trip facilities are proposed in the development.

4.2.3. Loading Dock

Subject to the turning restrictions discussed in Section 4.1, the proposed loading area has sufficient dimensions and vertical clearance to accommodate the design B99 utility truck or van. As such, the loading area dock is considered acceptable in terms of its suitability for loading operations.

4.3. PUBLIC AND ACTIVE TRANSPORT

4.3.1. Public Transport

The proposed development is not anticipated to impact the surrounding public transport network due to the absence of any bus stops along Avon Road and Pymble Avenue, which are the main local roads servicing the site.

The proposed development will have no impact on the capacity of the surrounding public transport network since there will be no additional staff/student public transport demand associated with the development.

4.3.2. Cycling and Pedestrian Movement

The proposed development is not anticipated to increase the traffic generated by the school. As such, there are no immediate impacts anticipated on the capacity of the surrounding cycling and pedestrian network.

The additional pedestrian facilities in the proposed landscaping (see Section 3.4) is anticipated to improve the pedestrian circulation to the development and other buildings within the campus.

4.4. TRAFFIC ASSESSMENT

4.4.1. Trip Generation

The traffic generation of a site is directly linked to the number of people driving to the development. Four existing buildings will be demolished to make room for the SIP. The new development will serve the same function as the existing buildings, thereby not increasing the number of students and staff. Furthermore, the development will not include any new car parking spaces, except for a single loading dock. Consequently, no additional trip generation is anticipated from the new building.

4.4.2. Traffic Impact

Since the proposed development will not generate additional trips and its location is almost identical to the existing buildings, the SIP is not anticipated to result in a negative traffic impact on the surrounding road network.

While the development is proposing an additional loading dock, deliveries and waste collection are generally minimal in terms of volume, and the activities are undertaken outside the AM and PM peak periods. Therefore, the number of delivery vehicles and waste collection vehicles accessing the loading dock is not anticipated to have any material impact on the operation of surrounding roads and intersections.

4.4.3. Cumulative Impacts of Nearby Developments

Since the proposed development is not anticipated to generate additional traffic as discussed above, no cumulative traffic impacts are anticipated in the surrounding road network.

5. CONCLUSIONS

The results of the traffic impact assessment of the proposed Secondary Innovation Precinct and Campus Commons are summarised below:

- The proposed SIP has a floor area of approximately 10,300 m² and a development area of approximately 10,856 m².
- The SIP and campus commons will replace the four existing buildings within the campus.
- The proposed development is not proposing to increase the staff or student population, therefore, the development is not anticipated to generate additional traffic.
- No new parking spaces are proposed for the SIP. A net total of four car parking spaces will be lost as a result of the proposed development. The following is noted:
 - While physically 10 spaces are proposed to be removed, the 6 spaces from the executive shed are proposed to be relocated and co-shared with the staff and visitor spaces around the flagpole.
 - The proposed loss of spaces represents a 1% loss in the overall supply within the campus.
 - The Department of Education states that “*a school is not obliged to provide parking on site to anyone at any time*”. With this in mind, the proposed reduction is not contrary to the statutory directions.
 - The proposed redesign of the flagpole area results in an improved safety for pedestrians.
 - Green travel initiatives are anticipated to reduce the overall car parking demand within the site.

Based on the above, the proposed loss of spaces is considered acceptable.

Overall, the proposed Secondary Innovation Precinct building is not anticipated to significantly affect the amenity, performance, and safety of the surrounding road network.

6. DISCLAIMER

This report is dated 30 May 2025 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Pymble Ladies' College (**Instructing Party**) for the purpose of Secondary Innovation Precinct (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

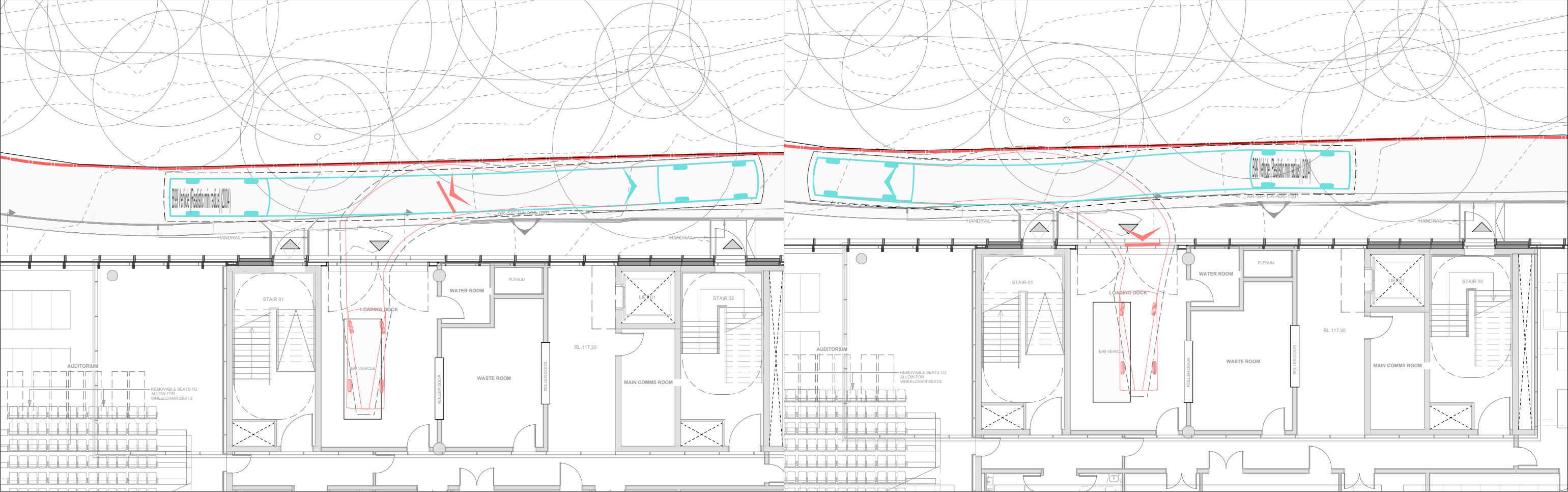
All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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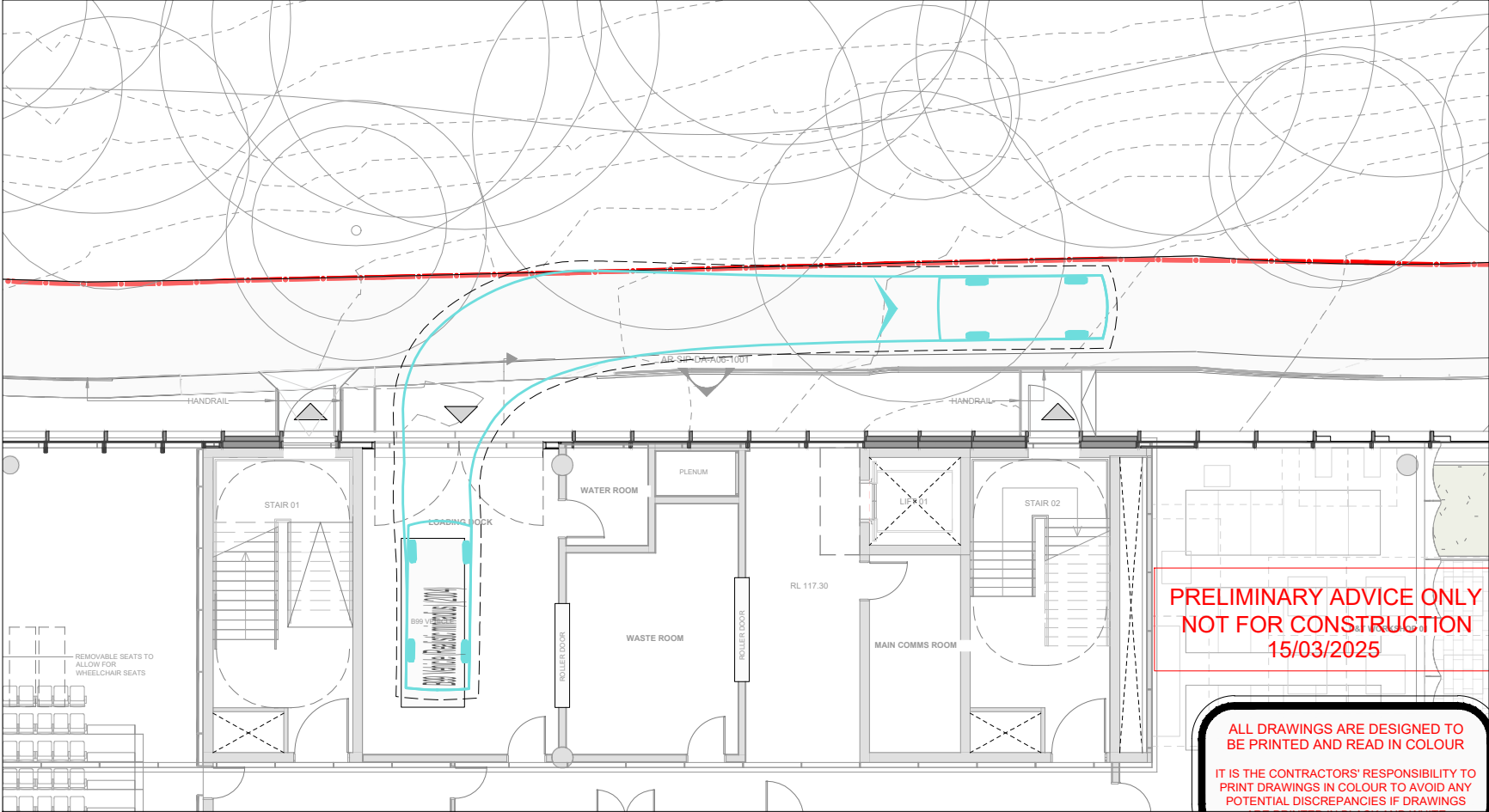
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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A SWEPT PATHS



SRV LOADING DOCK - IN



PRELIMINARY ADVICE ONLY
NOT FOR CONSTRUCTION
15/03/2025

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BE PRINTED AND READ IN COLOUR
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ARE PRINTED IN BLACK AND WHITE

SRV LOADING DOCK - OUT

300MM CLEARANCE ENVELOPE
FOR CIRCULATION MOVEMENTS

B99 Vehicle (Realistic min radius) (2004)

Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 1.878m
Min Body Ground Clearance 0.272m
Track Width 1.840m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 6.250m

5.2
0.95 3.05

5.2

0.95

3.05

B99 Vehicle (Realistic min radius) (2004)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock-to-lock time

Curb to Curb Turning Radius

5.200m

1.940m

1.878m

0.272m

1.840m

4.00s

6.250m

300MM CLEARANCE ENVELOPE
FOR CIRCULATION MOVEMENTS

The site plan illustrates the proposed circulation routes and the location of the flag pole. A red line indicates the primary circulation path, which starts from the top left, moves horizontally, then curves around a central green area, and finally turns right towards the bottom right. A cyan line shows an alternative or secondary route. The plan includes various site features: a large building complex at the top, a green field on the right, and a road at the bottom. Circular symbols represent trees or landscaping. A legend in the top right corner shows a grey square for a building, a red square for a flag pole, and a red circle with a dot for a tree. A scale bar at the bottom right indicates 0, 5, and 10 meters. A north arrow is also present.

CIRCULATION - FLAG POLE

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PYMBLE LADIES COLLEGE SECONDARY INNOVATION PRECINCT
AVON ROAD, PYMBLE

Angel Place, Level 8, 123 Pitt Street | Sydney NSW 2000 Australia | +61 2 8233 9900 | URBIS Pty Ltd | ABN 50 105 256 228

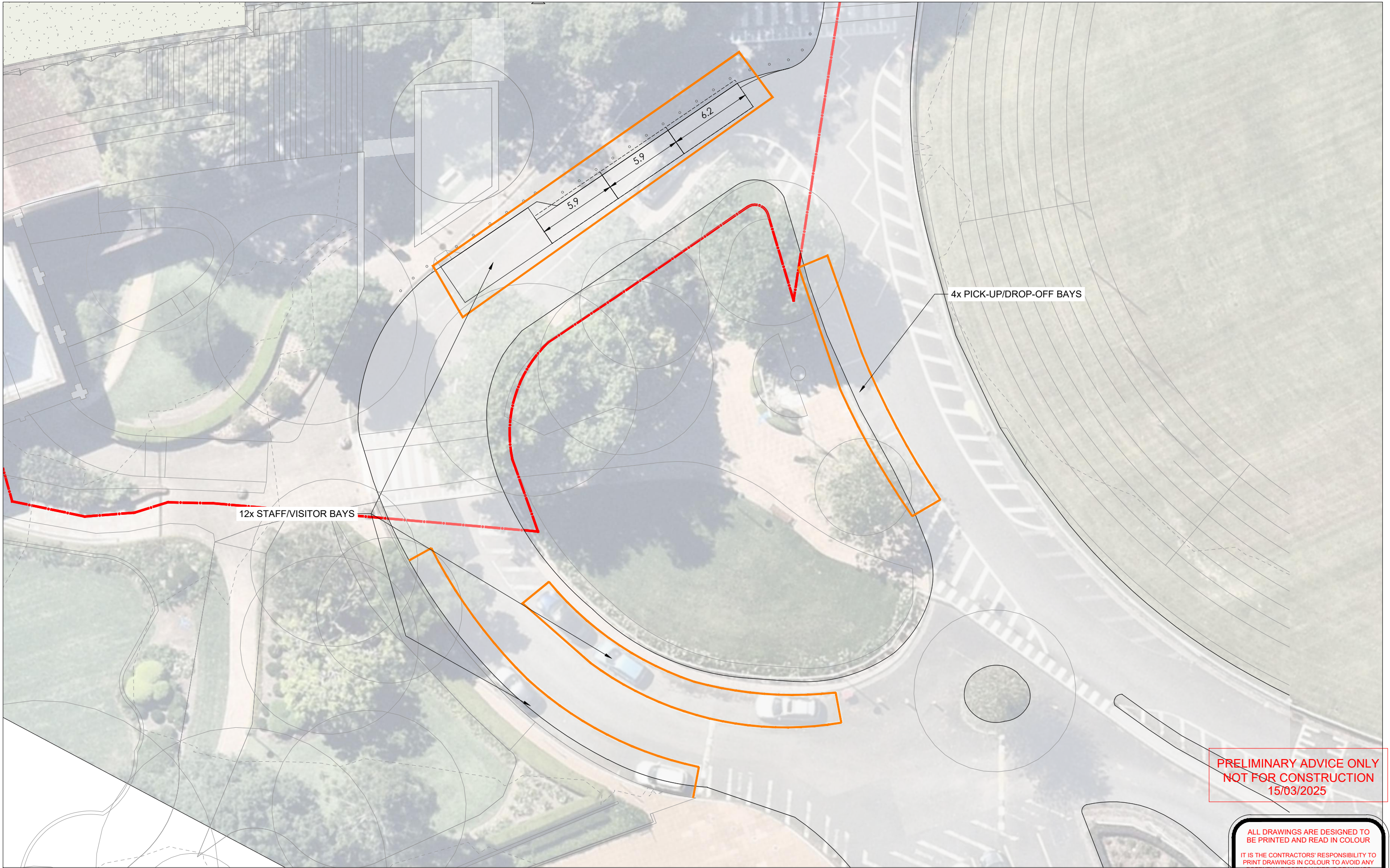
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A scale bar showing 0, 5, and 10 meters. Above it, the text '1:500 @ A3' is displayed. To the left of the scale bar is a north arrow pointing towards the top right of the drawing.

PROJECT NO. P0057142	DATE 17/03/25
DRAWING NO. 02	REVISION E



12x STAFF/VISITOR BAYS

4x PICK-UP/DROP-OFF BAYS

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EXISTING/PROPOSED CAR PARKING SPACES (FLAGPOLE)



PYMBLE LADIES COLLEGE SECONDARY INNOVATION PRECINCT AVON ROAD, PYMBLE

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DRAWING NO. 03	REVISION E

