

Response to Submissions Traffic and Parking

Smalls Road Public School

Prepared for NSW Department of Education c/o Conrad Gargett
8th March 2018

161375 UTC

Contents

1	Introduction	4
2	City of Ryde Council	5
2.1	Parking	5
2.1.1	Off-Street Parking Capacity	5
2.1.2	Parking Availability.....	5
2.2	Drop-off and Pick-up.....	5
2.2.1	Design	6
2.2.2	Turnover	6
2.2.3	Usage.....	6
2.2.4	Management.....	6
2.3	Public Transport.....	7
2.4	Lavarack Street.....	7
2.5	Field Access	8
2.6	Public Infrastructure	8
2.6.1	Zebra Crossings	8
2.6.2	School Zone Signage.....	8
2.6.3	Yamble Reserve	8
2.6.4	Cerebral Palsy Alliance Site.....	8
2.7	Construction Traffic.....	9
3	Transport for NSW	9
3.1	Drop-off and Pick-up	9
3.1.1	Private Vehicle.....	9
3.1.2	Buses	9
3.2	Lavarack Street.....	9
3.2.1	Pedestrian Facilities.....	9
3.2.2	Vehicle Movements	10
3.3	Service and Loading	10
3.4	Green Travel Plan.....	10
3.5	Construction.....	10
3.6	Road Safety Audit.....	11
4	Roads and Maritime Services	11

5	Department of Planning	11
6	Public Submissions.....	11
6.1	Traffic Flow	11
6.1.1	Smalls Road	11
6.1.2	Lavarack Street.....	12
6.2	Parking	12
6.3	Operational Waste	12
6.4	Regional Cycle Paths.....	12
7	Conclusion.....	13
	Appendix A – Agency Submissions.....	14
	Appendix B – Drop-off and Pick-Up Area	15

Revision Register

Rev	Date	Prepared By	Approved By	Remarks
0	08/02/18	MB	PY	Draft for comment
1	08/03/18	MB	PY	For issue

Document Control

Job number: 161375 UTC
 File path: P:\2016\1613\161375\Reports\TTW\Smalls Road\0000 - Planning and Responses\180308 Response to Submissions.docx

1 Introduction

During the exhibition phase of the State Significant Development Application (SSDA) for the proposed Smalls Road Public School (ref. 17_8372), several submissions were received from the public and from various agencies. Many items related specifically to traffic and parking conditions around the proposed development, including submissions from:

- Public submissions (five (5) submissions mentioned traffic or parking);
- City of Ryde Council;
- Transport for NSW;
- Roads and Maritime Services; and
- Department of Planning (supplementary comments).

Taylor Thomson Whitting (TTW) prepared the Transport and Accessibility Impact Assessment for the SSDA, in addition to a Preliminary Construction Traffic Management Plan and a Green Travel Plan. As part of a comprehensive response to the above submissions, we have prepared this report to provide information and responses relating to the site.

2 City of Ryde Council

The submission received by City of Ryde Council is considered to be the most extensive particularly with regards to traffic and parking items. The submission is attached for reference in **Appendix A**. The following sections provide a breakdown of the main items raised and provide a response for how these items are to be addressed.

2.1 Parking

2.1.1 Off-Street Parking Capacity

Council has requested that the parking area within the School be increased to allow for 70 car parking spaces, to cater for the full teaching staff.

The current design provides for 47 car parking spaces, including 2 accessible spaces. The City of Ryde DCP requires that on-site parking be provided at a rate of 1 space per two employees. The expected staffing requirement for the fully operational School is 70 staff, thereby requiring 35 parking spaces. The proposed design provides a parking capacity more than 30% over the DCP requirement, as is therefore fully compliant with local controls. To provide further increases in parking capacity would be:

- Unnecessary based on existing local requirements;
- Inconsistent with the goals and targets of the Green Travel Plan;
- Reduce available recreation or teaching space for students; and
- If related to public usage of the playing fields, unrelated to approval of the School development and should take place as a separate discussion.

Furthermore, in the event that parking demand on local streets increases, the Transport and Accessibility Impact Assessment identified that over 300 parking spaces are available within 400 metres walk of the site, or approximately 60% to 70% vacancy.

It is not considered necessary or appropriate to provide additional parking on the School site.

2.1.2 Parking Availability

Council has requested that the parking area within the School be available outside of school hours to service community users of the sporting facilities. Discussions relating to the capacity and availability of the School parking area for public usage are unrelated to the approval of the proposed School and should take place separately. The proposed car park meets and exceeds local requirements for a school development. No further discussion is provided on this item, which is to be resolved between Council and the Department of Education outside the approval process.

Council has also requested that street parking have no restrictions for use outside of school hours. This is the intent of the existing design, and the applicant has no issue with Council's position. Any proposed changes to on-street parking and signage will require approval by Council's Traffic Committee at the appropriate time in the design and construction phases.

2.2 Drop-off and Pick-up

Council has requested additional space be provided within the School site for a drop-off and pick-up facility. Council has also queried assumptions relating to a 90-second average turnaround time for drop-off and pick-up activities, and noted that many parents would walk their children to the gates of the School.

It is recognised that during short periods in the morning and afternoon peak that there will be impacts to the local road network. The intent of the design is to provide capacity where possible to reduce traffic impacts. The most significant impacts (during the afternoon pick-up period) occur prior to the general commuter peak on the road network.

2.2.1 Design

Council's requirement for a covered area for students to wait is anticipated to be met with a bus stop shelter and furniture at the bus zone. As these works will be within the public space, consultation will be required between Council and the DoE to resolve a final design.

Council has suggested that additional space should be provided within the School site for a drop-off and pick-up facility. This concept is not supported as:

- It would reduce available play space and/or teaching space for students
- The capacity of the on-street drop-off and pick-up zone as currently designed is considered to be sufficient (see commentary in sections below).

Council has also recommended that an additional drop-off and pick-up zone be provided along the northern side of Smalls Road. This concept is not supported as it would:

- Require and encourage higher numbers of students to cross the road, which develops safety concerns.
- Involve additional road widening, which would reduce available play space and/or teaching space for students.
- Create a local chicane or S-bend in the road, which is inconvenient for through traffic and presents a risk of rear-end collision for vehicles travelling from west to east (i.e. the northern pick-up zone would sit within the existing travel lane).

2.2.2 Turnover

The assumed average collection time of 90 seconds is based on observations undertaken at other schools during the pick-up period at a managed zone. Collection time for each vehicle can be well below 60 seconds, as children are expected to be waiting at the collection zone, observe when their vehicle arrives, and enter the vehicle. The value of 90 seconds is in fact considered a conservative estimate based on these observations.

2.2.3 Usage

Parents walking their children to the gates of the School will not be utilising the drop-off and pick-up zone which shall be signposted as 'No Parking', which will not legally allow them to be more than 3 metres away from their vehicle (or stopped for more than 2 minutes if the driver remains in the vehicle). These parents will be required to either use the 'P10' ten-minute parking zone, or utilise local roads. This is typical behaviour for schools. As noted in Section 2.1.1 above, over 300 parking spaces are observed to be available near the site, and usage of residential streets for some parent activity shall not create considerable impact. Drop-off activity is spread across a longer period, and pick-up activity occurs outside commuter peak when residents arrive home from work.

2.2.4 Management

To ameliorate queuing issues and ensure a steady flow of traffic around the drop-off and pick-up area, it was recommended in the Transport and Accessibility Impact Assessment that class times be staggered by at least 20 minutes. Groups should represent approximate halves of the pick-up demand, such as K-2 and 3-6 (younger children have higher rates of vehicle usage). This will allow for queuing, collection, and departure to dissipate before the next group of vehicles arrives. Calculations demonstrated in the Transport and Accessibility Impact Assessment (i.e. pick-up zone can cater for 70% of proposed demand) assumed no staggered classes. Any management procedures implemented shall improve traffic flows beyond what has already been calculated and demonstrated as working sufficiently.

We also note that the applicant is not aware of any insurance issues which would prevent teachers from attending the drop-off and pick-up zone. It is anticipated that teachers will assist in managing this area to ensure the safety of students and smooth traffic flow.

2.3 Public Transport

As part of Council's request for additional parking, they have referred to the two nearest bus stops being located 200m and 500m away from the site as preventing staff from using public transport. A pedestrian catchment is accepted to be a five- to ten-minute walking distance. At a typical adult walking speed of 5 km/hr, a 200m distance can be covered in less than two-and-a-half minutes, and 500m in six minutes. At lower speeds of say 3 km/hr for younger children, the distances can be covered in four minutes and ten minutes respectively. These distances are considered to be well within comfortable walking distance for most users, both adults and children.

It is recognised that the nearest trains stations at Macquarie Park and Denistone, being located 2.6km and 3km away respectively, are unlikely to be within walking distance for most users. However, both the 507 and 518 bus services connect to Macquarie University where connection to train services may be suitable for some users.

These public transport options should not be ignored and will be advertised and encouraged to users as part of the Green Travel Plan for the site. The adequacy of the proposed parking capacity has also been addressed in Section 2.1.1 of this report.

2.4 Lavarack Street

The proposed development provides a pedestrian link from the rear of the site to Henri Durant Reserve, allowing for pedestrian connectivity between the School and Lavarack Street. Concerns have been raised by both Council, residents, and authorities relating to increased vehicle traffic along Lavarack Street associated with drop-off and pick-up activity near this pedestrian connection.

The applicant concurs with the position of these submissions. It was highlighted in the Transport and Accessibility Impact Assessment that, as on-street parking reduces the trafficable width to a single lane, "any increase in traffic is not advised."

However, removal of this pedestrian access (as requested by Council) is not supported with regards to pedestrian amenity. Rather the area will need to be appropriately designed and managed. To maintain safe and efficient traffic flow for residents and to ensure safety of pedestrians and vehicles in the area, it is proposed to (1) visually minimise the connection and (2) communicate and manage the intended use of the area.

By visually minimising the connectivity between the School and Lavarack Street, the area will not appear to be intended for high volumes of pedestrian usage including drop-off and pick-up activity. This shall be in contrast to the Smalls Road frontage which will be clearly identified as the School entry, with prominent signage and infrastructure in place. Conrad Gargett (the Architect) is to develop the design of this site entry such that it does not provide a prominent visual attractor. With regards to the pedestrian movements and accessibility around the site, it is considered important to retain the pedestrian access at this location as per the design, and not to remove this point of connection. Increase travel distances for students and staff in this area of the catchment would be significantly increased (~500m) if required to travel to the Smalls Road frontage for access.

In addition to ensuring the design conveys the intended use, it is recommended that communication and management procedures be implemented during the operation of the School to clearly identify the correct drop-off and pick-up zone. Suggested initiatives may include notifications in the School newsletter, information in induction packs, and announcements at or before major events. It shall be the responsibility of the School and the Department to identify and implement the most appropriate measures at the time of operation.

2.5 Field Access

Council has requested that vehicular access to both the fields be provided in the case of emergency and maintenance. Access will be retained as per the existing scenario, with the vehicle crossover on Smalls Road being realigned in the new drop-off and pick-up zone. Emergency access and action plans will be documented by the Department of Education covering their use of the site prior to student occupation of the facility.

Council has also requested provision of a pedestrian connection from the car park to the fields for weekend activation. If access to the car park is to be provided (to be resolved separately by Council and the Department of Education), pedestrian access shall be via footpaths along the Smalls Road frontage.

2.6 Public Infrastructure

2.6.1 Zebra Crossings

Council has requested that the two existing zebra crossings on Smalls Road be upgraded to combined wombat/children's crossings with school crossing supervisors to be provided at each location.

The crossings are adequate in their current format. Construction works are expected to include typical maintenance of the crossings (e.g. renew old line marking) however no works to raise the crossing or undertake other changes are proposed.

School crossing supervisors would be provided in accordance with RMS policy, which dictates that requests must be submitted to the RMS in writing by the school principal. No additional detail can be provided at this stage.

2.6.2 School Zone Signage

Council has requested that flashing School Zone 40 km/hr signage and delineation be provided on all roads that have direct access onto the school.

Appropriate signage will be provided on Smalls Road and Lavarack Street which provide direct access to the School site. Signage will be in accordance with relevant RMS policies and standards.

2.6.3 Yamble Reserve

Council has requested that a zebra crossing on Quarry Road be investigated or the existing roundabout be upgraded to include enhanced pedestrian facilities, to allow movement from the Yamble Reserve car park which is likely to be used by School users.

The north-western leg of the existing roundabout provides a pedestrian refuge connecting to footpaths at Yamble Reserve and along Smalls Road. The footpath on Smalls Road connects through to the existing zebra crossing providing access through to the School. Additional infrastructure is not considered to be necessary in this area. Existing infrastructure is sufficient to provide pedestrian movements between Yamble Reserve and the School, and overall pedestrian volumes are expected to be limited.

A zebra crossing on Quarry Road is also not considered appropriate given the high volumes of through traffic during peak periods and the need for steady flow of traffic particularly during school drop-off and pick-up times.

2.6.4 Cerebral Palsy Alliance Site

Council has requested that, in the long term, an internal drop-off and pick-up facility be provided within the Cerebral Palsy Alliance site. Future usage of this site is unknown and not relevant to this application. No further comment or discussion is provided.

2.7 Construction Traffic

Council has requested that the applicant contact Council's Traffic Department prior to lodgement of a final Construction Traffic Management Plan. The applicant concurs with Council's comment and a fully detailed Construction Traffic Management Plan will be developed and submitted following consultation with all relevant parties, prior to construction taking place.

3 Transport for NSW

The following sections provide a breakdown of the main items raised by Transport for NSW (see **Appendix A**) and provide a response for how these items are to be addressed.

3.1 Drop-off and Pick-up

3.1.1 Private Vehicle

Transport for NSW has requested clarification of the proposed signage and line marking in the drop-off and pick-up zone, bus layover, and any other traffic or parking control devices.

The 'No Parking' zone provided at the front of the site shall be operational between standard hours of 8:00 – 9:30am and 2:30 – 4:00pm or as otherwise agreed with Council's Traffic Committee and other relevant stakeholders during the detailed design process.

The short-term parking zone further to the east shall be labelled as 'P10' ten-minute parking with time restrictions as above. Ten minutes is believed to be the most suitable length of time to allow walking to and from the School frontage for parents, while still retaining suitable turnover rates.

A concept plan for the signage and line marking in the area is attached in **Appendix B** of this document for further review. Any changes to signage and line marking in the area will require approval from, and discussion with, Council's Traffic Committee prior to implementation.

3.1.2 Buses

Transport for NSW has also recommended that bus stop infrastructure be constructed along Smalls Road and upgrades to footpaths be provided. As noted in Section 2.2.1, a shelter and furniture is anticipated to be provided at the bus zone area following further discussion with Council regarding works in the public domain.

Existing footpath infrastructure is considered to be adequate and extensive throughout the local area. No critical upgrades are noted at this time.

3.2 Lavarack Street

3.2.1 Pedestrian Facilities

Transport for NSW has requested that the operational requirements for the proposed pedestrian access on Lavarack Street be reviewed, noting that there is currently no footpath.

Wide grass verges are provided on both sides of Lavarack Street. As discussed in Section 2.4 of this document, usage of this area is to be minimised so as not to encourage vehicular drop-off and pick-up activity. The pedestrian connection serves only a small portion of the School catchment but provides significantly improved amenity for these users. Current infrastructure is considered sufficient at this stage.

Lavarack Street connects to Smalls Road where footpaths are provided on both sides, and an existing pedestrian refuge is also provided to assist in pedestrians crossing the road if required.

3.2.2 Vehicle Movements

Transport for NSW has requested detail on necessary mitigation measures regarding additional vehicle movements along Lavarack Street.

Measures to reduce vehicle movements along Lavarack Street are addressed in Section 2.4 of this document.

3.3 Service and Loading

Transport for NSW has suggested that the development be conditioned to restrict deliveries during peak school periods.

While the improvements to traffic flow and pedestrian safety are recognised, it is not recommended that the development be conditioned in such a manner. While all efforts will be undertaken to ensure deliveries occur outside peak periods where possible, in certain instances this may be unavoidable. A condition preventing developments during particular periods may unreasonably impact the development during critical deliveries.

A swept path analysis for a 10.2m rear loading waste collection vehicle was undertaken by TTM Consulting Pty Ltd and was included in the Waste Management report submitted as part of the SSDA.

3.4 Green Travel Plan

Transport for NSW has recommended that the development be conditioned to provide and implement a comprehensive Green Travel Plan as part of ongoing operation.

The applicant intends to provide an updated Green Travel Plan (GTP) for the operational development. The preliminary GTP prepared by TTW is intended to form a basis for future development of a more detailed plan. The preliminary GTP includes recommended strategies relating to implementation and ongoing management of the Plan.

A condition on the development is not considered necessary for this approval, however would be consistent with the intended operation of the School. Any condition must be detailed such that sufficient flexibility is provided to the School for future operation (i.e. suitable actions will change over time and the actions listed in the preliminary GTP may not always be relevant).

3.5 Construction

Transport for NSW has suggested that the School be conditioned to ensure that the drop-off and pick-up facilities are in place prior to commencing operation.

The applicant concurs with this position, and it is the intent of the development to provide all facilities prior to commencing operation. No objections are raised to such a condition if desired.

Transport for NSW has also recommended that a detailed Construction Traffic Management Plan be completed to Council's satisfaction prior to commencement of construction activities. As discussed in Section 2.7 of this document, a detailed Plan will be developed in the future. This would form a standard Condition of Consent for any development.

3.6 Road Safety Audit

Transport for NSW has recommended that the development be conditioned to commission an independent Detailed Design Road Safety Audit (RSA). No objection is raised to this requirement.

While the applicant shall respond to any deficiencies raised within the RSA, it is noted that it may not be feasible or practical to implement design changes in response to all items. Design changes will take place So Far As Is Reasonably Practical (SFAIRP), giving consideration to level of improvement, risk management, other design changes, and cost and timeline. This is typical of Road Safety Audit practice across all types of developments.

4 Roads and Maritime Services

A preliminary submission was received from Roads and Maritime Services requesting the raw SIDRA files for the intersection modelling undertaken as part of the Transport and Accessibility Impact Assessment. These files were provided to RMS on 23/01/18, and no further response has yet been received.

5 Department of Planning

The Department of Planning and Environment (DPE) has also undertaken a preliminary assessment of the application and identified key issues. All issues raised by DPE relating to traffic and access have been addressed in earlier sections of this document as follows:

- Timing of road widening: **Section 3.5**
- Impacts of connection to Lavarack Street: **Section 2.4**
- Signage and line marking: **Section 3.1.1 and Appendix B**
- Swept path analysis: **Section 3.3**

6 Public Submissions

A total of six (6) submissions were received from members of the public, five (5) of which mentioned traffic or parking concerns with the development. Key points of concern were as follows (including number of mentions in brackets):

- Traffic flow along Smalls Road (2)
- Parking in local streets (2)
- Traffic flow along Lavarack Street (1)
- On-site parking capacity (1)
- Operational waste movements (1)
- Regional bicycle paths (1)

The following responses are provided to these issues raised by members of the public.

6.1 Traffic Flow

6.1.1 Smalls Road

Two submissions raised concerns relating to traffic along Smalls Road and congestion for vehicles turning out of side streets.

Intersection analysis has been undertaken for the intersections of Smalls Road with Quarry Road and Bridge Road. At the intersection with Bridge Road, the Smalls Road approach operates at Level of Service A in both the morning and afternoon peak. At the intersection with Quarry Road, the Smalls Road approach operates at Level of Service A in the morning peak and Level of Service B in the afternoon peak. These results indicate good traffic flow along Smalls Road with minimal vehicle delay at intersections.

For vehicle flow along Smalls Road, average two-way traffic flows during the School peak hours of 8-9am and 3-4pm are currently each approximately 600 vehicles per hour. Around 331 vehicles are anticipated to be added to the road network during peak hour, based on expected mode share and vehicle occupancy (see Section 4.3.1 of the Transport and Accessibility Impact Assessment). A total of 930 vehicles per hour, or 465 vehicles each way, are therefore expected.

Table 4.4 of the RMS Guide to Traffic Generating Developments provides approximate peak hour flows for urban roads. 465 vehicles per hour for a road with one lane in each direction would categorise Smalls Road as Level of Service C (380 to 600 vehicles per hour each way), which is considered acceptable. The road currently operates at Level of Service B (200 to 380 vehicles per hour) during these times.

Note that during the evening commuter peak, average existing two-way flows of 830 vehicles per hour are also currently in Level of Service C. These volumes of traffic will not be increased during School operation, and this level of performance is expected to be maintained.

6.1.2 Lavarack Street

Traffic and parking conditions along Lavarack Street have been addressed in Section 2.4 and Section 3.2 of this report.

6.2 Parking

Off-street and on-street parking provision and availability has been discussed at length in earlier sections of this document including Section 2.1.1. The proposed design provides a parking capacity more than 30% over the DCP requirement, as is therefore fully compliant with local controls. Availability of on-street parking in the local area also indicates that there shall not be significant impact to residents for general daily parking. Additional demand for parking is expected during drop-off and pick-up periods however this is anticipated to occur over a short time only.

6.3 Operational Waste

Service and loading movements have been discussed in Section 3.3 of this report.

6.4 Regional Cycle Paths

Regional cycle paths (such as between Quarry Road and Blaxland Road as noted in a public submission) are outside the scope of these works. Residents wishing to investigate improved cycle facilities in the area should approach Council directly.

Mode share of cyclists to the School is expected to be relatively low. The preliminary Green Travel Plan included a target mode share for students travelling via bicycle, skateboard, and scooter (combined) of 10 – 15%.

7 Conclusion

This document has provided a response to each of the submissions received by the public and various agencies during the exhibition process. Relevant agency submissions have been attached to this document in **Appendix A**.

City of Ryde Council provided a thorough submission relating to the new School development. In response to Council's submission, this document has provided detail on a number of concerns including additional bus shelter facilities, confirmation of insurance and liability issues, and clarification of design details such as the Lavarack Street entry. Some requests from Council including additional parking capacity and drop-off zones have not been pursued due to inconsistency with local requirements and strategies, or other safety concerns. The Department of Education will work with Council during relevant parts of the design development (including external bus shelters) to ensure a smooth development process.

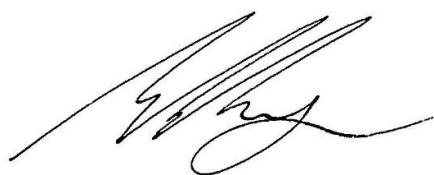
Transport for NSW provided a submission with comments on design details and requests for future documentation, and indicated a number of suggested conditions of consent. In response to TfNSW's submission, additional detail has been provided on the drop-off and pick-up zone including a proposed signage plan attached in **Appendix B**. Requests for future documentation to be provided including a Green Travel Plan and Construction Traffic Management Plan are consistent with the proposed development schedule. In the interest of student safety, the applicant does not object to a requirement for a Road Safety Audit to be completed if requested by the Department of Planning.

A preliminary submission was received from Roads and Maritime Services and in response to this, SIDRA files have been provided to the agency. If an additional submission is received from RMS outside the exhibition and requires a response, information will be provided where necessary.

Public submissions showed interest in the traffic and parking aspects of the development, with five out of the total six submissions mentioning these items. Additional detail has been provided or highlighted regarding traffic counts and modelling undertaken as part of the SSDA, noting that Smalls Road and local intersections are expected to operate under acceptable levels of service. Parking concerns have been addressed throughout this document in response to agency submissions, noting that the proposed on-site capacity is 30% greater than local requirements, and parking studies demonstrate generous availability of parking within local streets. Increased demand during drop-off and pick-up periods shall occur over a short time only.

We believe this response provides sufficient detail to address the concerns of residents and other interested agencies, and that the development should be recommended for approval.

Prepared by
**TAYLOR THOMSON WHITTING
(NSW) PTY LTD**



MICHAEL BABBAGE
Traffic Engineer

Authorised By
**TAYLOR THOMSON WHITTING
(NSW) PTY LTD**



PAUL YANNOULATOS
Technical Director

Appendix A – Agency Submissions

Submission from Council

Submission from TfNSW

Submission from RMS

Submission from DPE

City of Ryde (CoR) is having ongoing discussions with Department of Education (DoEd) regarding longer term tenure of both fields as well as the potential for additional site upgrades such as amenities servicing the sporting fields, 1 synthetic turf field on the Top field area, sports field lighting, drainage and irrigation.

The City of Ryde would consider meeting a component of the costs associated with any sporting infrastructure and any stormwater infrastructure constructed on the subject site, if a suitable agreement for access could be put in place and subject to Council approval.

Comments specific to various areas;

Car Parking:

- Parking area within school site to be increased to allow for 70 car parking spaces.
- Parking area within school site to be available outside of school hours to service community users of the sporting facilities.
- Street parking to have no restrictions for use outside of school hours.

Bottom Field (closest to Smalls Rd):

- To optimise the bottom field, increase the level playing field area so that it can accommodate two Under 11 football fields including run offs to Football NSW requirements. To fully optimise, provide for a field compliant with Football NSW recommended field dimensions including run offs around the perimeter. This may require re-grading the embankment.
- Review proposed fencing on the residential boundary behind the goals. Ensure height of new fencing will provide adequate coverage to stop balls.
- Preserve synthetic cricket pitch in the middle of the ground. This is currently not shown on plans.
- Allow for vehicular access to the field in the case of emergency and maintenance
- Install sand slit drainage.

Top Field (Furthest away from Smalls Rd):

- Provide accessible footpath connection to the field that is adequately lit at night (should the field be made available for night training).
- Ensure field complies with Football NSW recommended field dimensions including run offs. This may require re-grading of embankments.
- Provide for vehicular access to the field in the case of emergency and maintenance
- Review proposed fencing on the residential boundary behind the goals. Ensure height of new fencing will provide adequate coverage to stop balls.

Landscaping:

- Extend landscaping design to incorporate the whole site.
- Potential to add to the endemic urban tree canopy of the area.

Circulation:

- Provide accessible footpath connection from the northern gate on Smalls Rd to the school building, lower field, upper field, and hard stand areas.
- Provide pedestrian connection from the car park to the fields for weekend activation.

171204 Smalls Rd SSD Submission		
Owner: Parks and Recreation	Author: Carolyn Becker	Version: 1.2
Trim Reference:	Date: Friday, 15 December 2017 10:10 AM	Page 1 of 3
File Location: C:\Users\carolynb\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.Outlook\ID7057A6P\171204 Smalls Rd SSD Submission.docx		

Hard Stand Area:

- Ensure internal fencing does not prevent community access to this area.
- Incorporate basketball line markings on the netball court. Include reversible goal posts to allow for basketball and netball use.


Connection into Henri Dunant Reserve

- CoR does not approve of the current design or connections into Henri Dunant Reserve in their current form. These works require further information and formal discussions. The proposed connection need to link into the existing footpaths within Henri Dunant Reserve. Ensure proposed works do not impact on existing infrastructure, tree protection zones or structural root zones.\

Traffic and Parking Implications:

Pre-opening requirements

- The proposed primary school will significantly impact on the amenity of residents of Smalls Road and surrounding streets, thus the Dept. of Education should be required to ameliorate the impact that this school will have on the community by provided improved pedestrian facilities on Smalls Road and connecting streets, enhancing footpaths, drop off / pick up zones and sufficient off street parking to cater for the needs of the teaching/service community associated with the proposed school.
- The proposal states that there are alternative public transport options that teachers could avail of rather than using a car. The two nearest bus stops are 200m and 500m away from the school entrance, with the nearest two train stations at Macquarie Park and Denistone at 2.6km and 3km respectively. It is considered that the full parking requirement of the teaching community be provided on-site, thus off street parking provision to be increased from 47 to 70 parking spaces.
- The two existing zebra crossings on Smalls Road to be upgraded to combined wombat/children's crossings with school crossing supervisors to be provided at each crossing location.
- Flashing school zone 40 signage and delineation to be provided on all roads that have direct access onto the school.
- The proposed site has the capacity to provide a significant off street drop-off and pick-up zone, thus provision of such a facility should be provided on-site to service the needs of the 1000 student primary school.
- The proposal suggests that a 16 car Kiss and Ride/No Parking zone and 10 car P10/P15 zone should accommodate the parking needs of parents and carers of children attending the school. Site observations at similar schools in the Ryde LGA indicate that the 90 second turnaround time associated with the proposed drop off/pick-up on-street zone is not realistic and does not reflect the fact that many parents would walk their children to the gates of the school. Change in parking conditions will require approval by Ryde Traffic Committee.
- The report suggests that teachers would marshal this drop off zone, discussion with schools within Ryde LGA, indicate that public liability insurances prevent teachers from doing this task.
- A covered area for students to wait is required at locations that are designated drop off/pick up zones.
- Indented parking areas are provided along southern side of Smalls Road, which is not sufficient to cater for demand generated by 1000 students. Kiss and Ride/No Parking zone should be provided along northern side of Smalls Road. Thus widening of Smalls Road is required along the full length of the proposed school frontage to accommodate:
 - o Kiss and Ride/No Parking on northern side of Smalls Road
 - o 2-way traffic flows
 - o Indented Kiss and Ride/No Parking and P10/P15 zones on southern side of Smalls Road.
- No pedestrian access to the school should be available from Henri Durant Park onto Laverack Street. Laverack Street is a no through road, with on-street parking resulting in a single carriageway



traffic lane. Provision of an access through Henri Durant Park to Laverack Street would result in parents /carers attempting to use this narrow congested street as a pick up/set down area.

- Likely that the parking area associated with Yamble Reserve may be used by parents/carers of school children of proposed school – either a zebra crossing on Quarry Road between Aeolus Avenue and Smalls Road be investigated/ or roundabout at Quarry Road/Smalls Road to upgraded to include enhanced pedestrian facilities.

Post-opening requirements (Long-term)

- Provision of internal drop off / pick up facility within Cerebral Palsy Alliance site.

Construction Traffic Management Plan (CTMP):

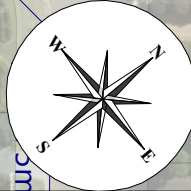
- CTMP submitted is very basic and does not provide the depth required to make a sound assessment. i.e. Traffic Control Plans, Vehicle number, etc. It is understood that this level of detail will be provided once a builder is engaged. Therefore it is recommended that, prior to lodgement of a final CTMP, the applicant contact Council's Traffic Department to determine the level of detail required.

Stormwater & Catchments

- According to Council's GIS mapping system, the existing properties along Lavarack Street that backs on to the proposed school site on Smalls Road have a natural fall to the rear. As a result the subject properties are unable to access Council's street drainage system on Lavarack Street.
- There have been ongoing concerns from the residents on Lavarack street regarding the lack of underground drainage system along the rear fence of these properties. Installation of an underground drainage pipeline along the eastern boundary of the proposed school site will provide the subject residents access to Council's existing drainage line along the Northern boundary of the proposed school site.
- Furthermore, this will also help in safely conveying stormwater runoff from the subject properties away from any proposed school buildings. It is recommended that a new drainage line as per the attached plans be installed in order to manage the stormwater runoff coming from the subject properties along the eastern boundary of the proposed school site. A schematic has been provided for the location of a new stormwater pipeline which can be constructed to help improve the stormwater system in the school as well as the properties on Lavarack Street.

Legend

- Proposed Pipes
- Proposed Pits



Lavarack Street

Ryde
 Scope of Works

Operator:	C Tadikonda
Total Length:	157 m
Page Number:	1 of 1
Date:	05/12/2017

Mr Peter McManus
Director
Social and Other Infrastructure Assessments
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Scott Hay

Dear Mr McManus

Smalls Road Public School, 3B Smalls Road, Ryde (SSD 8372)

Thank you for your letter dated 30 October 2017 inviting Transport for NSW (TfNSW) to comment on the subject application. Roads and Maritime Services will provide a separate response.

TfNSW has assessed the relevant documentation and provide comments on the following matters:

- Proposed widening of Smalls Road along the full length of the site and across the frontage of the reserve for the proposed provision of drop-off and pick-up facilities;
- Details of the proposed drop-off and pick-up facilities along Smalls Road
- Proposed pedestrian accesses on Lavarack Street;
- Service and loading;
- Preliminary Green Travel Plan; and
- Construction traffic

Detailed comments regarding the above can be found in **TAB A** and suggested Conditions of Consent provided in **TAB B**. TfNSW would be pleased to consider any further material forwarded from the applicant.

For further information or clarification regarding this matter, please contact Billy Yung, Senior Transport Planner on 8202 3291 or Billy.Yung@transport.nsw.gov.au.

Yours sincerely



20/11/17

Mark Ozinga

Principal Manager, Land Use Planning and Development
Freight, Strategy and Planning

CD17/12031

Proposed widening of Smalls Road along the full length of the site and across the frontage of the reserve for the proposed provision of drop-off and pick-up facilities

Issue:

The Transport and Accessibility Impact Assessment report has identified the need for widening Smalls Road to provide the drop-off and pick-up facilities, however, the submitted documents do not provide details of delivering the work.

Recommendation:

The EIS should identify the timing for the widening of Smalls Road for the provision of drop-off and pick-up facilities and the responsible organisation to deliver such work. A suggested condition could be that Smalls Road is to be widened together with the provision of the proposed drop-off and pick-up facilities to be in place prior to commencement of school operation.

Details of the proposed drop-off and pick-up facilities along Smalls Road

Issue:

The proposed site plan (Appendix C Architectural Plans) indicates 5-minute parking zone while the Transport and Accessibility Impact Assessment report assessed the proposed drop-off and pick-up facilities based on 10-minute parking zone.

Recommendation:

The above content should be clarified and the assessment should be revised as necessary. The EIS should provide a concept plan for the signage and line-marking required to accommodate pick-up/drop-off, bus layover and any other traffic or parking control devices.

Proposed pedestrian access on Lavarack Street

Issue:

The proposed site layout indicates two pedestrian accesses through Henry Durant Park on Lavarack Street: one for school pick-up and drop-off and the other serves as separate after hours oval access. There is currently no footpath provided on Lavarack Street.

Recommendation:

The EIS should review the operational requirements for the proposed pedestrian accesses and provide any required mitigation measures to ensure the pedestrian safety on Lavarack Street.

Issue:

The Transport and Accessibility Impact Assessment report indicates that the traffic volume on Lavarack Street is generally limited as it does not provide for through traffic, However, on-street parking is typically observed on both sides of the street and results in a narrow width allowing for only single lane passage of traffic. The report suggests that this access will not be used for vehicle drop-off and pick-up activities but there is no guarantee that will be the case. As pointed out in the transport assessment report, there is a deficit of kerb side space for pick up and drop off requirements (pg 28 of the report

TAB A – Detailed comments on Smalls Road Public School SSD8372

indicates 70% of the demand could be accommodated by the proposed facilities on Smalls Road while 30% or 118 vehicles would likely use other local roads for drop-off/pick-up). The proposed pedestrian access for school pick-up and drop-off is therefore very likely to attract additional traffic to Lavarack Street during the school peak periods. The current traffic condition on Lavarack Street, as identified in the transport report, will get worse with additional traffic.

Recommendation:

Consideration should be given to the existing traffic conditions along Lavarack Street as outlined above and the impact of additional vehicle movements and associated pedestrian conflicts. The EIS should review the potential impact on Lavarack Street resulting from the proposed pedestrian access for school pick-up and drop-off and propose necessary mitigation measures to ensure the pedestrian safety is not compromised.

Service and loading

Issue:

The Transport and Accessibility Impact Assessment report does not include any swept path analysis to demonstrate the adequacy of the service and loading area to cater for anticipated service vehicles.

Recommendation:

A swept path analysis should be included in the report.

Issue:

A delivery zone is proposed to be provided within the car park and the report states that “*School deliveries are typically scheduled to occur outside peak hours where possible, and it is expected that this site would follow this system*”.

Recommendation:

It is suggested to condition the development that school deliveries be restricted during peak school periods to ensure minimum interference with the regular flow of vehicles and pedestrian around the site.

Preliminary Green Travel Plan

Issue:

TfNSW acknowledges that the submitted Green Travel Plan for the proposed development is considered preliminary in nature.

Recommendation:

The subject application should be conditioned to provide and implement a comprehensive Green Travel Plan that includes the involvement of the School management and input from the local community as part of ongoing operation of the school.

School bus services

Issue:

Smalls Road at the school site has two bus stops for the four school services that operate along Smalls Road. Currently there is no dedicated bus stop infrastructure (shelter/signage) for either of these stops.

Recommendation:

It is recommended to provide bus stop infrastructure to be constructed for future bus services along Smalls Road and upgrades to footpaths surrounding the site to accommodate future Active Transport (walking/cycling) traffic along Smalls Road. Consideration should be given to school bus services during construction and liaison with the local bus operator is recommended so as services can be managed through this area effectively.

Construction traffic

Issue:

The Construction Management Plan indicates that limited on-site parking will be available. The draft Construction Traffic Management Plan estimates that 3 to 5 car parking spaces would be lost along Small Roads when a construction Works Zone is established along the Small Road frontage.

Recommendation:

The draft Construction Traffic Management Plan has preliminarily demonstrated the potential operation of the construction site. A detailed Construction Traffic Management Plan must be completed to the local councils satisfaction prior to the commencement of any construction activities on-site to address including but not limited to the issues identified in the draft Construction Traffic Management Plan and provide mitigation measures for implementation during construction.

TAB B – Suggested Conditions of Consent

TfNSW recommends that the following conditions be included in any issued consent:

Proposed widening of Smalls Road and provision of drop-off and pick-up facilities

Small Road is to be widened together with the provision of drop-off and pick-up facilities as proposed in the Transport and Accessibility Impact Assessment at Appendix Q of the Environmental Impact Statement for Smalls Road Public School, prepared by Taylor Thomson Whitting (NSW) Pty Ltd (18 October 2017), to be in place prior to commencement of school operation.

Service and Loading

As part of the ongoing operation of the school, school deliveries should be restricted during peak school periods to ensure the operational safety and minimize interference with the regular flow of vehicles and pedestrian around the site.

Road Safety Audit

Prior to issue of construction certificate, an independent Detailed Design Road Safety Audit (RSA, refer to *NSW Centre for Road Safety Guidelines for Road Safety Audit Practices*) shall be undertaken of the proposed modification to 1) Smalls Road, which includes the proposed pick-up/drop-off facilities, pedestrian crossings and bus layovers 2) Lavarack Street, which the proposed pedestrian access through Henry Durant Park for school pick-up and drop-off. The proposed design shall address any deficiencies identified within the RSA.

Green Travel Plan

As part of the ongoing operation of the school, the actions identified in the Green Travel Plan at Appendix Q of the Environmental Impact Statement for Smalls Road Public School, prepared by Taylor Thomson Whitting (NSW) Pty Ltd (18 October 2017), must be implemented accordingly and updated annually.

Detailed Construction Pedestrian and Traffic Management Plan

Prior to the commencement of any construction works, a Construction Pedestrian Traffic Management Plan (CPTMP) shall be prepared, approved by Council and submitted to the satisfaction of the Certifying Authority. The CPTMP must specify, but not be limited to, the following:

- (a) assessment of cumulative impacts associated with other construction activities (if any);
- (b) assessment of road safety at key intersections and locations subject to heavy vehicle movements and high pedestrian activity;
- (c) details of construction program, the anticipated construction duration and milestones and events during the construction process;

TAB A – Detailed comments on Smalls Road Public School SSD8372

- (d) details of anticipated peak hour and daily truck movements to and from the site;
- (e) details of access arrangements for workers to/from the site, emergency vehicles and service vehicle movements;
- (f) details of temporary cycling and pedestrian access during construction;
- (g) details of proposed construction vehicle access arrangements at all stages; and
- (h) traffic and transport impacts during construction and how these impacts will be mitigated for any associated traffic, pedestrian, cyclists, parking and public transport, including the preparation of a draft Construction Traffic Management Plan to demonstrate the proposed management of the impact (which must include vehicle routes, number of trucks, hours of operation, access arrangements and traffic control measures for all demolition/construction activities).



22 January 2018

Our Reference: SYD17/00465/03
Department Ref: SSD 8372

Planning Officer
Priority Projects Assessments
Department of Planning & Environment
GPO Box 39 SYDNEY NSW 2001

Attention: Scott Hay

Dear Sir/Madam,

**SMALLS ROAD PUBLIC SCHOOL – ALTERATIONS & ADDITIONS
3B SMALLS ROAD, RYDE**

Reference is made to the department's email dated 13 November 2017, regarding the abovementioned Application which was referred to Roads and Maritime Services (Roads and Maritime) for comment in accordance with the State Environmental Planning Policy (Infrastructure) 2007.

Roads and Maritime has reviewed the submitted application and notes SIDRA modelling was undertaken for the proposed development. In this regard, Roads and Maritime requires the raw SIDRA files for assessment.

Upon receipt of the SIDRA files, Roads and Maritime will review and provide a response accordingly.

Should you have any further inquiries in relation to this matter, please do not hesitate to contact Hans Pilly Mootanah on telephone 8849 2076 or by email at development.sydney@rms.nsw.gov.au

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Ahsanul Amin'.

Ahsanul Amin
A/Senior Land Use Planner
Sydney Division – North West Precinct



NSW Department of Education
C/- Rob Pulvirenti
Coffey
Level 19, Tower B, Citadel Towers
799 Pacific Highway
Chatswood NSW 2067

Our ref: SSD 8372

Dear Mr Pulvirenti,

Smalls Road Public School (SSD 8372) - Response to Submissions

The exhibition of the development application including the Environmental Impact Statement (EIS) for the above proposal ended on Friday 15 December 2017. All submissions received by the Department during the exhibition of the proposal are available on the Department's website (<http://majorprojects.planning.nsw.gov.au>) under project title reference 'SSD 8372'.

In accordance with clause 85A of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation), the Secretary requires the Applicant to respond to the issues raised in the submissions. Particular attention should be given to the issues raised by City of Ryde Council, Environmental Protection Authority, Government Architect New South Wales and Transport for New South Wales. Please provide your response to the Department as soon as possible.

The Department has also undertaken a preliminary assessment of the EIS and identified issues that must be addressed to the Department's satisfaction before the application can proceed. These matters are outlined in Attachment A.

Please also be aware Sydney Water have advised the Department they intend on making a submission on the application shortly. A copy of the submission will be forwarded once it is received by the Department.

Note that under clause 113(7) of the EP&A Regulation, the days occurring between the date of this letter and the date on which your response to submissions is received by the Secretary are not included in the deemed refusal period.

If you have any questions, please contact Scott Hay on (02) 8289 6780 or via email at scott.hay@planning.nsw.gov.au.

Yours sincerely,

20/12/2017

Karen Harragon
Director
Social and Other Infrastructure Assessments
as delegate for the Secretary

ATTACHMENT A: KEY ISSUES

General

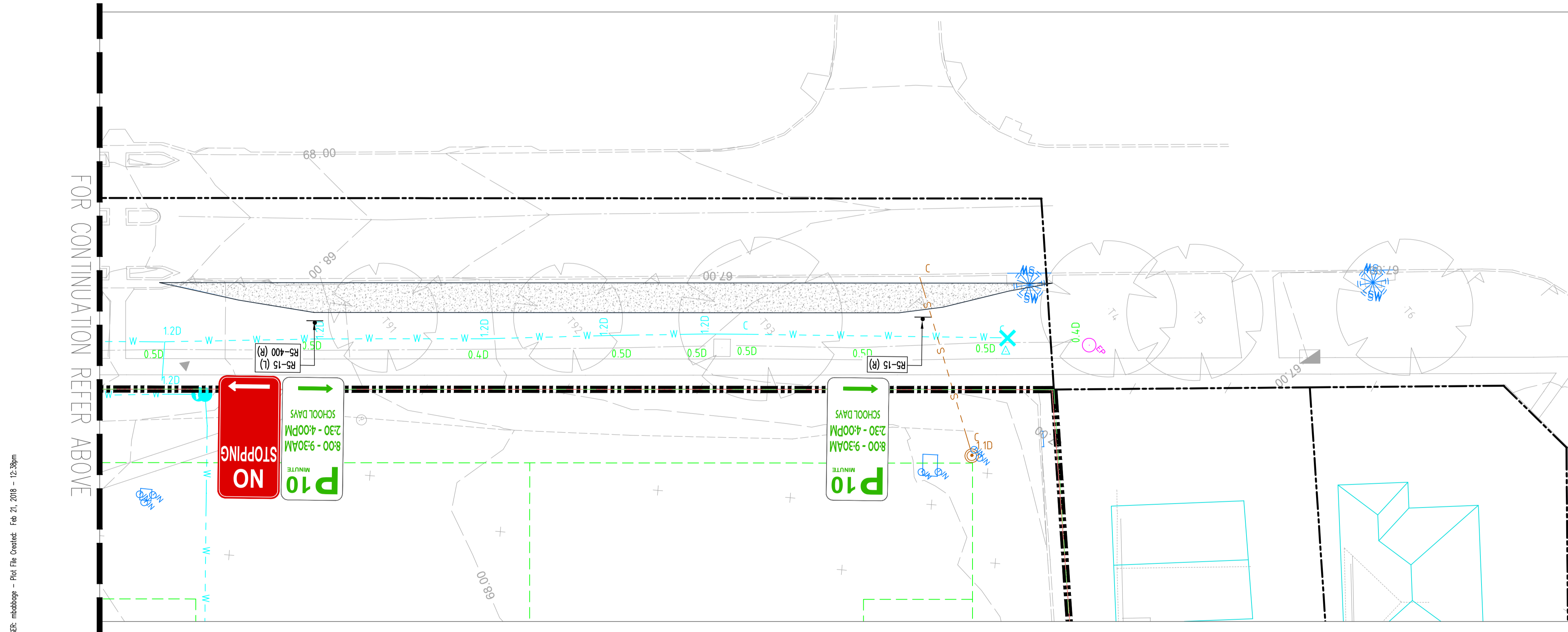
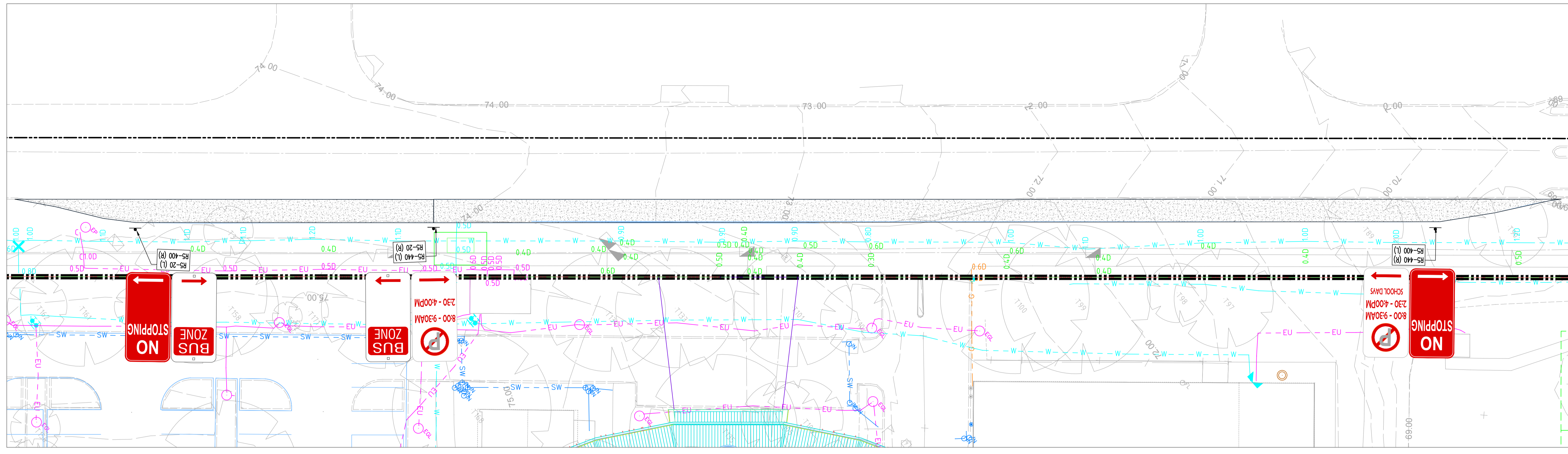
- The EIS should demonstrate the proposal's response to the Design Quality Principles of Schedule 4 of the State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017, with reference to the GANSW Design Guide for Schools document.
- Should there be a need to carry out construction outside of standard construction hours, this should be explained and appropriately justified.
- No details have been provided demonstrating agreements have been reached with other agencies or organisations for the proposed community uses of the site outside of school hours. Sufficient information must be provided, detailing what the likely uses are including an assessment of the likely traffic/transport noise and vehicular impacts these uses would have.
- The extent of the external landscaping should be clarified. Landscape plans must provide sufficient information to evaluate the extent of tree removal and replacement tree planting.
- Clarification of bicycle parking (location, spaces, end of trip facilities), footpath levels, gradients and widths and internal circulation corridors should be provided.

Traffic and Access

- The EIS must identify the timing for the widening of Smalls Road for the provision of drop-off and pick-up facilities and the responsible organisation to deliver and manage such work.
- The traffic and parking impacts of the proposed connection to Lavarack Street must be assessed. The proposed operation of the connection should be in consultation with Council.
- The EIS should provide a concept plan for the signage and line-marking required to accommodate pick-up/drop-off, bus layover and any other traffic or parking control devices.
- As highlighted by Council, consideration should be given to the existing traffic conditions along Lavarack Street with the impact of additional vehicle movements and associated pedestrian conflicts. The EIS should review the potential impact on Lavarack Street resulting from the proposed pedestrian access for school pick-up and drop-off and propose necessary mitigation measures to ensure the pedestrian safety is not compromised.
- The Transport and Accessibility Impact Assessment report must include a swept path analysis to demonstrate the adequacy of the service and loading area to cater for anticipated service vehicles.

Appendix B – Drop-off and Pick-Up Area

Concept Signage and Line Marking Plan



PLAN INDICATIVE OF SIGNAGE TYPES AND RESTRICTIONS ONLY
 CIVIL ENGINEER TO CONFIRM KERB ALIGNMENT AND SIGNPOST LOCATIONS

Reference: T01.dwg - USST - mshaboo - Plot File Created: Feb 21, 2018 - 12:38pm

A1	0	1	2	3	4	5	6	7	8	9	10
----	---	---	---	---	---	---	---	---	---	---	----

Rev	Description	Eng	Draft	Date	Rev	Description	Eng	Draft	Date	Rev	Description	Eng	Draft	Date
P1	PRELIMINARY	MB	MB	21.02.18										

Architect
Conrad Gargett
 SUITE C3.18 / 22-36 MOUNTAIN STREET
 ULTIMO NSW 2007

Traffic Engineer
TTW Taylor Thomson Whitting
 612 9439 7288 | 48 Chandos Street St Leonards NSW 2065

Project
SMALLS ROAD PUBLIC SCHOOL

Sheet Subject
**DROP-OFF AND PICK-UP BAY
 PROPOSED RESTRICTIONS
 SIGNAGE PLAN**

Scale: A1
 1:100, 1:20
 Drawn: MB
 Authorised:
 Job No: 161375
 Drawing No: T01
 Revision: P1
 Plot File Created: Feb 21, 2018 - 12:38pm

PRELIMINARY