

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.

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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.

Proposed Pipes

Proposed Pits

Legend



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