PB

Based on appendix appendix L – Future SIDRA results I OBJECT

MOVEMENT SUMMARY

Site: 6 [6. Camden Valley Way/ Catherine Fields Rd - AM (Site Folder: 2026 Base)]

Camden Valley Way/ Catherine Fields Road
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 140 seconds (Site U

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m
South: Catherine Fields Rd										
1	L2	6	8.1	6	8.1	0.093	75.9	LOS F	0.5	3.8
2	T1	6	8.1	6	8.1	*0.093	66.3	LOS E	0.5	3.8
3	R2	27	8.1	27	8.1	0.309	80.8	LOS F	1.2	8.8
Approach		40	8.1	40	8.1	0.309	77.7	LOS F	1.2	8.8
East: Camden Valley Way										
4	L2	21	8.1	21	8.1	0.030	14.1	LOS A	0.4	3.7
5	T1	1798	8.7	1798	8.7	0.719	14.5	LOS B	22.8	170.5
6	R2	68	8.1	68	8.1	*0.260	48.6	LOS D	1.5	11.1
Approach		1887	8.6	1887	8.6	0.719	15.8	LOS B	22.8	170.5
North: Catherine Fields Rd										
7	L2	32	8.1	32	8.1	0.099	49.3	LOS D	1.0	7.2
8	T1	3	8.1	3	8.1	0.024	66.1	LOS E	0.1	0.9
9	R2	47	8.1	47	8.1	*0.548	82.4	LOS F	2.1	15.5
Approach		82	8.1	82	8.1	0.548	69.1	LOS E	2.1	15.5
West: Camden Valley Way										
10	L2	38	8.1	38	8.1	0.038	12.7	LOS A	0.4	3.2
11	T1	2111	8.3	2111	8.3	*0.975	64.0	LOS E	56.6	424.1
12	R2	11	8.1	11	8.1	0.104	77.4	LOS F	0.4	3.3
Approach		2159	8.3	2159	8.3	0.975	63.1	LOS E	56.6	424.1
All Vehicles		4168	8.5	4168	8.5	0.975	41.9	LOS C	56.6	424.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the I
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movement

MOVEMENT SUMMARY

Site: 6 [6. Camden Valley Way/ Catherine Fields Rd - AM (Site Folder: 2026 Base + Stage 1 (320 Students))]

Network: N101 [AM (Network Folder: 2026 Base + Stage 1 Dev)]

Camden Valley Way/ Catherine Fields Road
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 140 seconds (Site User-Given Phase Times)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Catherine Fields Rd														
1	L2	6	16.7	6	16.7	0.170	78.0	LOS F	0.9	7.0	0.97	0.70	0.97	29.6
2	T1	15	20.0	15	20.0	*0.170	68.4	LOS E	0.9	7.0	0.97	0.70	0.97	20.2
3	R2	27	7.7	27	7.7	0.308	80.8	LOS F	1.2	8.7	1.00	0.72	1.00	28.1
Approach		48	12.6	48	12.6	0.308	76.7	LOS F	1.2	8.7	0.99	0.71	0.99	26.4
East: Camden Valley Way														
4	L2	21	10.0	21	10.0	0.030	14.1	LOS A	0.4	3.8	0.33	0.54	0.33	60.0
5	T1	1798	8.0	1798	8.0	0.720	14.5	LOS A	22.4	167.2	0.67	0.62	0.67	60.8
6	R2	122	5.3	122	5.3	*0.455	49.6	LOS D	2.7	20.0	0.97	0.75	0.97	25.9
Approach		1941	7.9	1941	7.9	0.720	16.7	LOS B	22.4	167.2	0.68	0.63	0.68	58.2
North: Catherine Fields Rd														
7	L2	81	3.3	81	3.3	0.245	50.7	LOS D	2.5	18.3	0.90	0.75	0.90	53.4
8	T1	12	0.0	12	0.0	0.082	66.9	LOS E	0.5	3.2	0.96	0.66	0.96	48.5
9	R2	88	4.8	88	4.8	*1.000	119.8	LOS F	4.9	36.0	1.00	1.02	1.79	36.3
Approach		181	3.8	181	3.8	1.000	85.5	LOS F	4.9	36.0	0.95	0.88	1.34	43.2
West: Camden Valley Way														
10	L2	82	4.0	82	4.0	0.074	12.8	LOS A	0.8	6.3	0.39	0.66	0.39	52.8
11	T1	2111	8.0	2111	8.0	*0.983	68.9	LOS E	59.3	442.5	1.00	1.16	1.28	32.1
12	R2	11	10.0	11	10.0	0.105	77.5	LOS F	0.4	3.3	0.98	0.68	0.98	28.4
Approach		2203	7.9	2203	7.9	0.983	66.9	LOS E	59.3	442.5	0.98	1.14	1.25	32.2
All Vehicles		4374	7.8	4374	7.8	1.000	45.5	LOS D	59.3	442.5	0.84	0.90	1.00	40.7

Also based on Appendix L – tables 27 & 28 – I OBJECT

TABLE 27: SCENARIO 4: 2031 MODEL + STAGE 2 RESULTS

Intersection	Control Type	Period	Average Delay (sec)	Degree of Saturation	Level of Service
Bringelly Road/ Allenby Road	Priority	AM Peak	8.0	0.267	LOS A
		PM Peak	7.9	0.322	LOS A
Barry Avenue/ Deepfields Road/ Catherine Fields Road	Priority	AM Peak	11.2	0.201	LOS A
		PM Peak	13.4	0.259	LOS A
Catherine Fields Road/ School Entry	Priority	AM Peak	5.1	0.345	LOS A
		PM Peak	5.7	0.374	LOS A
Catherine Fields Road/ School Exit	Priority	AM Peak	10.8	0.36	LOS A
		PM Peak	9.3	0.353	LOS A
Catherine Fields Road/ Springfield Road	Priority	AM Peak	11.4	0.192	LOS A
		PM Peak	12.9	0.169	LOS A
Camden Valley Way/ Catherine Fields Road	Signalised	AM Peak	108	1.541	LOS F
		PM Peak	103.5	1.575	LOS F
Catherine Fields Road/ Chisholm Road	Priority	AM Peak	8.3	0.053	LOS A
		PM Peak	8.1	0.043	LOS A

TABLE 28: 2031 BASELINE RESULTS

Intersection	Control Type	Period	Average Delay (sec)	Degree of Saturation	Level of Service
Bringelly Road/ Allenby Road	Priority	AM Peak	7.9	0.190	LOS A
		PM Peak	7.8	0.244	LOS A
	Priority	AM Peak	10.2	0.136	LOS A

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Barry Avenue/ Deepfields Road/ Catherine Fields Road		PM Peak	11.3	0.186	LOS A
Catherine Fields Road/ School Entry	Priority	AM Peak	6.4	0.112	LOS A
		PM Peak	6.7	0.14	LOS A
Catherine Fields Road/ School Exit	Priority	AM Peak	7.2	0.002	LOS A
		PM Peak	7.9	0.002	LOS A
Catherine Fields Road/ Springfield Road	Priority	AM Peak	8	0.117	LOS A
		PM Peak	8.8	0.099	LOS A
Camden Valley Way/ Catherine Fields Road	Signalised	AM Peak	91.1	1.108	LOS F
		PM Peak	83.8	1.037	LOS F
Catherine Fields Road/ Chisholm Road	Priority	AM Peak	6.1	0.038	LOS A
		PM Peak	5.9	0.032	LOS A

"As is evident from Table 27, the signalised intersection of Camden Valley Way and Catherine Fields Road will operate at Level of Service (LoS) F"

F	More than 70	Unsatisfactory and requires additional capacity.	Unsatisfactory and requires other control mode or major treatment

- Stage 2: 2031, 652 students (42 ELC, 600 School, 10 SSP), 33 FTE Staff

If the Level of Service at 652 students at Stage 2 is 'unsatisfactory and requires other control mode or major treatment', what is the applicant going to do to overcome this before proceeding to Stage 3 with even more cars creating even more traffic?

Later in the report on page 94 this Level of Service statement is contradicted by saying:

- For the scenario for the Years 2031 and 2035, it is expected that the Camden Valley Way/ Catherine Fields intersection will operate at LoS F during peak hours with or without the proposed School.
- Therefore, it can be determined that the increase in traffic associated with the surrounding developments will cause extenuating impacts on the performance of the Camden Valley Way/ Catherine Fields intersection, with the approaching volumes exceeding the capacity at this intersection.

The crash data on page 35 shows all except one accident occurred in daylight. With a greater volume of cars travelling in the same peak time, this can only be expected to increase dramatically.

Based on the following, I OBJECT

3.4 Active Transport

3.4.1 Pedestrian Network

Currently, there are no provisions for footpaths along the Catherine Fields Road frontage in the northern or southern directions. As part of the Council's Pedestrian Access and Mobility Plan (2014), there is no anticipated footpath works planned for the Catherine Field area.

In the longer term, it is anticipated that future provisions relating to the residential development potential of the Catherine Field North Precinct will facilitate the growth and expansion of the footpath network and provide adequate connectivity through the locality.

3.4.2 Cycling Network

At present, there is limited cycling connectivity through the Catherine Field area, having regard for provisions immediate to the Site along Catherine Field Road, nor are there any plans for future provisions for cycling.

Regarding pedestrian footpaths within the broader area, this is an ongoing issue to be resolved by Council as part of the master planning of the urbanisation of Catherine Fields. In the case of the proposed development, the School will draw on a wide geographical catchment that will heavily rely on private transport.

It has been repeated constantly throughout the documents that this section of Catherine Field is not evident in any current zoning or development plans. How can assumptions be made by guessing? The proposal should not rely on Council to implement pedestrian footpaths for their development.

Parking inconsistencies

Throughout all reports, there are inconsistenices around exactly how many car parking spaces are provided.

It also appears that there is no clear “staff car parking”, “student parking” or “ELC parking”. More or less it will be a battle of parking spaces for everyone.

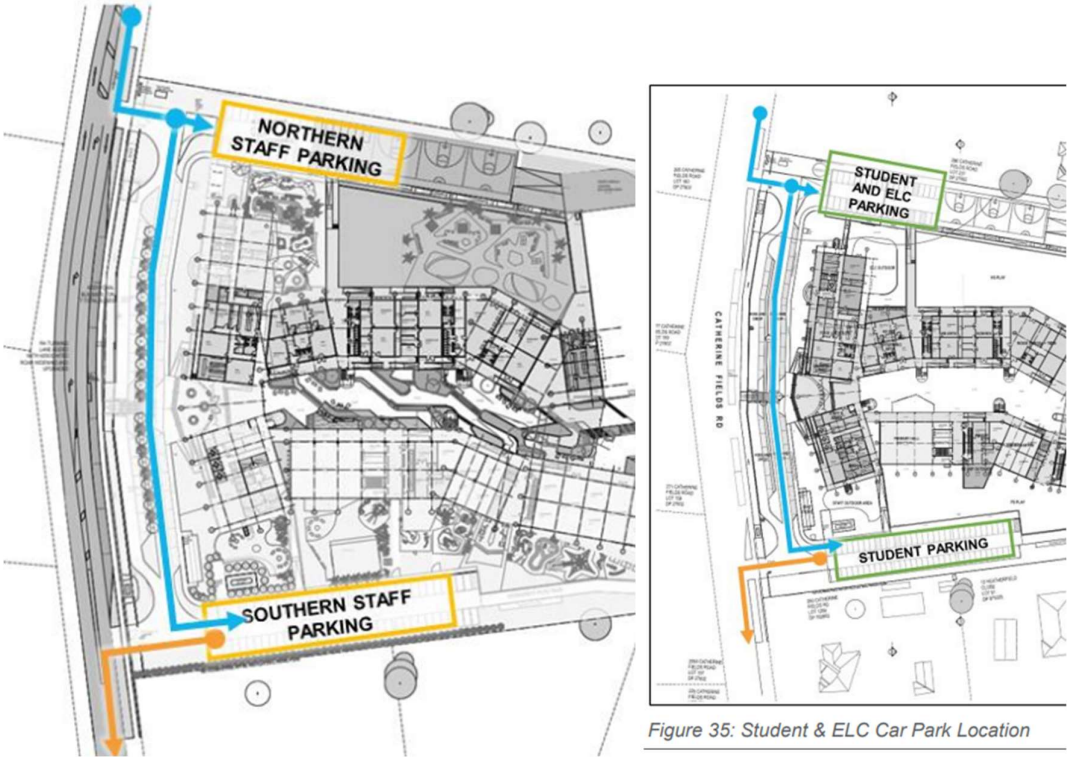


Figure 35: Student & ELC Car Park Location

Appendix L – 5.3.4 The applicant proposes a bus bay for Public buses, yet the bus routes that are currently used do not go past the site!

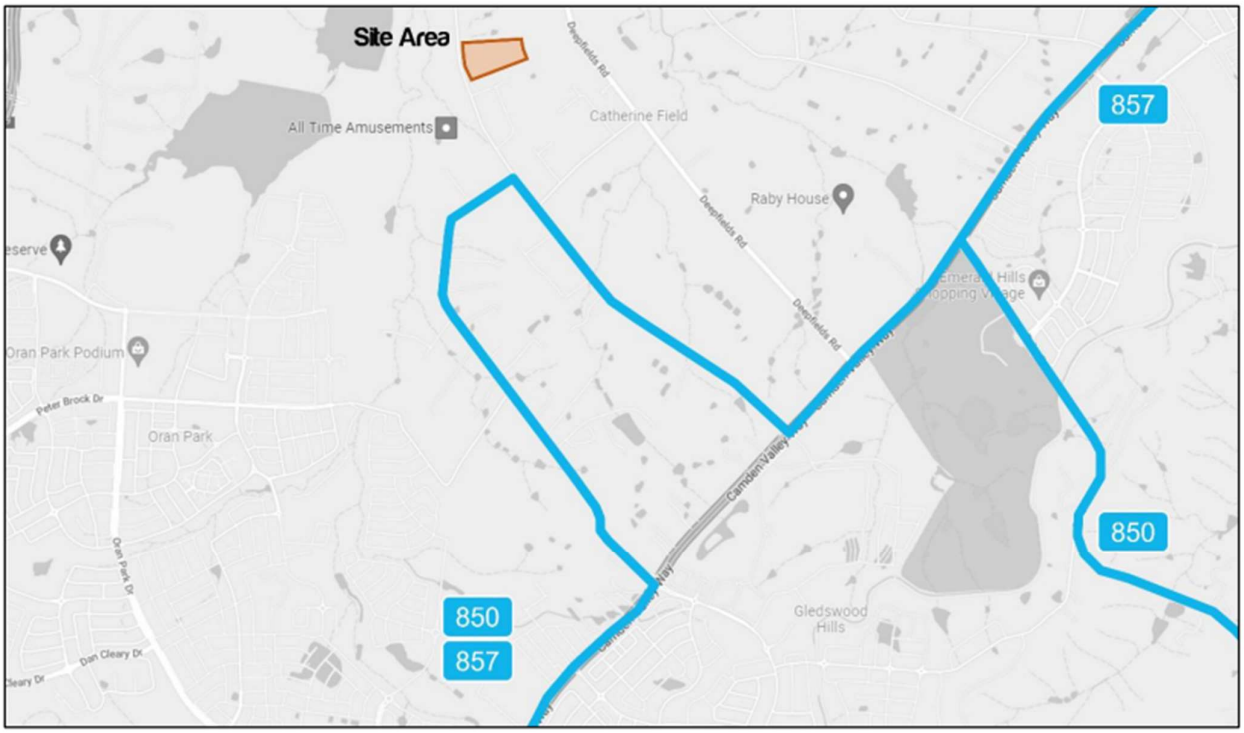


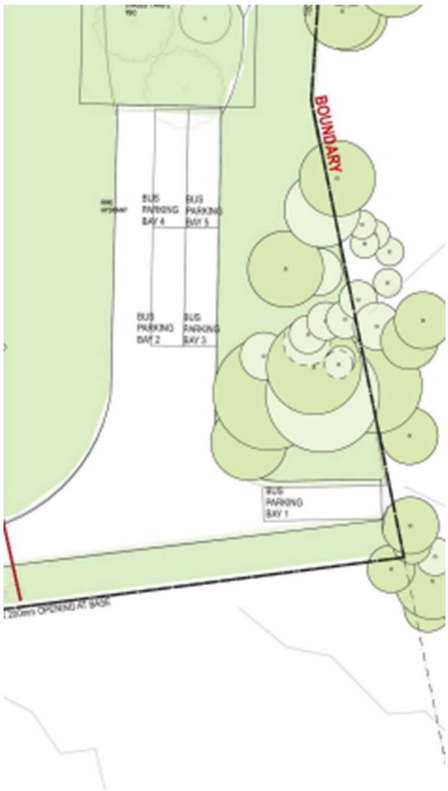
Figure 16: Catherine Fields Bus Routing

Appendix L – 5.3.5 The applicant proposes “one” private chartered bus. Please explain why there are provisions for not one but “five” bus parking bays in Appendix B?

5.3.5 Private Chartered Bus

The School has proposed to arrange for the services of one private chartered bus for exclusive school use with the bus parked on school grounds when not in use. The bus will utilize the eastern lane in the school kiss and ride area to drop off / pick up students and then proceed to the back of the school to be parked until required as shown in **Figure 36**.

Note that the chartered bus drop off / pick up time will be staggered away from the main kiss and ride utilization times to ensure kiss and ride traffic is not impacted by bus access.



Stage 3 will generally involve the construction of:

- Right turning land and associated road widening along Catherine Fields Road

Why is this being planned for Stage 3 when the school will be at its full capacity?

Overall, it is assumed that the application is merely proposing a reduced student number to get the approval. The size of the site predicts that the applicant is planning on hosting many more students in the future. The land isn’t zoned for this size of development, the roads are not built for the increased traffic it will generate. I strongly OBJECT to this development until suitable infrastructure is existent.