



Mr. Andrew Beattie
Team Leader
School Infrastructure Assessments
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Navdeep Shergill

Dear Mr. Beattie,

**Kent Road Public School Redevelopment, 126 Kent Road, Marsfield (SSD 9344)
Notice of Exhibition**

Thank you for your letter dated 19 November 2018 requesting Transport for NSW (TfNSW) comment on the subject State Significant Development (SSD) application.

TfNSW has reviewed the exhibited Environmental Impact Statement (EIS) supporting the proposed development. Comments on the proposal have been provided in **TAB A** for your consideration.

Following the receipt of additional information, further comments would be provided, if necessary, and suggested draft conditions of consent.

Thank you again for the opportunity of providing advice for the above development application. If you require any further information, please don't hesitate to contact Ken Ho, Transport Planner, via email at ken.ho@transport.nsw.gov.au.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Mark Ozinga'.

20/12/2018

Mark Ozinga
**Principal Manager, Land Use Planning & Development
Freight, Strategy & Planning**

Objective Reference: CD18/10804

TAB A – Detailed comments on SSD 9273

The following detailed comments are provided based on a review of the following documents:

- Ethos Urban, *Environmental Impact Statement: Kent Road Public School Redevelopment*, 1 November 2018.
- Transport and Traffic Planning Associates, *Kent Road Public School, Marsfield Proposed School expansion: Traffic and Transport Impact Assessment*, November 2018.

Travel survey data

Comment:

Section 4.2 of the transport assessment indicates that reasonable student sample survey data was obtained to inform the student mode share distribution and refers to the survey outcomes being provided in Appendix F. However, this section of the report refers to on-street parking survey data, which is unrelated to travel mode share.

Recommendation:

The Applicant should provide the survey outcomes as stated within the transport assessment.

Trip generation assumptions

Comment:

The assessment incorrectly estimates the private vehicle trip generation of existing and future trips based on drop-off/pick-up behaviour of parents/guardians.

The existing trip generation of 446 and 358 vehicle trips during the respective AM and PM peak periods has been based on the survey results of the number of students arriving/departing by car. This has been factored by the number of students being picked up/dropped off by a single vehicle.

It should be noted that a pick-up/drop-off activity consists of the following:

- An arrival trip from an origin with the vehicle consisting of a driver and passengers (the student/s)
- Parking/stopping of vehicle once appropriate kerbside space is located
- Student(s) embarks or departs the vehicle
- The vehicle driver departs to their new destination

The above generally occurs within a single hour and therefore any student arrival or departure would result in a total of 2 trips. This has not been considered in this assessment.

Recommendation:

The traffic analysis should be revised to account for inbound and outbound trips associated with pick-up/drop-off occurring within the same hour. The subsequent intersection analysis should be revised in response to the revised trip generation assumptions.

Assessment of 'kiss-and-ride' facility

Comment:

The traffic assessment notes the following:

- There is an existing 'kiss-and-ride' facility for 8 parking spaces along Kent Road
- The turnover rate of 1 parking space in this facility assumed to be 150 seconds (120 second parking duration with 30 seconds to allow for vehicle changeover)
- Subsequent service capacity of 192 vehicles per hour, which can be calculated as follows:
 - $\text{Service capacity} = \frac{8 \text{ (number of spaces)} \times 3600 \text{ (seconds in an hour)}}{150 \text{ seconds (sec/veh)}}$

It should be noted that the above assumes that arrivals occur uniformly over the hour prior to school start. This assumption should be verified. Previous assessments, such as the one undertaken for the Alexandria Park Community School, have found that the majority of drop-off and pick-up movements occur shortly before and shortly after school.

However, it should be recognised that parents/guardians have preferences as to how pick-up/drop-off is undertaken and that not all trips would use the 'kiss-and-ride' facility.

Recommendation:

DP&E should note the above when considering the merits of the findings of the traffic assessment supplied with the application.