



Mr David Gibson
Team Leader
Social Infrastructure Assessments
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Dear Mr Gibson

**Oran Park High School and Expansion of Oran Park Public School, Oran Park
Notice of Exhibition – (SSD 7968)**

Thank you for your letter dated 13 April 2017 requesting Transport for NSW (TfNSW) comment on the above proposal.

Roads and Maritime Services will provide a separate response.

TfNSW has assessed the relevant documentation provided and requests additional information to undertake our assessment. Key comments on the State Significant Development are provided as follows:

- The TIA estimates that 90% of staff will travel to the school as a vehicle driver. This would therefore result in 169 vehicle movements to the site and generate a parking demand accordingly. The provision of 10 parking spaces would result in a deficiency of 159 parking spaces resulting in staff using on-street kerbside parking. TfNSW advises that dedicated staff car parking should be provided to accommodate the expected parking demand.
- Further to the above, the TIA does not include an analysis of the likely parking areas to be utilised to accommodate on-street parking demands (including pick-up/drop-off, bus services and all day staff/student parking) or an assessment of the impact of these on-street parking demands on the local road network.
- It is unclear from the TIA as to whether the percentage pick-up/drop off mode share of the public school students have been based on current enrolments or the maximum student capacity. The TIA also does not provide any assumptions on vehicle occupancy, which would be a key component in justifying the percentage of students being picked-up or dropped-off.
- Holden Drive, along the site's frontage, will be used for bus services and the TIA estimates that the Holden Drive connection to Oran Park Drive would be completed prior to operation of the proposed development. TfNSW recommends that the proponent engage with Council to ensure that the delivery of the link aligns with the opening of the school site to avoid any potential accessibility issues for buses.

TfNSW requests that the applicant consults with TfNSW in relation to issues identified in this letter. Detailed comments regarding the request for further information/clarification can be found in **TAB A**, other comments for consideration is included in **TAB B** and suggested Conditions of Consent provided in **TAB C**. TfNSW would be pleased to consider any further material forwarded from the applicant.

If you require clarification of any issues raised, please contact Ken Ho, Transport Planner on 8202 2426 or via email at ken.ho@transport.nsw.gov.au.

Yours sincerely



7/6/17

Mark Ozinga

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

CD17/04518

TAB A – Request for Further Information/Clarification

Parking Provisions

Comment

The proposed high school is estimated to have 158 staff and the expansion of the public school will increase the number of staff by 30. A total of 10 parking spaces are proposed as part of the high school and no additional parking spaces to accommodate the increased staffing numbers at the public school. The TIA estimates that 90% of staff will travel to the school as a vehicle driver. This would therefore result in 169 vehicle movements to the site and generate a parking demand accordingly.

Noting the above, the provision of 10 parking spaces would result in a deficiency of 159 parking spaces resulting in staff using on-street kerbside parking. Assuming that each on-street parking space would require approximately 6m of kerbside, the proposed development would result in approximately 950m of kerbside road length for staff parking. TfNSW advises that dedicated staff car parking should be provided to accommodate the expected parking demand.

Based on the estimated modal splits (as stated in Section 3.6 of the TIA) and future staff/student population, the on-street all day parking demand could be estimated as follows:

- 159 parking spaces generated by staff; and
- 60 parking spaces generated by Year 12 students.

The TIA does not include an analysis of the likely parking areas to be used to accommodate this demand or an assessment of the parking impact on the local road network.

Recommendation

TfNSW requests that the proponent:

- Provide adequate dedicated (on-site or off-site) car parking to accommodate the expected staff parking demand.
- Provides an updated TIA which includes:
 - An analysis of the likely parking areas to be utilised to accommodate on-street parking demands (including pick-up/drop-off, bus services and all day staff/student parking); and
 - An assessment of the impacts of on-street parking on the local road network, including bus services.

Pick-up/Drop-off Mode Share

Comment

Traffic counts were undertaken in November 2016, which was used to justify that:

- 40-45% of students at the public school would be dropped off in the morning;
- 30% of students would be picked up in the afternoon (after school); and
- 10-15% of students would be picked up in the late afternoon (after school care).

The statistical data provided from the 'My School'¹ website (published by the *Australian Curriculum, Assessment and Reporting Authority*) indicates that in 2016, there was a total enrolment of 469 students. It is unclear from the TIA as to whether the percentage pick-up/drop off mode share of students have been based on current enrolments (at the time of traffic surveys) or the maximum capacity of 704 students.

Furthermore, the TIA does not provide any assumptions on vehicle occupancy, whereby a driver could be carrying more than one student within the vehicle. As such, vehicle occupancy would be a key component in justifying the percentage of students being picked-up or dropped-off.

Reference should be made to recent traffic assessments undertaken for the O'Connell Street Public School, Parramatta (SSD 7372) and Kellyville South Public School, Kellyville (SSD 7787), specifically:

- *Supplementary Traffic and Parking Assessment*, dated 23 January 2017, prepared by Parking & Traffic Consultants (PTC Report); and
- *Traffic Impact Assessment*, dated 1 March 2017, prepared by Traffix (Traffix Report).

The PTC Report undertook surveys of 4 junior public schools, which resulted in the following transport characteristics:

- An average car mode share of 67%; and
- A vehicle occupancy of 1.63 (passengers per vehicle).

The Traffix Report mentioned that surveys were undertaken of 6 junior public schools, which justified the adoption of the following transport characteristics:

- A car mode share of 60%; and
- A vehicle occupancy of 1.8 (passengers per vehicle).

Having regard for the above, the car mode share adopted within the TIA could result in an underestimation of the traffic and parking demands generated by the public school.

Recommendation

TfNSW requests that the proponent:

- Provides further information with regards to the analysis undertaken to justify the pick-up/drop off mode share of students for the morning and afternoon periods.

¹ My School – School Profile: Oran Park Public School (2016)
<https://www.myschool.edu.au/SchoolProfile/Index/113701/OranParkPublicSchool/50703/2016>

TAB B – Other Comments

Holden Drive Connection to Oran Park Drive

Comment

The TIA indicates that Holden Drive, along the site's frontage, will be used for bus services and estimates that the Holden Drive connection to Oran Park Drive would be completed prior to operation of the proposed development. However, should the link not be completed, TfNSW advises that this would have a detrimental impact on the ability of buses to serve the school site.

Recommendation

TfNSW recommends that the proponent engage with Council to ensure that the delivery of the link aligns with the opening of the school site to avoid any potential accessibility issues.

End-of-Trip Cycling Facilities

Comment

Section 3.7 of the TIA indicates that at least 100 bicycle parking spaces would be provided and that end of journey facilities, including lockers and showers, will be provided for staff. However, no mention is made of the quantity of end-of-trip facilities that would be provided to accommodate expected staff demands.

Recommendation

TfNSW requests that the proponent:

- Provides bicycle parking and end of trip facilities for staff, students and visitors in accordance with Camden Council Development Control Plans, Australian Standards and Cycling Aspects of Austroads Guide in terms of type, quantum, location and dimensions.
- Locate bicycle facilities in secure, convenient, accessible areas close to main entries, incorporating adequate lighting and passive surveillance and in accordance with Austroads guidelines.

TAB C – Recommended Conditions of Approval

TfNSW recommends that the DP&E include the following conditions should the proposed development be approved:

Construction Pedestrian Traffic Management

Recommended Condition:

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;
- (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).

Reason:

To appropriately manage and minimise construction traffic impacts on the surrounding road network and local community having regard for the cumulative construction impacts of developing greenfield sites.

Green Travel Plan

Recommended Condition:

As part of the ongoing operation of the school, the Green Travel Plan at Appendix C of the Oran Park High School and Oran Park Public School Traffic Report, prepared by Woolacotts Consulting Engineers (30 March 2017), must be implemented accordingly and updated annually.

Reason:

To ensure sustainable transport outcomes and achieve the overall strategic planning objectives in the:

- NSW Long Term Transport Master Plan 2012;
- Sydney's Bus Future 2013;
- Sydney's Cycling Future 2013; and
- Sydney's Walking Future 2013.