

4 December 2014

Peter McManus
Key Sites
Department of Planning & Environment
23-33 Bridge Street
Sydney NSW 2000

Your Ref: SSD 6339

Dear Peter,

Re: St Catherine's School Master Plan

Randwick City Council appreciates the opportunity to comment on the proposed Master Plan and Stage 1 development for St Catherine's School. The project is identified as a State Significant Development (SSD) given that it is an educational establishment with a capital investment value of more than \$30 million. The Minister for Planning or her delegate (the PAC) is the consent authority for the proposal.

The subject site, with an area of 22,290m², is located at 26 Albion Street, Waverley. Council notes that the development application seeks consent for the following works:

- Part 1 – Conceptual approval for a Campus Master Plan that comprises demolition works, new buildings, alterations and additions, access arrangements, circulation and landscaping
- Part 2 – Detailed design approval or Stage 1 of the Campus Master Plan comprising construction of the new Research, Performing Arts and Aquatic Centre (RPAC).

While noting that the school site does not directly border Randwick LGA, Council wishes to raise the following comments relating to its traffic and parking impacts on Randwick City.

Traffic

The Traffic and Transport Assessment Report attached to the Environmental Impact Statement (EIS) indicates that in the operational phase, there is a forecast increase in peak hour traffic of 172 cars in the AM peak hour, 150 cars in the PM peak hour and 79 cars in the weekend peak hour, due to the expected increase in student and staff population and the use of the proposed RPAC facility.

Following an examination of the traffic data provided, Council considers that these additional traffic flows would not cause significant impacts on the local road network of Randwick City.

Issues and recommendations

In terms of construction traffic, two of the three main construction vehicle routes will directly impact upon Randwick residents and the Randwick Junction Town Centre. It is therefore suggested that heavy vehicles avoid using local roads in Randwick City and access the development site via Moore Park Rd, Sydney Einfeld Dr and Carrington Rd.

The proposed measures (e.g. a Work Place Travel Plan - WPTP) to encourage active transport modes are supported. The EIS notes that a WPTP will be developed to reduce need to travel, improve non-car travel methods and make efficient use of car parking spaces. Council recommends that the objectives and measures identified to guide the preparation of the WPTP (as outlined in Section 7.1.2, Appendix I) be reviewed and expanded to provide sufficient incentives and supporting facilities for effective implementation of the WPTP.

Parking

13 new community events (with external visitation) are expected to occur in the proposed Performing Arts Auditorium, with frequency varying from 1 day/year to 6 days/year. The EIS notes that 8 of these events are likely to have a capacity of 500 and a parking demand of 160 spaces is anticipated for each of these large capacity events. With 47 spaces available in the basement, 113 cars would need to park on-street. The EIS indicates that this on-street parking demand can be met by car spaces available within 5 minutes' walk of the venue (204 spaces between 7:30pm and 8pm). Council notes that this 5-minute walking catchment extends to Randwick LGA, including various residential streets (e.g. Fern St, Albion St and Hooper St).

In terms of the use of the proposed Aquatic Centre, it is anticipated that the maximum attendance at any one time is up to 250 and the associated peak parking demand is 113 spaces, which is expected to occur during the weekend. The EIS notes that the on-street parking demand of 66 spaces (with 47 spaces available in the basement) can be met by car spaces available within 5 minutes' walk of the venue (150 spaces between 2:30pm and 3pm).

Issues and recommendations

Council notes that the parking assessment (Section 6.2.2, Appendix I) has not addressed the combined parking demand when the above two facilities are used simultaneously. During the days when there is a major community event (20-25 days per year), it is likely that the total on-street parking demand from uses of the Auditorium and the Aquatic Centre (between 5:30pm and 7pm) could reach 226 ($160+113-47=226$). However, the amount of available parking spaces in the surrounding streets during this time period only ranges from 80 to 140, according to the parking accumulation surveys performed by Lyle Marshall and Associates (in December 2013).

The residential streets toward the north of Randwick have already been under constant pressure due to the high demand of residents/visitors parking and sports field and major events parking (associated with the use of Centennial Park and Queens Park). Council would like to stress that the additional on-street parking demand associated with the proposal will further exacerbate the parking situation of these streets, especially during after-hours events and daytime drop-off and pick-up times.

The EIS only proposes one particular strategy to reduce the reliance of on-street parking for major events, which is to introduce a shuttle bus loop service within the Eastern Suburbs on a route with designated pick-up points. Council advises

that this private shuttle bus service could be difficult to manage given the following practical issues:

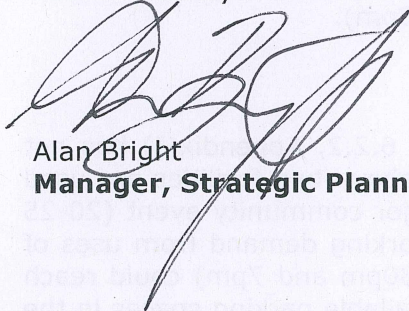
- What is the size/capacity of the bus?
- Who would manage the service?
- How would people know where to board the bus?
- Is this service legally allowed to use STA Bus Stops? If not, where would it pick up/set down?
- How would a single bus deal with the sudden influx of passengers at the conclusion of an event?

Council is of the view that the proposed shuttle bus service would not effectively reduce the reliance of on-street parking during major events. Concurrent with the provision of additional on-site parking and the shuttle bus service, the school should explore other initiatives to enable effective and ongoing implementation of the Car Pooling Program and the Work Place Travel Plan. This may include incentives for students, staff and visitors to catch public transport and end-trip facilities, such as designated parking spots for car sharing/pooling schemes.

Additionally, the school should be required to set up an independent monitoring scheme of staff and parents parking in accordance with the objectives set in the WPTP. A quarterly report should be published detailing successes, failures and proposed ongoing methods for improvement. The school should also be required to commit to meetings with Waverley Council officers so that these published reports can be examined and, if required, further actions can be initiated.

I trust that Council's comments will be taken into consideration prior to the determination of the application. Should you have any questions regarding Council's submission, please contact Ting Xu, Environmental Planning Officer, on 9399 0890.

Yours sincerely



Alan Bright
Manager, Strategic Planning