



Ms. Karen Harragon
Director
Social and Other Infrastructure Assessments
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Peter McManus

Dear Ms. Harragon,

**Alexandria Park Community School Redevelopment,
Park Road, Alexandria (SSD 8373)
Notice of Exhibition**

Thank you for your letter dated 11 December 2017 requesting Transport for NSW (TfNSW) comment on the above State Significant Development (SSD) application.

The proposed redevelopment will provide a K-12 educational campus that can accommodate for up to 2,200 students (1,000 primary school students and 1,200 secondary school students) and 200 staff. This will be an increase from the current 600 students and 54 staff currently attending and working at the school, respectively.

TfNSW has reviewed the exhibited Environmental Impact Statement (EIS) supporting the proposed development and provide the following comments.

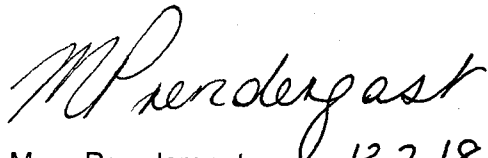
- A significant portion of student pick-up/drop off will occur along Park Road; a dead-end road without a cul-de-sac. The Transport Assessment should assess whether vehicles can turn around at the end of Park Road within a single movement. Appropriate parking restrictions and/or a cul-de-sac should be proposed by the Applicant if the assessment determines that this cannot be achieved.
- Prior to commencement of school operations with expanded student capacity, the proponent should provide additional data and the proposed student catchment area to determine the likely demands on the transport network (all modes). The student catchment area and travel data provided to TfNSW will assist with future bus service planning.
- To accommodate future demand for bus services, additional bus pick-up/drop-off zones should be provided, which may include additional bus stands in Park Road and Power Avenue. This should be undertaken in consultation with the Sydney Coordination Office. Any impacts to kerbside uses on Park Road and Power Avenue should be identified and mitigated.
- Updated mode share data of staff travel to work should be provided by the Applicant to estimate the on-street parking demands.
- The Transport Assessment should provide details on the likely on-street staff parking impacts as a result of the increased staff numbers. Further justification should be provided for the proposed parking provision and adequacy to accommodate the future demand, given the existing parking supply constraints.

Further detailed comments, which expand upon the above points, have been provided in **TAB A**.

In addition to the above, it is recommended that DP&E include the conditions of consent provided in **TAB B**.

Thank you again for the opportunity of providing advice for the above development application. If you require clarification of any issue raised, please don't hesitate to contact Mark Ozinga, Principal Manager Land Use Planning and Development on 0439 489 298.

Yours sincerely

A handwritten signature in black ink, appearing to read 'M Prendergast', with a date '13.2.18' written to its right.

Marg Prendergast
Coordinator General
Transport Coordination

Objective Reference: CD17/13720

TAB A – Detailed Comments on State Significant Development Application

The following comments have been provided based on the review of the exhibited Environmental Impact Statement.

Vehicle Turn Around at the end of Park Road

Comment

A significant portion of student pick-up/drop off will occur along Park Road; a dead-end road without a cul-de-sac. Departing parents/carers will likely turn around at the end of Park Road. It is unclear if u-turn movements could be undertaken within a single forward movement, having regard for the existing road geometry and the existing kerbside parking restrictions. This may result in vehicles having to undertake three-point turns to depart, which reduces safety and the efficiency of pick-up/drop-off.

Recommendation

The Transport Assessment should assess whether vehicles can turn around at the end of Park Road within a single movement. Appropriate parking restrictions and/or provision of a cul-de-sac should be proposed by the Applicant if the assessment determines that this cannot be achieved.

Bicycle Parking

Comment

The proposed location of bicycle parking spaces within the staff parking areas would compromise student safety as vehicle movements within the car park could conflict with bicycle movements. Furthermore, Clause 2.5.1 of AS 2890.3: *Parking Facilities for Bicycle Parking* recommends that bicycle parking be located clear of driveway entrances/exits.

Recommendation

That bicycle parking should be provided near all site access points and separated from vehicle movements.

Future Bus Services

Comment

The TfNSW Growth Services Program routinely monitors regular bus routes and improvements can be made, subject to demand and funding.

Recommendation

Prior to commencement of school operations with expanded student capacity, the proponent should provide additional data and the proposed student catchment area to determine the likely demands on the transport network (all modes). With particular regard to bus usage, data should also be provided on existing and expected patronage by route. This data could be obtained by travel surveys of existing staff and students, as well as new staff and newly enrolled students.

The student catchment area and travel data provided to TfNSW will assist with future service planning.

Additional Bus Zones

Comment

To accommodate future demand for bus services, additional bus pick-up/drop-off zones should be provided, which may include additional bus stands in Park Road and Power Avenue. This should be undertaken in consultation with the Sydney Coordination Office.

Recommendation

The proponent should consult with the Sydney Coordination Office regarding the need for additional bus pick-up/drop-off zones. Any impacts to kerbside uses on Park Road and Power Avenue should be identified and mitigated.

Staff Parking

Comment

The assessment notes that during the site visit, the existing off-street parking facility (28 spaces) was observed to be fully occupied. This would therefore be a likely indicator that there would be overflow on-street parking.

All new developments should cater for all parking on-site. TfNSW advises that the applicant should not rely on the kerb side restrictions to conduct their business and kerb side restrictions are set to suit the wider needs and are constantly subject to change based on network requirements.

Based on a 68% private vehicle mode share, the parking demands generated by the increased staff numbers would be in the order of 100 parking spaces. The Transport Assessment does not assess the likely on-street staff parking impacts as a result of the increased staff numbers.

Furthermore, the on-street parking surveys, which were undertaken during school holidays, does not provide conclusive evidence that *"vehicles using Park Road predominantly consist of employees of surrounding businesses rather than teachers."* There is the potential that, in the absence of on-street parking demands generated by existing staff, employees of surrounding businesses would be utilising the available capacity.

Recommendation

Updated mode share data of staff travel to work should be provided by the Applicant to estimate the on-street parking demands.

The Transport Assessment should provide details on the likely on-street staff parking impacts as a result of the increased staff numbers. Further justification should be provided for the proposed parking provision and adequacy to accommodate the future demand, given the existing parking supply constraints.

TAB B – Recommended Conditions of Approval

TfNSW requests that DP&E should include the following conditions if the proposed development is to be approved:

Construction Pedestrian Traffic Management

Recommended Condition:

The Applicant shall prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the Sydney Coordination Office within TfNSW. The CPTMP needs to specify, but not to be limited to, the following:

- Location of the proposed work;
- Haulage routes;
- Construction vehicle access arrangements;
- Proposed construction hours;
- Estimated number of construction vehicle movements;
- Construction program;
- Consultation strategy for liaison with surrounding stakeholders;
- Any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works;
- Cumulative construction impacts of other developments. Existing CPTMPs for developments within or around the development site should be referenced in the CPTMP to ensure that coordination of work activities are managed to minimise impacts on the road network;
- Proposed mitigation measures. Should any impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP; and
- The applicant shall provide the builder's direct contact number to small businesses adjoining or impacted by the construction work and the Transport Management Centre and Sydney Coordination Office within Transport for NSW to resolve issues relating to traffic, freight, servicing and pedestrian access during construction in real time. The applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction.

A copy of the final plan shall be submitted to the Coordinator General, Transport Coordination for endorsement, prior to the commencement of any works.

Reason:

Several construction projects are likely to occur at the same time as this development within or near the CBD. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and bus operations, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

The school will remain operational as construction takes place. Site access and adequate parking will need to be maintained as the redevelopment is underway.

Green Travel Plan

Recommended Condition:

As part of the ongoing operation of the school, a detailed Green Travel Plan (GTP), which includes target mode shares for both staff and students to reduce the reliance on private vehicles, shall be prepared in consultation with the Sydney Coordination Office. The GTP 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;
- Draft Future Transport 2056 Strategy;
- Sydney's Bus Future 2013;
- Sydney's Cycling Future 2013; and
- Sydney's Walking Future 2013.

Traffic and Parking Management Plan

Recommended Condition:

The Applicant shall prepare a Traffic and Parking Management Plan, which details the measures to safely manage the daily transport task to/from the school. Traffic management measures that need to be addressed include:

- kerbside vehicle pick-up/drop-off management and orderly vehicle queuing;
- maintaining bus accessibility and student waiting areas;
- safe parent and student behaviour during pick-up/drop-off; and
- safe pedestrian movements to the school entrances, minimising vehicle-pedestrian conflicts.

The plan shall also detail the responsibilities of various personnel executing the plan and include measures to monitor, review the performance and make improvements to the plan. This plan should be implemented as part of the ongoing operation of the redeveloped school.

Reason:

To minimise the risk that the capacity of the proposed short-term parking and pick-up/drop-off zones would be insufficient and manage the high volume of traffic (vehicular and pedestrian) movements, which generally occur within a short timeframe before and after school hours.

Signage Plan

Recommended Condition:

The Applicant shall prepare a detailed signage plan of the proposed changes to kerbside parking restrictions to accommodate the various vehicle movements to/from the development within the local road network. The preparation of the plan should be made in consultation with and approved by the Sydney Coordination Office and City of Sydney Council. The approved kerbside parking restrictions must be implemented to the satisfaction of Council, prior to issue of occupation certificate for Phase 1.

Reason:

Approval would be required from the relevant roads authority for any proposed changes to traffic and parking operations. This condition is to ensure that the additional pick-up/drop-off provisions are available prior to completion of the first stage of works, which would be expected to enable the first increase in student capacity.

Road Safety Evaluation

Recommended Condition:

A Road Safety Evaluation (RSE, refer to *NSW Centre for Road Safety Guidelines for Road Safety Audit Practices and Austroads Guide to Road Safety Part 6: Road Safety Audit*) shall be conducted on all relevant sections of road utilised for bus and private vehicle pick-up and drop-off (i.e. Belmont Street, Buckland Street, Park Road and Power Avenue) within the first three months after date of completion of Phase 1 works.

Appropriate road safety measures and/or traffic management measures shall be implemented based on the outcomes of the RSE in consultation with the City of Sydney Council and Sydney Coordination Office within TfNSW.

Reason:

The traffic and parking demands generated by the increase in student population has the potential to adversely impact road safety and exacerbate any existing road safety issues. The completion of Phase 1 works will result in 75% completion of the redevelopment and as such, will result in a significant increase in student capacity.

Service Vehicle Access

Recommended Condition:

All vehicles servicing the site shall enter and exit in a forward direction.

Reason:

Reversing service vehicles movements from Belmont Street could increase the safety risk having regard for pedestrian, cyclist, and general traffic movements that also occur on the street.