



Your Reference: SSD 7237
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Peter McManus
Department of Planning and Environment
22-23 Bridge Street Sydney
NSW 2000

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Dear Mr McManus

Redevelopment of Parramatta Public and Arthur Phillip High Schools at 80-100 and 175 Macquarie Street, Parramatta.

Thank you for the opportunity to comment on the proposal currently on exhibition.

The City of Parramatta Council would like to raise the following concerns with the information currently provided as part of the application.

Design

It is noted that the scheme is the result of a design competition. The proposal should be reported back to the Jury to ensure consistency with the competition winning scheme.

Further details are required especially in relation to connections with the public domain and fencing. It would be appreciated if the applicants could present to Council so that a greater understanding of the connections can be achieved.

Lane 19

The Council is disappointed that Lane 19 (described in the Parramatta DCP and the Parramatta City Centre Lanes Strategy) has not been incorporated into the school's design.

Lane 19 has strategic benefits both for pedestrian connectivity across the city as well as local benefits, providing back door vehicle and service access to buildings to the north (addressing George St) and east (addressing Charles St). This removes potentially dangerous vehicle cross-overs from primary pedestrian footpaths along George and Charles Street and prioritising pedestrian movement in the city centre going forward. Walkability and pedestrian amenity are key goals for Parramatta City that will support the projected population growth and density in the city centre.

Lane 19 is shown in the Lanes Strategy as an 'L' shape. At the time of writing the DCP it was unknown whether a full east west connection from Barrack Lane through to Charles Street could be achieved through the then separately owned sites. Several years hence, a new lane connecting to Charles Street from the school land has been achieved and , and in conjunction with lane 19 would allow fine grain connectivity from Robin Thomas Reserve, along Union Street through this site across Barrack Lane and potentially all the way to Church and O'Connell Streets. This strengthens the strategic benefit of Lane 19 as a public lane.

We understand that the school has expressed some reservations about allowing public access to this lane for security reasons, both from a 'stranger danger' perspective and vehicle perspective. The school's current master plan shows the designated lane area to be used for private vehicle and parking access for the school and as such student access would need to be restricted to this area. The area has to all intents and purposes been designed as a lane, however only accessible to the school and so not providing the broader benefits that a publically accessible lane would provide for the city.

The intention is that all new lanes are designed and built as high quality pedestrian and vehicular links, well lit and with high levels of passive surveillance, with the appropriate level of overlooking and security cameras as required. New lanes are to have direct views along them and without places which could create security issues. The Parramatta Public Domain Guidelines provide clear setout and design controls for new lanes.

As such the Council wishes to request that the school's site design is adjusted to transform this private single use driveway into the publically accessible lane required in the Council's Planning Documents.

Wind Impacts

It is noted that the Wind Report recommends certain mitigation to ensure that suitable wind conditions can be achieved. The submitted plans don't appear to address this issue. Given that the proposed solutions could have an impact on the overall design it is recommended that this information is provided in detail.

Fencing

Insufficient detail is shown in relation to the proposed fencing. The fencing chosen will have a large impact on the relationship between the public domain and the school and requires further discussion with Council before it is agreed.

Social Impact Assessment (SIA)

The SIA has been prepared by consultants who do not appear to have expertise in social planning. As such, the SIA is limited in the information it provides. This development has a number of social implications which have not been addressed in the SIA. The SIA should be revised to address the following:

1. How will students/teachers be relocated during the demolition/construction phases?
2. How does the school propose to share use of the facilities with the community? This should specifically address the following:
 - What is available for public use and for what purpose? We would like a specific comment on how this will work after hours.
 - How will any arrangements be operationalised?
 - How can we ensure these facilities and surrounding spaces are likely to be lively, exciting and used by the rest of the community outside of school hours?
 - To what degree do the facilities and spaces demonstrate potential for multiple uses?
 - To what degree do the community spaces but also school classroom spaces (such as industrial arts, arts, food technology etc.) lend themselves to being shared by community groups outside of school hours but who may also be able to add value to student learning outcomes through the shared use of these spaces, interactions and relationships built as a consequence?
3. What are the social impacts stemming from the design of the site?
 - Include a specific comment on the accessibility of school spaces and facilities (for people: with disabilities, of diverse ages, from diverse backgrounds and language groups)
 - Recent feedback from young people regarding services available to them indicates a disconnect between the existence of the service and awareness of those services by young people. Does the design of the school enable the potential for services for young people to be co-located so as to extend the amount of wrap-around support available?
4. How are the schools planning to interact with the City and use its facilities

The SIA does not discuss the impact of the significant increase in numbers of students on the future Parramatta library, local businesses, public spaces and

attractions such as the Powerhouse Museum, where young people will gather for informal social gatherings and formal out of class learning. Please articulate how the students will interact with these spaces.

5. Drop-off and pick up times are key opportunities for socialising to take place and are considered good opportunities for building attachment to and a sense of community. It would be helpful if the SIA addressed how the design of the Little St drop-off point could facilitate this interaction and connection between parents and guardians.
6. Recreation and open space considerations, dealt with in more detail below also need to be adequately addressed.

The following inconsistencies also need to be addressed:

- The number of students the site is to accommodate varies please confirm the correct number.
- Population Projections to 2031 for Parramatta – Our team are finalising some population forecasts that take into account the significant growth and development that has occurred since the last census (2011). These forecasts are still in draft form but they are significantly larger than DoE projections. Similarly, the projections for the CBD use figures that do not take into account the recent surge in development. It is considered that the population forecasts should be reconsidered to allow for proper planning.

Recreation and Open Space

1. The space requirement for 3,000 students to sufficiently participate in play and physical activity (at least 30 minutes a day) needs to be provided.
 - Currently APHS book Robin Thomas Reserve on Mondays and Tuesdays for 1.5 hours per day.
 - Parramatta Public School uses local venues through a group PSSA booking.
 - Council's Recreation Team report ongoing historical issues with informal use of Robin Thomas Reserve and nearby parks by Arthur Phillip HS without a booking

A better and more transparent understanding on the likely use (and demand of the school) for such fields would inform future plans for the embellishment of Robin Thomas Reserve and/or other facilities, as well as inform the argument regarding the potential need for new sporting fields. Council and Department of Education should work collaboratively in this regard.

2. Comments on the provision of recreation facilities and open space within this site are as follows:
- A two-court (full sized) indoor facility would better enable the school to operate community and social competitions outside of school hours which would meet an unmet and forecast demand in the City as well as enable revenue generation to help offset some of the facilities ongoing expenses.
 - Informal recreation spaces (outdoor) such as the outdoor multipurpose courts, if available after school hours would generate activation of the site and provide facilities which are in limited supply in the City. Key target users will include:
 - UWS and other tertiary students – 10,000 planned for Parramatta Square from 2017
 - Workers
 - Residents
 - Students and Young People – after school hours
 - After school care services
 - (Potentially) sporting clubs/associations
 - School holiday programming
 - Operators of martial arts, dancing and other activities which the spaces will be attractive to (on a commercial basis)
 - One indoor court and two outdoor courts have a capacity of around 10-20 students at any one time each. More specific physical activities will generally imply a use by up to 10-12 students at any one time, whilst more casual informal use can accommodate up to 20 students in a relatively safe manner. Schools will conduct a combination of general play (at recesses) and programmed physical education and sport.
 - Based even on a very simple and inadequate measure of 30 minutes per student of physical activity over a 7 hour school day, using 12 students per period, the capacity of the 3 key spaces is 504 students per day getting a 30 minute access to those spaces.
 - With proposal to 2,000 high school and 1,000 primary school students (3,000 total), on these figures only 2500 students per week will get one 30 minute period each for physical activity.
 - This implies a dramatic shortage of appropriate space as well as facility/space management challenges for the school to consider (such as staggering and coordinating student access with other class and educational programming).
 - Even in consideration of the more passive open spaces, a further small outdoor court at the primary school part of the site and the

possibility of rooftop space, there is likely to be a limited capacity to provide for the social, health and wellbeing needs of students in these numbers according to the various benchmarks for physical activity and curriculum objectives for physical education.

Traffic

The proposal includes changes to traffic conditions in Little Street and in this regard the following comments are made:

1. The changes to traffic conditions in Little Street including the pedestrian refuge island discussed below are to be funded by the applicant.
2. The proposal includes changes to the angle parking in Little Street to create an additional 8 parking spaces.
3. The traffic study by the applicant does not include traffic and pedestrian counts for the intersection of Charles Street and Little Street.
4. The proposal includes a left in/left out arrangement in Little Street at Charles Street. This could be implemented by the installation of a pedestrian refuge island, however, this would require a fence to discourage pedestrian using it (it is preferred that pedestrians use the signalised crossing to the north and south of Little Street). An island would also require the restriction to be full time whereas a part time restriction could be imposed if the restriction is only signposted. Furthermore, a fence would stop Police making the right turns for emergency access.
5. There are queues that occasionally develop for the left turn into Little Street due to the high volume of pedestrians. The number of pedestrians and vehicles are likely to increase as a result of this development application. The queues can block through traffic in Charles Street. Accordingly, peak period parking restriction should be installed in Charles Street on the northbound approach to Little Street. This parking is currently limited to Police vehicles only.
6. There is currently no pedestrian facility to cross Little Street at Charles Street. There is not enough information provided with the application to know if a pedestrian crossing would meet the pedestrian and traffic volume requirements set by RMS. A pedestrian refuge island should be installed as part of the development. It should be designed so that Council can install a pedestrian crossing at the refuge island in future if the RMS requirements are met.

Council is proposing to upgrade Barrack Lane and construct a shared zone in the lane. The work has been deferred as construction of the school is likely to cause damage, or wear and tear to the proposed work in the lane. The works being undertaken by the school may also require minor changes to be made

to the design of the lane. Furthermore, the size of trucks that access the lane from the school is of critical importance. The DA states that the applicable truck size is a medium rigid truck. It is recommended that a condition of consent be imposed to limit trucks using the Barrack Lane drive to an 8.8m long medium rigid truck. The applicant should also provide detailed plans at 1:100 of the development site along its Barrack Lane frontage to enable Council to finalise its design of Barrack Lane.

It is noted that the proposal makes suggestions for Macquarie Street if the light rail uses the street as part of its route. It does not suggest any other changes be made if the school operates before the light rail opens or if the light rail project selects another route.

The development application includes a footpath widening on the south east corner of the intersection of Macquarie Street and Smith Street rounding for pedestrian storage. This will be important with the increase in student numbers and public transport interchange to be located on the west side of Smith Street. It is suggested that this footpath widening be dedicated to Council. The detail design and specification for this work are to be to Council's standards.

The conditions of consent for this application should also include standard Council conditions regarding temporary road occupancy and compliance with Australian Standards.

Suggested traffic conditions:

1. Parking spaces are to be provided in accordance with the approved plans referenced in condition 1 and with AS 2890.1, AS2890.2 and AS 2890.6. Details are to be illustrated on plans submitted with the construction certificate.
Reason: To comply with Council's parking requirements and Australian Standards.
2. Bicycle parking facilities are required to be provided on-site. Any such bicycle parking devices which are installed are to be shown on plans submitted with the construction certificate and are to comply with AS 2890.3-2015.
Reason: To comply with Council's parking requirements.
3. Prior to the issue of the construction certificate, the PCA shall ascertain that any new element in the car park not illustrated on the approved plans such as columns, garage doors, fire safety measures, driveway ramp access gradients and the like do not compromise appropriate manoeuvring and that compliance is maintained with AS 2890.1, AS2890.2 and AS 2890.6. Details are to be illustrated on plans submitted with the construction certificate.

Reason: To ensure appropriate vehicular manoeuvring is provided

4. A splay extending 2m from the driveway edge along the property boundary and 2.5m from the boundary of the driveway is to be provided. This splay is to comply with Figure 3.3 of AS2890.1 and shall provide clear sight lines of pedestrians from vehicles exiting the site. This shall be illustrated on plans submitted with the construction certificate and not be compromised by the landscaping, signage fences, walls or display materials.

Reason: To comply with Australian Standards and ensure pedestrian safety.

5. A left in / left out restriction is to be provided at the intersection of Little Street and Charles Street and is to be implemented via signposting only. This shall be funded by the applicant at no cost to Council.

Reason: To maintain manoeuvring for emergency vehicles and ensure pedestrian safety.

6. A Peak hour No Parking restriction shall be installed on Charles Street on the northbound approach to Little Street where parking is currently limited to Police vehicles only. This shall be funded by the applicant at no cost to Council.

Reason: To reduce the impact of the development on traffic flow in Charles Street

7. A pedestrian refuge island shall be provided to facilitate crossing of Little Street at Charles Street. This island shall be designed to accommodate the requirements for the installation of a pedestrian crossing, in accordance with AS1742.10-2009 and RMS Australian Standard Supplements AS1742 Parts 1 – 15; pending assessment of pedestrian and traffic volumes in terms of RMS requirements. This shall be funded by the applicant at no cost to Council.

Reason: To ensure pedestrian safety and comply with RMS requirements and Australian Standards.

8. The footpath is to be widened and rounded on the south east corner of the intersection of Macquarie Street and Smith Street. This work is to be carried out to Council's standards and is to be funded by the applicant at no cost to Council.

Reason: To improve pedestrian capacity and accommodate pedestrian demand generated by the development.

During Construction or Works:

9. Occupation of any part of the footpath or road at or above (carrying out work, storage of building materials and the like) during construction of the development shall require a Road Occupancy Permit from Council. The applicant is to be required to submit an application for a Road

Occupancy Permit through Council's Traffic and Transport Services, prior to carrying out the construction/restoration works.

Reason: To ensure proper management of Council assets.

10. Oversize vehicles using local roads require Council's approval. The applicant is to be required to submit an application for an Oversize Vehicle Access Permit through Council's Traffic and Transport Services, prior to driving through local roads within Parramatta LGA.

Reason: To ensure maintenance of Council's assets.

The Use of the Site

11. Vehicles accessing Barrack Lane are to be limited to a size less than or equal to the 8.8m long Medium Rigid Vehicle outlined in AS2890.2-2002.

Reason: To comply with Australian Standards

The Council is keen it work with the NSW Department of Education on the detailed design development for this site. The Council would also welcome a chance to input on any conditions that the Department is considering in relation to any future consent.

Yours sincerely



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Manager City Significant Development