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

Attention: Jason Maslen

Dear Mr. Beattie,

Samuel Gilbert Public School Redevelopment (SSD 9274)
Cnr Ridgecrop Drive and Gilbert Road, Castle Hill
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

17/12/2018

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

Objective Reference: CD18/10798

TAB A – Detailed comments on SSD 9274

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

- Minto Planning Services, *Proposed Expansion of Samuel Gilbert Public School: Environmental Impact Statement*, dated 14 November 2018.
- Thompson Stanbury Associates, *Traffic and Transport Impact Statement*, dated 12 November 2018.

Kiss-and-ride capacity

Comment:

The traffic assessment states the following:

> *"It is further understood following discussions with Council's Road Safety Officer that student pick-up/drop-off activity within the indented 'Kiss and Ride' facility during peak school start/finish periods, have in recent history resulted in queuing extending onto the eastbound Ridgecrop Drive carriageway, which has caused impedance on the through traffic flow."* (pg. 22)

The above indicates that the current supply of 'kiss-and-ride' kerbside parking (approximately 32m of kerbside length) is insufficient for demand. Although the 'shutdown' of the indented bay would alleviate the blockage of the eastbound traveling lane, the demand for pick-up and drop-off would still be present albeit being undertaken elsewhere.

As described in Section 5.5 of the report, the kerbside parking restrictions available for private vehicles along the surrounding roads are primarily unrestricted, which indicates that there are no additional 'kiss-and-ride' opportunities currently available.

Recommendation:

Additional assessment should be undertaken to determine an appropriate provision of 'kiss-and-ride' for the expected demand. It should be recognised that parents/guardians would have different preferences with regards to parking durations. The management of parking surrounding the school should balance the diverse demands of parents/guardians.

Assessment of existing on-street parking demands

Comment:

The traffic assessment indicates the provision of 26 formal off-street car parking spaces within the school grounds. The assessment concluded that *'the number of parked vehicles within this off-street parking area was observed to be slightly higher than the formal parking provision'* (pg. 13).

The off-street parking provision is expected to service the parking demands generated by 58 staff. Based on recent studies supporting other school projects within northwest Sydney, it is likely that the majority of staff travel to the school via private vehicle; parking on-site or on-street. Therefore, it is likely that staff currently utilise on-street parking.

The addition of 13 staff to service the increased student population would likely generate demand for approximately 13 parking spaces. It is likely that staff would utilise eligible parking spaces close to access points. The majority of on-street parking surrounding the school is unrestricted.

It should be noted that staff would generally arrive prior to students arriving and depart after students leave the school. Therefore, staff parking will compete with parent pick-up/drop-off for on-street car parking.

Recommendation:

The cumulative on-street parking demands generated by additional staff and pick-up/drop-off activities during the morning and afternoon periods should be assessed. Appropriate measures to manage on-street parking should be recommended to be implemented by the Applicant accordingly.

Staff bicycle parking and end-of-trip facilities

Comment:

It is unclear from the traffic assessment whether there are appropriate existing end-of-trip facilities to support staff cycling trips to/from the school. If there is currently no provision for end-of-trip facilities within the school, one should be provided as part of this redevelopment proposal.

Recommendation:

DP&E and the Applicant should consider the above.

Trip generation assumptions

Comment:

The additional walking trips generated have been estimated based on surveys of students utilising the surrounding pedestrian crossing facilities (refer to pg.24 of the traffic assessment). The use of the crossing facilities is unlikely to have a significant correlation between students solely walking between the school and home.

The above assumption has been used to inform the private vehicle trip generation, as this has been based on the remaining balance of generated trips (i.e. vehicle trip generation = total trip generation – walking trips – bus trips).

Furthermore, the assessment incorrectly estimates the private vehicle trip generation (148 vehicle trips) based on drop-off/pick-up behaviour of parents/guardians. Assuming the mode share and student occupancy rate per vehicle stated within the traffic assessment, the estimated trip generation should be 294 vehicle trips to account for separate inbound and outbound trips. The calculation of the revised trip generation is as follows:

- No. of additional students = 220
- Private vehicle mode share = 80% [per traffic assessment]
- Student vehicle occupancy rate = 1.2 students per vehicle [per traffic assessment]
- Total additional vehicle trips = (220 x 80% / 1.2) x **2** [this accounts for inbound and outbound trips occurring within the same hour]

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.