



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,

**Wentworthville Public School Redevelopment (SSD 9273)
70-100 Fullagar Road, Wentworthville
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

A handwritten signature in blue ink, appearing to read 'Mark Ozinga'.

19/12/2018

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

Objective Reference: CD18/10800

TAB A – Detailed comments on SSD 9273

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

- Minto Planning Services, *Proposed Expansion of Wentworthville Public School: Environmental Impact Statement*, November 2018.
- Thompson Stanbury Associates, *Traffic and Transport Impact Statement*, dated 9 November 2018.

Kiss-and-ride capacity

Comment:

The traffic assessment notes that there are plans with Council to provide a 33m 'kiss-and-ride' zone on the northern side of Monash Street. It is unclear whether this pick-up and drop-off zone would be of suitable length to satisfy current and future demand with increased student population.

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 20 formal off-street car parking spaces within the school grounds. The off-street parking provision is expected to service the parking demands generated by 80 staff. Based on the surveyed private vehicle mode share, this off-street parking provision would not satisfy the demand. Therefore, it is likely that staff is utilising on-street parking.

The addition of 20 staff to service the increased student population would likely generate demand for approximately 17 parking spaces (per the traffic assessment). 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.26 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 “sibling rate” has been based on the surveyed adult and children pedestrian movements across specific crossing points (existing raised pedestrian crossings). It is unclear whether this survey would be a suitable proxy to estimate the number of students arriving per vehicle. A potential method to ascertain the approximate number of students per vehicle would be to undertake a questionnaire survey for parents to complete (ensuring an appropriate sample size).

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).

Furthermore, the assessment incorrectly estimates the private vehicle trip generation (129 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 258 vehicle trips to account for separate inbound and outbound trips. The calculation of the revised trip generation is as follows:

- No. of additional students = 396
- Private vehicle mode share = 52% [per traffic assessment]
- Student vehicle occupancy rate = 1.6 students per vehicle [per traffic assessment]
- Total additional vehicle trips = $(396 \times 52\% / 1.6) \times 2$ [this accounts for inbound and outbound trips occurring within the same hour]

Recommendation:

The mode share assumption for walking trips should be revised having regard for the above comments.

Further justification should be provided to support the student vehicle occupancy rate assumption.

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.