

13th September 2018



Mark Flanagan
Special Projects
Cranbrook School
5 Victoria Road
Bellevue Hill, NSW, 2023

RE: Cranbrook School Redevelopment (SSD 8812) – Response to Authority Submissions

Dear Mark,

ptc. has been engaged by Cranbrook School, to provide traffic consultant advice in relation to the State Significant Development Application (SSD) for Cranbrook School, Bellevue Hill (SSD 8812).

This letter has been prepared to address the comments in relation to relevant authority responses to the SSDA, as listed below:

1. Responses to Submission (RtS)

1.1 Transport for New South Wales (TfNSW):

1.1.1 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 with the objective to reduce the reliance on private vehicles, shall be prepared. The GTP must be implemented accordingly and updated annually.

Reason:

To ensure sustainable transport outcomes and achieve the overall strategic planning objectives in the:

- Future Transport 2056;
- Sydney's Bus Future 2013;
- Sydney's Cycling Future 2013; and
- Sydney's Walking Future 2013.

1.1.2 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 for both the interim and final design. Traffic and parking management measures that need to be addressed include:

- kerbside vehicle pick-up/drop-off management, staff parking 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 safely manage the high volume of traffic (vehicular and pedestrian) movements, which generally occur within a short timeframe before and after school hours.

1.1.3 Signage and Linemarking Plan

Recommended Condition:

The Applicant shall prepare a detailed signage and linemarking 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 Woollahra Municipal Council. The approved kerbside parking restrictions must be implemented to the satisfaction of Council.

Reason:

To ensure that pick-up/drop-off parking management measures are provided.

1.1.4 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. This should be undertaken as part of the detailed design stage and upon completion of all relevant road works.

Appropriate road safety measures and/or traffic management measures shall be implemented based on the outcomes of the RSE.

Reason:

The traffic and parking demands associated with the school, in conjunction to changes to pick-up/drop-off operations, has the potential to adversely impact road safety and exacerbate any existing road safety issues.

1.2 Roads and Maritime Services (RMS)

1.2.1 Construction Traffic Management Plan (CTMP)

A Construction Traffic Management detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council prior to the issue of a Construction Certificate.

1.3 Department of Planning and Environment (DPE)

1.3.1 Bicycle Facilities

It is noted that there is discrepancies between the Environmental Impact Statement (EIS) and the Operational Traffic and Parking Assessment regarding the provisions of bicycle parking. These should be clarified as part of the RTS. The provision of bicycle parking is to comply with the rates stipulated in the Woollahra Development Control Plan (DCP) 2015 and shown in Plan.

1.3.2 Transport - Intersection Modelling

Examination and modelling of the following intersections is to be submitted as part of the RTS:

- New South Head Road / Rose Bay Avenue
- New South Head Road / Victoria Road

1.3.3 Transport - Road Safety Evaluation

A Road Safety Evaluation Plan is to be submitted.

1.3.4 Traffic and Parking

A Traffic and Parking Management Plan is to be submitted that includes, but not limited to:

- Kerbside pick-up/drop-off management and orderly vehicle queuing
- Maintaining bus accessibility and student waiting areas
- Safe parent and student behaviours during pick-up/drop off
- Safe pedestrian movements to school entrances, minimising vehicle-pedestrian conflicts.

2. Traffic and Transport Responses

The responses to the relevant RtS are detailed below in Table1.

Table 1 – Responses to the RtS

RtS	Response to RtS	Response Provided	Response Deferred to Stage	Notes
TfNSW				
1.1.1 Green Travel Plan	ptc. have prepared and issued a Green Travel Plan (GTP). Refer to Green Travel Plan dated 9 th August 2018	Y		
1.1.2 Traffic and Parking Plan	ptc. have prepared and issued a Traffic and Parking Plan (TPMP). Refer to Traffic & Parking Plan dated 10 th August 2018	Y		
1.1.3 Signage and Linemarking Plan	A Signage and Linemarking Plan, will be prepared at CC stage and submitted to Woollahra Council for approval	N	CC	Typically included as a Condition of Consent and approved prior to issue of CC.
1.1.4 Road Safety Evaluation	A road safety audit (RSA) will be undertaken on the proposed drop-off/pick-up arrangements at the detail design stage and pre-opening stage	N	CC & OC	
RMS				
1.2.1 Construction Traffic Management Plan	A Concept CTMP was prepared, submitted and approved, in principle, by the RMS. A detailed CTMP will be prepared outlining the construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control, prior to issue of a Construction Certificate.	N	CC	
DPE				
1.3.1 Bicycle Facilities	As indicated in the Traffic Impact Assessment, 118 bicycle spaces are required to service the school. 40 spaces are to be provided as part of the development and the other 78 spaces are to be provided throughout the campus. These 78 spaces already exist and are to be formalised.	Y		
1.3.2 Transport - Modelling	ptc. have prepared and issued a Traffic Modelling Report of the subject intersections. Refer to Traffic Modelling report dated 10 th August 2018	Y		
1.3.3 Transport - RSE	Refer to 1.1.4	N	CC & OC	
1.3.3 Traffic and Parking – TPMP	Refer to 1.1.2	Y		

3. Conclusion

We trust the information provided will assist in the assessment of the SSDA. If you have any further enquiries relating to a parking or traffic matter, please contact our office on (02) 8920 0800.

Regards,



Steve Wellman
Senior Traffic Engineer