



29 July 2020

TfNSW Reference: SYD19/00495/03

Client Reference: SSD 10291

Mr. David Way
Senior Planning Officer
School Infrastructure Assessments
Department of Planning, Industry and Environment
GPO Box 39
SYDNEY NSW 2001

**EXHIBITION OF EIS FOR ST LUKES GRAMMAR SCHOOL SENIOR SCHOOL
CAMPUS & SPORTS CENTRE - 210 HEADLAND ROAD, DEE WHY (SSD-10291)**

Dear Mr. Way,

Reference is made to the Department of Planning, Industry and Environment (the Department) request, dated 1 July 2020, to review the proposed SSD-10291 which was referred to Transport for NSW (TfNSW) for comment.

TfNSW has reviewed the submitted information and provides the following comments to the Department for consideration:

Vehicle Access to 800 Pittwater Road

1. Comment

The proposed development is likely to increase student movements along Harbord Street at a location where some of the right turning vehicles from Pittwater Road need to enter and exit the driveway located in close proximity to the Pittwater Road/Warringah Road/Harbord Road intersection. The following comments are made in relation to the proposed access arrangement to the school:

- The proposed activities associated with the development would likely to increase pedestrian / vehicle conflicts and cause pedestrian related incidents at the entrance to the school with the increase in pedestrian movements. and
- The proposed school arrangement would have potential impact on the safety and operation efficiency of the Pittwater Road / Warringah Road signalised intersection as the proposed school activities such as off-street parking and pick up and drop off activities on site would likely to cause queuing onto Harbord Road, which results in immediate obstruction to the operation of the signalised intersection. As such, Transport for NSW does not support the vehicle access driveway from Harbord Road to the proposed development.

Recommendation

It is requested that the Proponent:

- Investigates an alternate access to Harbord Road driveway with the closure of this access in consultation with TfNSW during the preparation of the applicant's response to submission.

Traffic Impact

2. Comment

The traffic report did not include supporting information to demonstrate that the pickup and drop-off activities on the proposed pickup and drop-off area will not have adverse impact on the adjacent road network. TfNSW is concerned that the vehicle queuing at the proposed pickup and drop-off area will overflow to Harbord Road, which results in obstruction at the signalised intersection.

Recommendation

The Proponent is requested to provide analysis and information to address the potential queuing issue at the proposed pickup and drop-off area.

3. Comment

The traffic report did not include the assessment of existing and future travel demands.

Recommendation

The Proponent is requested to undertake further transport pattern survey for both staff and students to determine the future travel demands and the adequacy of existing and future transport infrastructure.

4. Comment

The swept path diagrams in the traffic report indicate that the manoeuvre of a HRV encroaches the pickup and drop-off area. In particular during Stage 2, these pickup and drop-off spaces will be likely occupied by the vehicles associated with the Officeworks during off-peak period. This will potentially obstruct the vehicle movement on site and result in potential vehicles queuing back to Harbord Road.

Recommendation

The Proponent is requested to revise the design of the car parking area allowing manoeuvre of a HRV without any encroachment.

5. Comment

The development proposes a total of 130 parking spaces on site. However no further analysis is provided to demonstrate that these parking supply will be adequate to accommodate the parking demand on each development stage.

Recommendation

The Proponent is requested to assess the impacts of cumulative parking demands, including after school hours uses, as well as during Stage 2 when Officeworks is still in operation.

Traffic Modelling

6. Comment

The traffic modelling results summarised in Table 3.1 and Table 3.2 of the Traffic and Parking Assessment Report (Traffic Report) show that the Pittwater Road/Warringah Road/Harbord Road will experience less vehicle delays with the introduction of 40km/h speed limit, which does not replicate the reality.

Recommendation

Further information and assumptions should be provided to support this claim.

7. Comment

The parking survey results in the traffic report indicate that the traffic generation is intense and occurring in 15min peak periods during school time. However, the traffic generated by the proposed development is modelled in flat peak hour, which under-assess the impact of the pickup and drop-off activities on the adjacent road network.

Recommendation

The traffic model should be updated with appropriate peak hour factors. The SIDRA modelling files should be submitted to TfNSW for review.

Traffic Generation

8. Comment

The development is proposed to be completed in multiple stages. However, the traffic report only includes traffic generation estimation on the final stage when the development is completed. It is noted that the Stage 2 of the development may generate more vehicle traffic due to the remained trading of the Officeworks on site.

Recommendation

The Proponent should estimate trip generation of each development stage. And the impact of the traffic generation of each development stage should also be assessed in traffic modelling with the following scenarios:

- year 2019,
- completion of Stage 1,
- completion of Stage 2,
- completion of Stage 3, and
- 10 years after completion of Stage 3.

9. Comment

It is noted that the development proposes the allowance of community using the swimming pool and sports centre after school hours, which will also generate additional traffic during road network peak periods. However, the traffic report did not include the impact assessment of these additional traffic generated by the after school hour facilities.

Recommendation

The Proponent is requested to undertake traffic modelling with these additional traffic generated by the after school hour facilities, in order to assess the impact of the proposed development on Pittwater Road/Warringah Road/Harbord Road intersection during road network peak hours.

Car parking

10. Comment

It is noted that the development involves the alternation of the existing car park. However, the assessment of the remaining car park layout and the alternation in not included in the traffic report.

Recommendation

The Proponent is requested to assess the layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements in relation to landscaping and/or fencing, aisle widths, aisle lengths, and parking bay dimensions) in accordance with AS 2890.1- 2004, AS2890.6-2009 and AS 2890.2 – 2002 for heavy vehicle usage. The swept path of the longest vehicle (including garbage trucks, building maintenance vehicles and removalists) entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTROADS.

Construction Pedestrian and Traffic Management

11. Comment

It is noted that the construction working hours are proposed from 7am-6pm Monday to Friday. Construction activities for the expansion of the school are expected to occur while students are on site during the operation of Stage 2. 12.5m HRVs would not be able to turnaround within the site and need to reverse out of the site during the construction and operation of Stages 2 and 3.

It is advised that construction vehicle movements from the development could have potential impact on general traffic and bus operations within the vicinity of the School, as well as the safety of pedestrians and cyclists particularly during school time and commuter peak periods.

It is noted that a preliminary Construction Traffic and Pedestrian Management Plan has been submitted, however greater detail is required to determine the likely impacts to the road network and public transport operation (if any).

Recommendation

It is requested that the applicant be conditioned to update the Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with TfNSW and submit a copy of the final CPTMP to the Principal Certifying Authority (PCA), prior to the issue of any construction certificate.

Green Travel Plan

12. Comment

It is noted that an overview of the Travel Plan for the development, which outlines actions and strategies that could be implemented to encourage staff, students and visitors to travel to the School using public and active transport has been provided as part of the development application.

Recommendation

It is requested the applicant be conditioned to update the Green Travel Plan in consultation with TfNSW and submit for endorsement of the PCA, at least six (6) months prior to the commencement of operation of the new school.

Access to School Bus Services

13. Comment

School buses are expected to pick up and drop off students from Headland Rd and Quirk St school frontage.

Recommendation

It is requested that the applicant provide the details of condition and capacity of the pedestrian path from the senior campus to Headland Road for senior students to access the school buses as part of the applicant's Response to Submissions.

School Operational Management Plan

14. Comment

It is noted that pedestrian access on the south-west corner of the site at 800 Pittwater Road would lead to high number of students and parents waiting at the corner of a busy intersection with limited waiting area. This would have the potential for

pedestrians to use travel lanes for waiting area and cause pedestrian related incidents.

It is advised that any direct pedestrian access onto multi-lane road should be avoided where possible. The existing north-west pedestrian access can still provide direct connection to the school entry from the protected pathway to Pittwater Road.

Recommendation

It is requested that the applicant be conditioned to prepare a School Operational Management Plan, in consultation with TfNSW, to manage student movements safely within and in the vicinity of the site and other transport related issues, prior to the issue of the occupation certificate.

If you have any further questions, Mr. Felix Liu would be pleased to take your call on 8849 2113 or email development.sydney@rms.nsw.gov.au. I hope this has been of assistance.

Yours sincerely,



Pahee Rathan
Senior Land Use Assessment Coordinator