

29 June 2021

181202 TAAC

CTPG
Suite 14.04
Level 14
Aurora Place
88 Phillip Street
Sydney NSW 2000

Attention: Luke Gladwish

Loreto Normanhurst Stage 1

Traffic Engineering Response to Request for Further Information

Dear Luke,

This statement has been prepared to address the request for further information received by the Department of Planning, Industry and Environment on the 21st of June 2021.

(b) Traffic SRtS Report. Please update the Traffic SRtS Report, dated 7 May 2021, or provide an addendum to address the following:

(i) Whether the new drop-off and pick-up (DOPU) facility will be open prior to the afternoon pick-up to address current issues with early queuing. If so, what time?

The pick up and drop off will be open 30 minutes prior to afternoon pick up to allow queuing internal to the site.

(ii) The SIDRA volumes in the RtS Traffic Report appear to differ from SIDRA volumes in SRtS Traffic Report. However, it is not clear whether the future year scenarios considered the rerouted traffic via Normanhurst Road and whether there are any associated impacts.

Both the RtS and SRtS have used the same traffic volumes. As the model has been revised to a network model, the output tables now show "Demand Flows" as opposed to "Input Volumes" as the second column. Comparison of the Demand Flows in the RtS (third column of outputs) and SRtS (second column of outputs) shows that both models have the same vehicle volumes.

Models have accounted for the rerouting of School related traffic through Normanhurst Road to review any impacts. As stated in the Operational Traffic Management Plan, vehicles using the through site link for pick up and drop off will only be from addresses that are to the west of the school. Staff that park on carparks accessed from Mount Pleasant Avenue and ELC traffic has been modelled within SIDRA to turn left onto Pennant Hills Road, turn right onto Normanhurst Road and exit back onto Pennant Hills Road as a left turn from Normanhurst Road (that is, three turning movements per vehicle within the network models).

(iii) Include SIDRA modelling of the No Right Turn (or any other changes) from Mount Pleasant Avenue (south) into Pennants Hills Road (east) and identify any impacts to Normanhurst Road as a result of rerouted traffic.

As stated above, the SIDRA network model includes the rerouting of traffic generated by the School as these are proposed as traffic management measures enforced by the School. A no right turn ban will not be put in place by the project as this is a condition of consent of a separate development application (Wahroonga Estate SSD 07_0166). It is unclear when this work will be undertaken, so the project has proposed an interim management solution until this is in place. Any impacts to Normanhurst Road as a result of traffic generated by other sources other than Loreto will need to be reviewed by the applicant of SSD 07_0166 prior to the installation of the ban.

(c) Traffic RtS Report

Page 23 of the Traffic RtS Report, dated 15 January 2020, identifies that the existing DOPU facility onsite has a length of 42.6m accommodating four spaces and a queue capacity of three vehicles. Can you please confirm that the queue capacity is accurate. Given the length of 42.6m of the existing DOPU facility, it may have a higher queuing capacity.

In accordance with AS2890.1 Clause 3.4, a distance of 6.0m is to be allowed for each queued vehicle. As a result, the 42.6 metres of length is equal to 7 vehicles, correlating to the 4 vehicles parked and 3 vehicles queuing.

(d) Traffic Impact Assessment EIS Report

The SRtS did not provide an updated assessment of construction traffic to reflect the amended proposal (i.e. expansion of scope of stage 1 works to include new car parking areas and the through-site road). Please update the construction traffic section of the Traffic Impact Assessment Report, submitted with the Environmental Impact Statement (EIS) to take in to account the amendments made to the application.

The works are proposed to be staged, such that the peak volume of construction vehicles at any one time is not anticipated to increase from what was reported in the Traffic Impact Assessment Report. The original Construction Traffic Management Plan indicated a peak number of construction vehicles of 10 per hour which will not be exceeded by the additional external works projects proposed in the revised Stage 1 development application.

The number of construction workers is not anticipated to exceed what was previously reported (60 maximum workers associated with the Boarding House development). Construction workers will not be permitted to park on the street in line with the Construction Traffic Management Plan.

As per the Construction Management Plan issued, site access to the P1A car park, P4A car park and through site link is proposed through Mount Pleasant Avenue. This construction vehicle route is consistent with the original Construction Traffic Management Plan appended to the Traffic Impact Assessment prepared by Ason Group.

Additional site access will also be required from Osborn Road for the construction of the P3A car park and the western section of the through site link. This is likely to occur during the Christmas holiday period when School is not in session. It is noted that Osborn Road was considered as an egress route for construction vehicles in the original Construction Traffic Management Plan.

Therefore, due to the staging of works, the proposed new car parking areas and through-site road will have limited impact on the construction traffic impact of the site.

Should you require anything further please contact the undersigned.

Yours faithfully,
TAYLOR THOMSON WHITTING (NSW) PTY LTD
in its capacity as trustee for the
TAYLOR THOMSON WHITTING NSW TRUST



GRACE CARPP
Senior Traffic Engineer

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