

14 September 2015

MEMORANDUM

Client: St. Catherine's School, Waverley
Project: Staged Campus Master Plan + Stage 1 (RPAC)
Site Address: 26 Albion Street, Waverley, New South Wales
Attention: **Ms. Megan Fu**
Contact Officer
NSW Department of Planning and Environment

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Subject: **Response to Submissions (14 Day Notification)**

Attachments: 1. Revised A.MP.007

1. INTRODUCTION

The Response to Submissions was formally lodged to the NSW Department of Planning and Environment (**NSW DP&E**) on 2 July, 2015. Ms. Megan Fu (Contact Officer at the NSW DP&E) subsequently confirmed the commencement date of the 14 day notification period as 6 July, 2015.

Following completion of the 14 day notification period (20 July, 2015), Sandrick Project Directions, on behalf of St. Catherine's School (the Applicant), was in receipt of submissions from the following governments and agencies:

Authority	Commentary Received via NSW DP&E	Format of Feedback
NSW DP&E	30 Jul. 2015	Email
Waverley Council	30 Jul. 2015	Email
Randwick City Council	30 Jul. 2015	Formal Submission
NSW Police Force	4 Aug. 2015	Email
RMS	6 Aug. 2015	Email
Transport for NSW	10 Aug. 2015	Formal Submission

It was agreed with Ms. Fu that a response would be prepared for submissions received from the NSW DP&E, NSW Police Force (Eastern Suburbs Local Area Command) and Transport for NSW. While not formally requested, a response has also been prepared to the submission received from Randwick City Council.

Extracts of each of the submissions received requiring a response are provided in the following table. The relevant section within this document where a response has been provided has been identified for ease of reference.



St. Catherine's School*Response to the NSW Department of Planning and Environment*

Description	Authority	Response
1 Assess impact of relocated bus stop on parking availability on southern side of Macpherson St. The assessment should consider the requirements of relocated pedestrian crossing and associated no parking/stopping clearance requirements.	NSW DP&E	Refer revised Transport Report prepared by Arup.
2 Clarify situation regarding proposed bus stop relocation on Leichhardt St and if required, revised PD Mayoh Plan A.MP.007.	NSW DP&E	Refer Section 2.1
3 Clarify external use of Aquatic Centre to facilitate Water Polo activities (e.g. weekends, men's comp., after school weekdays etc.).	NSW DP&E	Refer Section 2.2
4 Confirm how many car spaces are located along the school frontages outside of restricted parking time zones.	NSW DP&E	Refer revised Transport Report prepared by Arup.
5 Confirm whether there is 19 or 20 drop-off spaces along Macpherson Street (extra 2 or 3 spaces) and confirm that the drop-off/pick-up spaces factor in any No-Stopping requirements of the relocated pedestrian crossing. Plan A.MP.007 shows the spaces being located right up to the pedestrian crossing.	NSW DP&E	Refer revised Transport Report prepared by Arup.
6 Identify the student increase sought at each stage of redevelopment of the campus.	NSW DP&E	Refer Section 2.3
7 Tab A – Travel Demand Management	Transport for NSW	Refer revised Transport Report prepared by Arup
8 Tab B	Transport for NSW	Note to the NSW DP&E
9 The Police do not consider that enough has been done to accommodate an on-site drop off and pick up facility. Current arrangements provide a considerable amount of on street facilities which are regularly over subscribed. Eastern Suburbs Local Area Command was hopeful that a concerted effort would be made to accommodate a vast number of vehicle movements on site, the operative word here being movements. Not a park and drop off/pick up but a continuous 'car line' drop off/pick up off the road network. Police consider the fact that this issue, which has been a long standing concern held by Police and the community, to be a disappointing aspect of this proposal.	Eastern Suburbs Local Area Command	Refer revised Transport Report prepared by Arup



Description	Authority	Response
<p>10 Item 1) Behavioural and Travel Strategies:</p> <p>a) Council remains concerned that in the short-medium term, the proposed development could still result in adverse traffic and parking impacts on the local area, and requests further consideration of suitable measures to address these potential impacts for the short-term period.</p> <p>b) Council requested at a meeting with the proponent (prior to completion of the RtS report) that examples of successful implementation of similar travel strategies by other schools should be included in the RtS report to assist the general public in understanding the effect and possible outcome of such initiatives in reducing private car usage.</p> <p>c) Reliance on the students' indication of willingness is not considered to be a satisfactory measure of likely mode change.</p> <p>d) The school is suggested to fund the preparation and implementation of a "PAMP" (Pedestrian Access and Mobility Plan) to the RMS standard to improve the chances of walkability.</p>	<p>Randwick City Council</p> <p>Randwick City Council</p> <p>Randwick City Council</p> <p>Randwick City Council</p>	<p>Refer Section 3.1</p> <p>Refer revised Transport Report prepared by Arup</p> <p>Refer Section 3.2</p> <p>Refer revised Transport Report prepared by Arup</p>
<p>11 Item 2) Operational Changes:</p> <p>The RtS report notes that management measures will be implemented to ensure the Aquatic Centre would not operate when the new Auditorium is being used at full capacity (500 attendees). This is not considered sufficient given that the combined demand for on-street parking due to the concurrent operation of the Aquatic Centre and the new Auditorium for any major event (e.g. with more than 250 attendees) could still be significant and place a noticeable pressure on the surrounding streets.</p>	<p>Randwick City Council</p>	<p>Note to the NSW DP&E</p>
<p>12 Item 3) Operational Transport Management Plan:</p> <p>Two new mitigation measures have been included noting that through the implementation of the Operational Transport Management Plan, on-site parking for 75 cars may be available for major events when the Auditorium is operating at full capacity and up to 47 spaces (basement parking) may be available for the Aquatic Centre on the weekend.</p> <p>It is recommended that these two mitigation measures be amended to specify the minimum on-site parking to be provided for use of the Aquatic Centre on the weekend and the Auditorium for any major vent (not just those with 500 attendees)</p>	<p>Randwick City Council</p>	<p>Note to the NSW DP&E</p>



2. NSW DEPARTMENT OF PLANNING AND ENVIRONMENT

2.1 Leichhardt St. Bus Stop

At the time of commencement of the preparation of the Development Application, the subject Bus Stop located on the west side of Leichhardt St was located south of Leichhardt Ln and north of the Leichhardt St/Macpherson St roundabout.

On 27 March, 2014, the Waverley Traffic Committee (WTC) resolved (independent of the Development Application) to relocate this Bus Stop to the north side of Leichhardt Ln and south side of the Leichhardt St Pedestrian Crossing (refer WTC meeting minutes from meeting conducted 27 March, 2014) for a trial period of 1 school term.

The relocation of this Bus Stop was consistent with Arup's recommendation within their Traffic and Transport Assessment Rev A dated 18 August, 2014 (refer Section 6.1.2 Proposed school zone improvements – Leichhardt Street and Section 8 recommended transport actions) which was being prepared at the time that WTC was conducting the trial of the new Bus Stop location.

The following is an extract from the 24 July, 2014, Traffic Report from the Acting Executive Manager, Creating Waverley about the relocation of a 'Bus Zone' in Leichhardt St, Bronte:

This was intended to discourage parents, dropping-off and picking-up students from the existing pick-up/drop-off zone located north of the pedestrian crossing, from queuing in the 'Bus Zone'. It is understood that Sydney Buses and St Catherine's School were in favour of the changes.

Technical Analysis

Council officers have inspected the site with representatives of NSW Police Force and Sydney Buses. It was noted that:

- *drivers that are queuing to enter the drop-off/pick-up zone continue to the queue in the 'Bus Zone',*
- *some southbound vehicles are undertaking U-turn manoeuvres just south of the pedestrian crossing to enter the drop-off/pick-up zone,*

Therefore, it seems that the trial relocation has not met its intentions.

The Council Officer's Proposal was that Council:

1. *Relocates the existing 'Bus Zone', located on the western side of Leichhardt Street, Bronte, north of Leichhardt Lane, to the northern side of the pedestrian crossing, as shown in Figure 3, attached, to be trialled for one school term.*
2. *On completion of the trial, reports the results back to the Waverley Traffic Committee.*

In accordance with the recommendation provided and a proposal put forward by Sydney Buses, the WTC agreed to a trial relocation of the Bus Stop (for a single term) to the north side of the pedestrian crossing (refer WTC meeting minutes from meeting conducted 24 July, 2014). This required a relocation of the Junior School pick-up/drop-off zone to the south side of the pedestrian crossing.



A report dated 19 January, 2015, from the Executive Manager, Creating Waverley about the location of St. Catherine's School Drop-off/Pick-up Zone and 'BUS ZONE' Leichhardt Street, Bronte, indicated that both Sydney Buses and the NSW Police were in favour of this relocation. During this WTC meeting, the WTC resolved to support the Council Officer's Proposal to receive and note the information contained within the report dated 19 January, 2015.

The Leichhardt St Bus Stop is currently located approximately 50m north of the Pedestrian Crossing and south of the Bronte Road roundabout. It appears that the Bus Stop has remained in this location since the trial which commenced during the second half of 2014.

As a result, the drop-off/pick-up zone for the St. Catherine's School Junior School students now occurs on the south side of the Pedestrian Crossing on the west side of Leichhardt St.

The School has adjusted its pick-up/drop-off operations to suit the new bus stop location. Concerns regarding the potential trip hazard caused by the green strip (particularly in the wet) were discussed with Waverley Council. Resolution of these concerns is now agreed and the School will fund Council concreting the green strip.

Refer to Attachment 1 for a revised plan A.MP.007 reflecting the current bus stop and pick-up/drop-off locations.

2.2 Aquatic Centre Usage Profile

The following table has been provided to add further clarity around indicative use of the Aquatic Centre proposed to be delivered within Stage 1 of staged the Campus Master Plan.

Activity	Frequency	Hours	Duration p/Class	Internal/External
Water Polo (T1 and T4) – Training	Weekdays	6:00am to 8:00am	120 mins	Internal
	Weekdays	3:30pm to 5:00pm	90 mins	Internal
	Weekdays	5:00pm to 8:00pm	90 mins	Internal + External ¹
Water Polo (T1 and T4)	Saturdays T1 and T4	7:30am to 6:00pm	45 mins	Inter-School comp.
Water Polo (T1 and T4) – Boy's and Men's league	Sundays T1 and T4	8:00am to 6:00pm	45 mins	External
Winter Water Polo (T2 and T3)	Saturdays T2 and T3	7:30am to 6:00pm	45 mins	External ²
Diving Program	1 Weekday p/Week	6:00am to 8:00am	120 mins	Internal
Diving Program	Saturday	2:00pm to 4:00pm	120 mins	External ³
Squad Swimming	Weekdays	6:00am to 8:00am	120 mins	Internal
		3:30pm to 5:00pm	90 mins	Internal
		5:00pm to 8:00pm	90 mins	Internal + External
Learn to Swim (6months to 5 years)	Weekdays	9:30am to 2:00pm	30 mins	External

¹ To avoid having Boy's and Men's Water Polo training at the same time as St. Catherine's School students, it is currently anticipated that Boy's and Men's shall be allocated the 6:30pm to 8:00pm slot on select weekdays for training (days to be confirmed).

² No training days currently allocated for Water Polo during T2 and T3

³ Timing to be coordinated around use of the Pool for Water Polo competition matches



Learn to Swim (> 5 years)	Weekdays	7:30am to 8:00am	30 mins	Internal
	Weekdays	3:30pm to 4:00pm	30 mins	Internal
	Weekdays	4:00pm to 7:00pm	30 mins	Internal + External
Learn to Swim	Weekends	8:00am to 6:00pm	30 mins	Internal + External

Legend and Notes:

- Internal = St. Catherine's School students.
- External = Extended members of the St. Catherine's School community including parents and family members, affiliated local recreational and sporting clubs etc.
- Internal participants of 5pm sessions may remain on campus after School under the supervision of School Staff.
- Timing for use of the main pool for diving, squad swimming and water polo to be coordinated to avoid clashes (e.g. Saturday diving and Saturday water polo; weekday (AM) water polo, squad swimming and diving etc.).

2.3 Campus Population

The request to nominate a cap in student population of 1,200 enrolments is a function of the progressive increase in demand on enrolments for St. Catherine's School both in Junior and Senior School years (Demographic Assessment prepared by Urbis dated August 2014 analyses population growth within the School's catchment).

The increase in campus population is not a function of the learning areas or facilities proposed to be constructed as part of the School's Staged Campus Master Plan.

It is proposed that facilities within the existing campus are improved by way of refurbishment, in addition to the provision of new facilities. Approval for such will ensure that St. Catherine's School is afforded the opportunity to continue evolving its facilities in order to accommodate the progressive and broad direction of the educational curriculum as well as the increasing demand for on-site co-curricular and extra-curricular activities.

This, by nature, also assists St. Catherine's School in attracting and retaining diverse and highly professional staff to deliver the School's learning philosophies, enhancing the platform for which St. Catherine's School students are encouraged to strive for excellence in learning. This is, and has been, St. Catherine's School's mission.

The Development Application is therefore seeking consent to accommodate 1,200 student enrolments on the School's campus (breakdown of streams in accordance with pg. 20 of the Submissions Report dated 25 June, 2015); a gradual increase of 230 students over a 15 year period which equates to an average increase of approximately 15 students per year.



3. RANDWICK CITY COUNCIL

3.1 Short-Term Traffic Impacts (Stage 1 Development)

Subject to the Determining Authority resolving to approve the School's Development Application and timing associated with receipt of the determination, Stage 1 of the Master Plan, which includes the Aquatic Centre and Performing Arts Auditorium, is currently not anticipated to be occupied until 2019 (assuming late 2016/early 2017 construction commencement and delivery of Stage 1 in one construction stage).

Additionally, independent of the Development Application assessment process, the School has commenced the preparation of an implementation strategy for a number of transport initiatives to improve the traffic conditions surrounding the site during morning and afternoon school peak. These strategies include select initiatives recommended within the Transport Report prepared by Arup (1 July 2015).

Following implementation of these strategies, the School will conduct regular and ongoing reviews of the effectiveness of these strategies and where required, make adjustments to these strategies to ensure their validity.

3.2 Mode Change

St. Catherine's School firmly believes in developing the confidence and independence of their students as well as promoting a culture of individual and environmental responsibility. The School provides ongoing and regular education to students of the importance of the operational and environmental benefits of adopting alternate and appropriate forms of travel to and from School, and the associated risk awareness.

The learning provided is intended to equip students with the information required to increase their self-confidence and desire to make environmentally responsible decisions as well as to encourage parents to support their child's willingness to be independent. The information is communicated in both a top-down and bottom-up approach to ensure the message to parents and students is consistent.

An initial travel survey was undertaken in 2014 to form a profile of travel modes to and from School for St. Catherine's School's Junior and Senior School students. The data gathered from this survey was used to inform the Traffic and Transport Assessment Rev A dated 18 August, 2014, submitted with the Development Application in September, 2014.

A second travel survey was undertaken in May, 2015. The intent of this survey was to develop an understanding of the students' willingness to adopt alternate modes of travel to and from School, and tailor transport initiatives using the data received.

Following notification to parents of all students of the School's intent to distribute the travel survey, parents of students enrolled between Kindergarten and Year 4 (inclusive) were requested to undertake the travel survey with their child. Students in Years 5 to 12 (inclusive) were requested to undertake the travel survey within school hours during Pastoral Care and under Staff supervision. Year 5 to 12 students were selected to undertake the survey during school hours as the School



wished to measure the willingness of students to make decisions regarding their preferred travel mode to and from School.

The data gathered from the parent/student travel survey has been used to tailor the travel initiatives nominated by Arup within the Transport Report dated 1 July, 2015. As the implementation strategies for these initiatives are developed, both parents and students will be offered opportunities to provide further input to ensure the initiatives are tailored to parent and student needs.

Following implementation of these strategies, the School will conduct regular and ongoing reviews of the effectiveness of these strategies and where required, make adjustments to these strategies to ensure their validity.



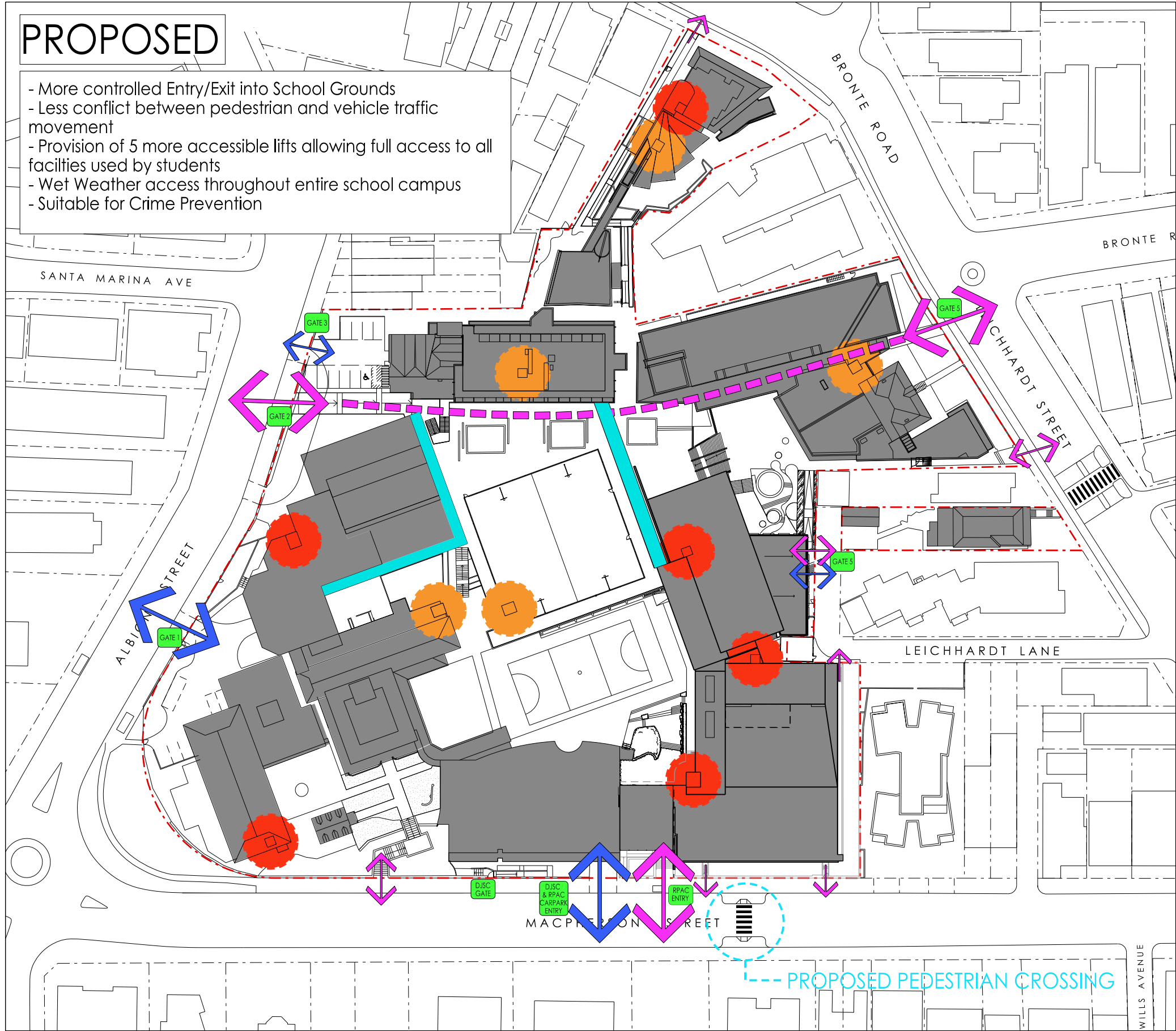
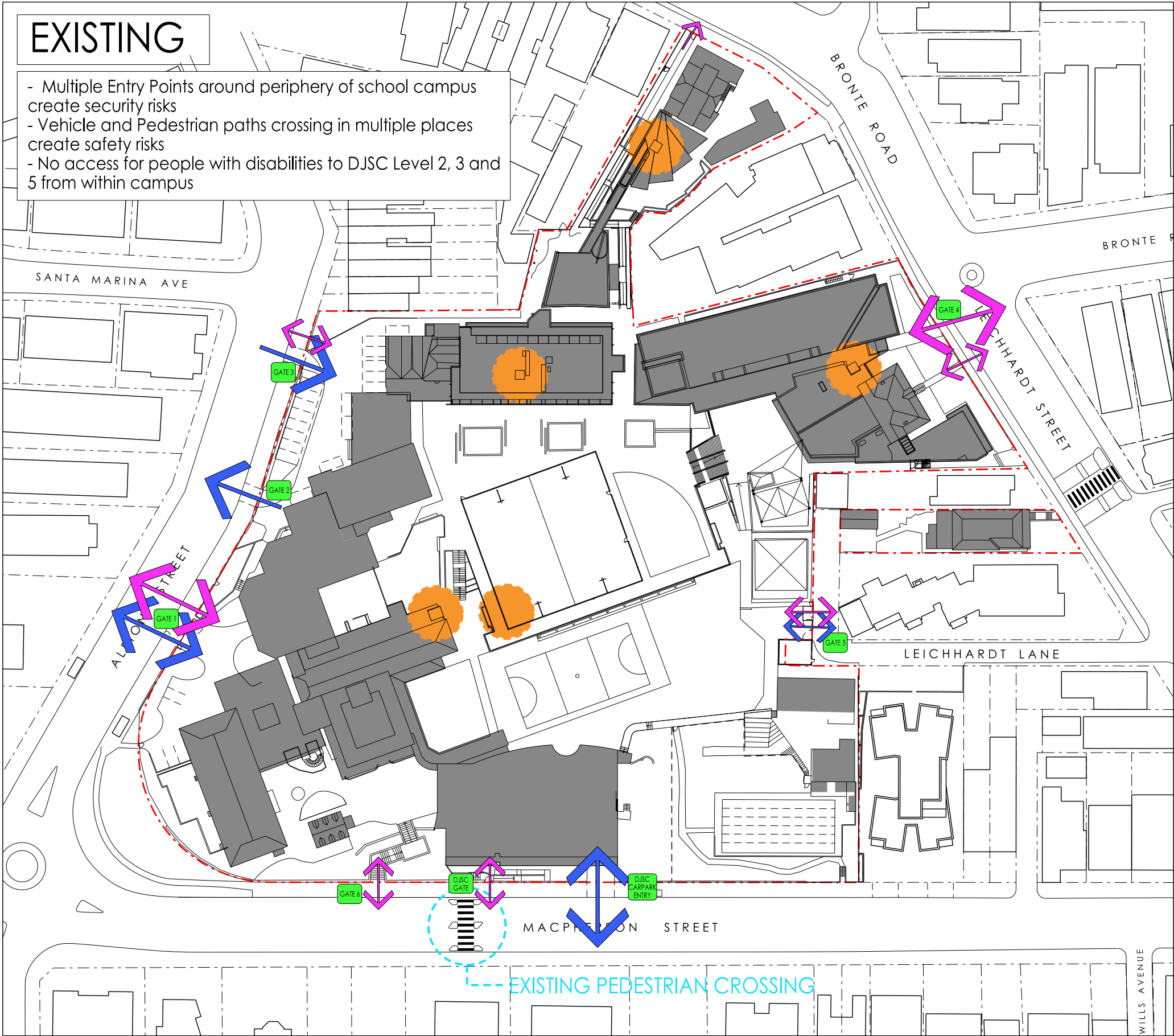
ATTACHMENTS

Attachment 1 - Revised Plan A.MP.007 (Rev. B)

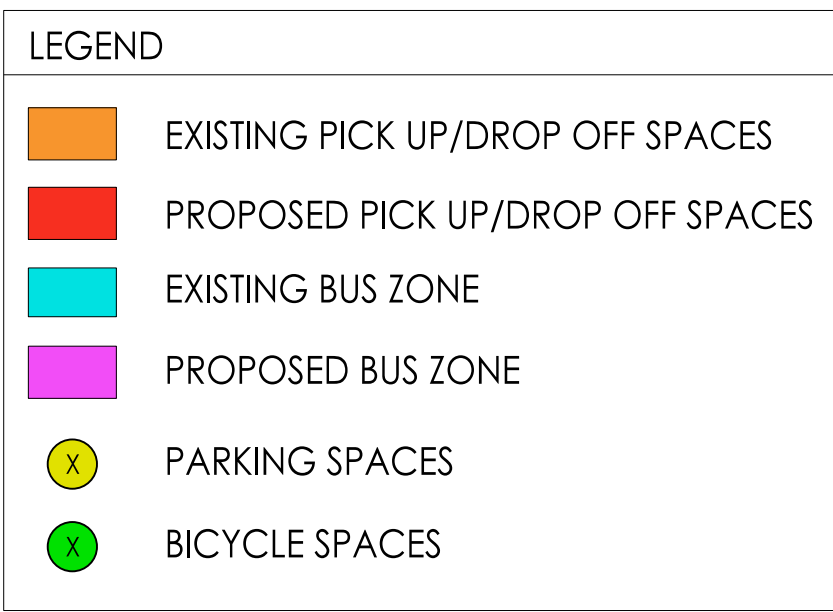
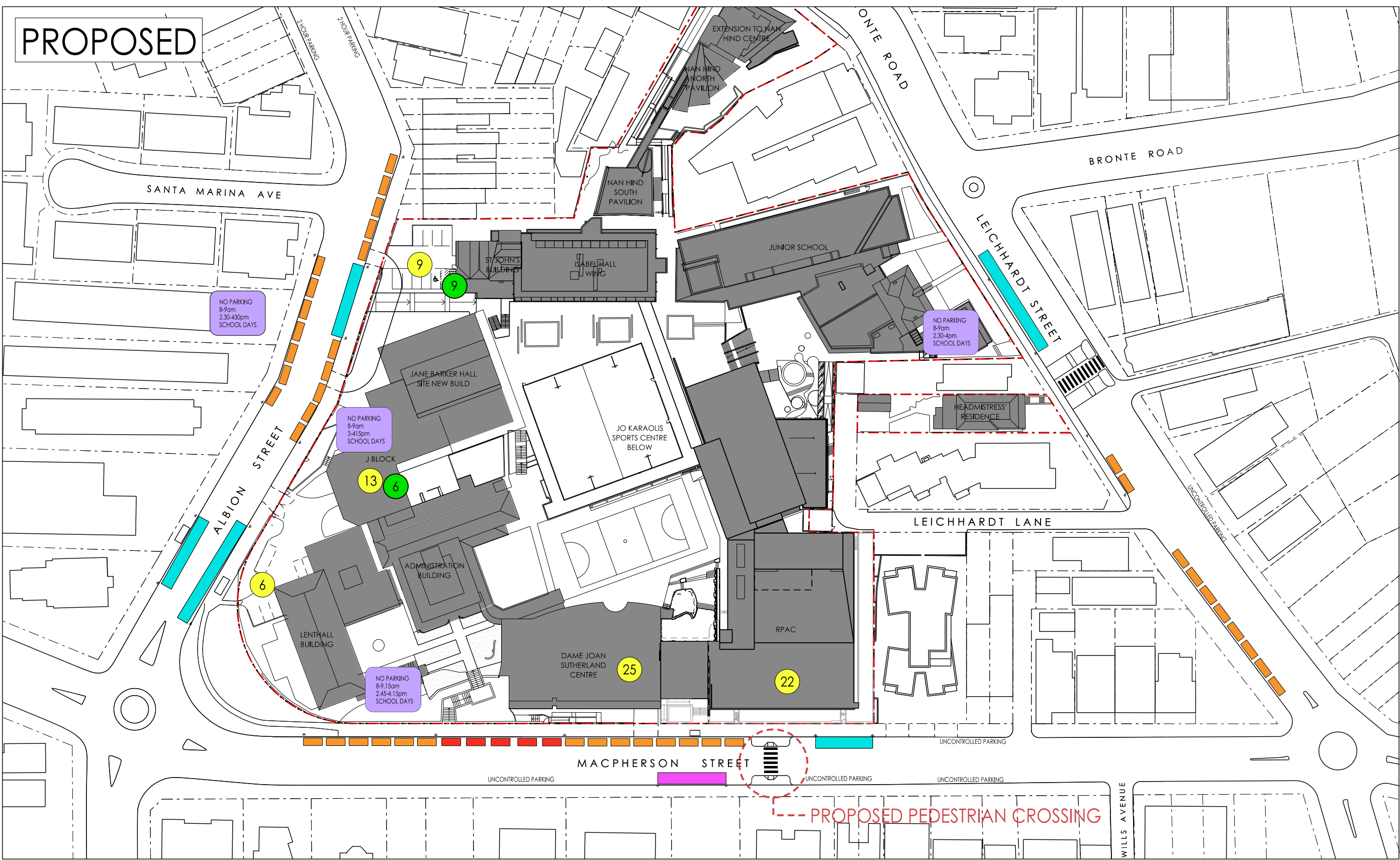
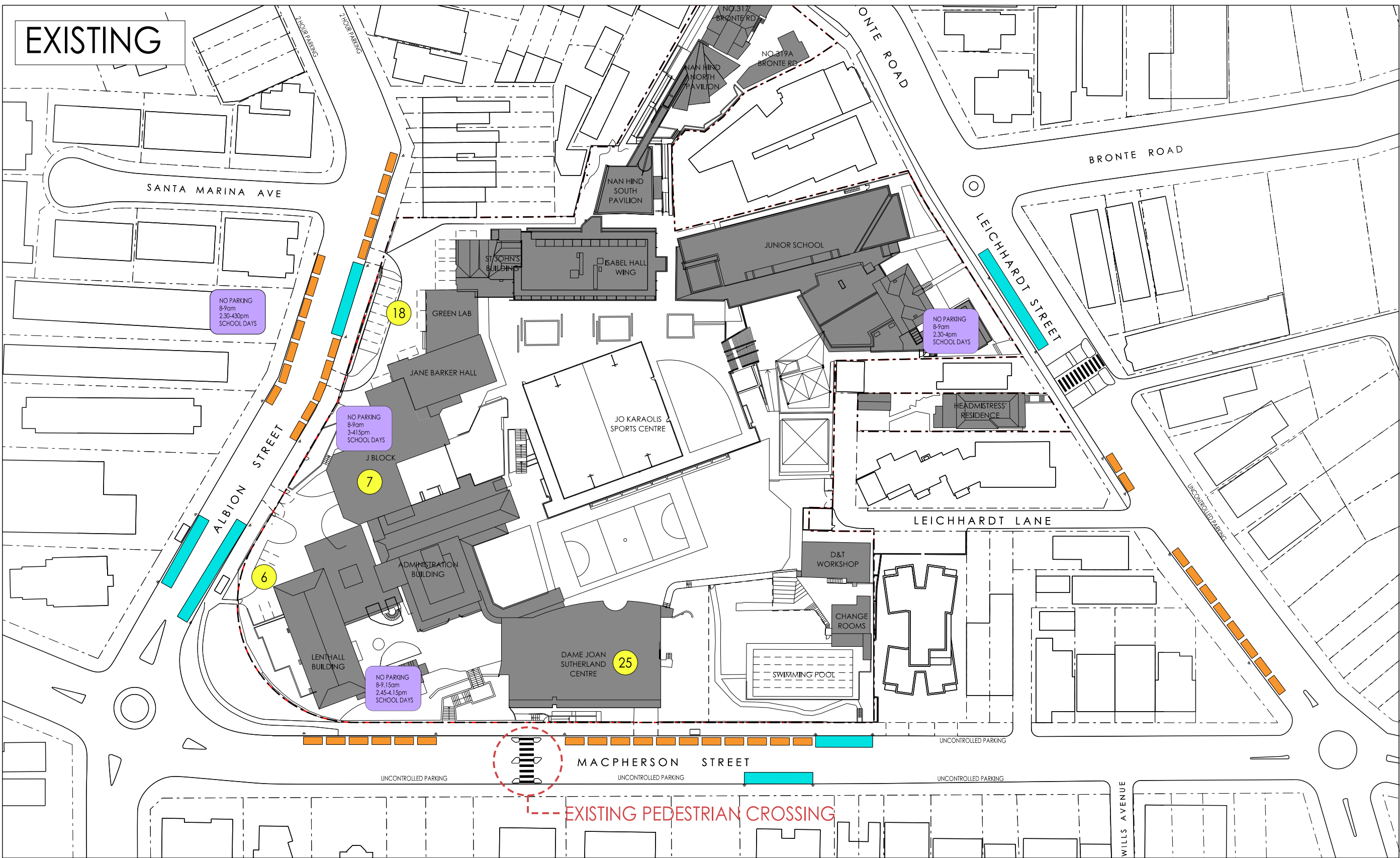
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KEY ENTRY POINTS AND PEDESTRIAN MOVEMENT



TRAFFIC MANAGEMENT AND PARKING



TOTAL CAR SPACES = 56

IMPROVED CONDITIONS IN PROPOSED MASTER PLAN:

- Longer pick up/drop of car line on Macpherson Street
- Relocation of pedestrian crossing on Macpherson Street to accomodate longer carline
- Longer pedestrian bus queuing length on Albion Street from new senior student entry

TOTAL CAR SPACES = 75 (19 ADDITIONAL SPACES)