

15 April 2025

241021

The Department of Education
By Email: Part5Assessments@det.nsw.gov.au

GABLES PUBLIC SCHOOL & PRESCHOOL
1 PENNANT WAY, GABLES (LOT 301, DP 1287967)

Traffic Response to Submission Ref: (P5-2025-36)

We refer to recent correspondence concerning the abovementioned development and in particular, the subject Review of Environmental Factors (REF), P5-2025-36, which is currently under assessment.

The Hills Shire Council's Principal Coordinator Development Assessment issued a letter dated 24/03/2025 which raises concerns in relation to further clarification on items outlined in the Transport and Accessibility Impact Assessment (TAIA) report prepared by TTW (ref:241021 rev:3). Specifically, these items raise comments on the proposed parking provision and ensuring design compliance with relevant Australian Standards.

In this regard, we confirm we have taken Council's comments into consideration and provide the below response. For clarity, we have reproduced Council's comments below which are highlighted. Our response is provided separately underneath each comment.

Parking and Traffic

The current number of parking spaces proposed is inadequate (based on a comparison of the current parking arrangements at Bella Vista Public School). Inadequate on-site parking will push those needing to park further out onto the surrounding local road network (which in turn causes other issues). Given the building heights proposed, a multi-deck carpark should be considered on this site to address parking demand.

Primary School

The proposal will provide a total of 35 staff car spaces and 0 on-site parking spaces for students / visitors for the primary school. This provides a 50% provision of parking spaces for staff once the school reaches full capacity, accommodating 68 full time staff.

The adequacy of the proposed 35 car parking spaces has been reviewed in detail within Section 10 of the (TAIA) report prepared by TTW (ref:241021 rev:3). A summary is also provided below:

- Consultation was previously completed with Council and TfNSW as part of the Transport Working Group (TWG) meetings. TTW previously presented the proposal, including the proposed parking rate of 1 car space per 2 staff. Council was supportive of the proposal and encouraged the promotion of active travel as a priority to the school. Council had no objections as part of the TWG in relation to on-site parking provisions, however they did mention the importance of completing a thorough and realistic traffic assessment. A thorough and realistic assessment has been completed as part of the TAIA report which includes mitigation measures to discourage both students and staff travelling to / from school via private vehicle.
- It is anticipated the school will not reach maximum capacity in opening year, but rather there will be an increase in students and staff over time as the Gables Precinct is further developed. SINSW future projections have confirmed approximately 750 students and 50 staff will attend the school in opening year. With a provision of 35 staff car parking spaces this results in 70% car parking

provision for staff. This level of parking provision is considered adequate and will support the sustainable transport strategy for the project, with implementation of the following provisions:

- The proposal for a new 30-metre bus zone, to the west of the site, along the eastern kerbside of Fontana Drive will assist TfNSW in operating additional routes and services in the future. As additional routes are implemented into the future, access to public transport will improve for both staff and students.
 - The Department of Education is currently reviewing and considering options for local staff recruitment, i.e. encouraging employment of staff who live in close proximity to the site. All recruitment will continue to be decided on a merit basis, with proximity to site being just one element in the recruitment process. Higher numbers of staff living close to the site, compared to other typical schools, will allow the walking and cyclist mode shares to be increased.
 - To assist with a lower on-site parking provision than the DCP requirement for staff, a site-specific School Transport Plan (STP) will be prepared. The STP shall provide information to influence the travel behaviour away from the use of private vehicles, towards more efficient modes of transport including active transport such as walking and cycling; public transport such as rail and bus services, and car share / carpool options. The plan will also propose mitigation measures and transport programs that the school will commit to i.e. public transport incentives and carpooling programs for staff.
- The target mode splits are considered achievable due to the considerations listed above, and the opportunity for the new school to establish new travel habits. Further to this, it is important to note that the targets are not expected to be achieved in the opening year of the school, but rather reached over time as the school grows.
 - The provision of a car park almost three times the size of that proposed would encroach significantly into the available open space / play space at the school and reduce amenity of the site for students. Further, the site-specific travel demand analysis undertaken for this project indicates a baseline mode split of 75% car usage, and a target mode split of 50%. Application of the DCP rates would include provisions for a mode split of 100% car usage for staff, plus additional parking for parents. This would significantly exceed the expected demand for parking (even when considering the more conservative baseline scenario) and therefore applying the DCP rates would not be appropriate.
 - TTW completed two site inspections on a typical weekday in 2024, during these inspections it was observed there is generally an abundance of on-street parking capacity within a 500 metre radius of the site. Specifically, Fontana Drive, Pennant Way and cataract Road. In addition, Nearmap aerial footage was reviewed to gain an understanding of on-street parking demands. Similarly to our on-site observations it appeared there was an abundance of spare capacity between 80-90%. In summary, whilst it will not be recommended for staff to park on-street, there is spare capacity on the surrounding streets to accommodate on-street parking.

Preschool School

The proposal will provide a total of 16 car spaces, comprising 6 staff car spaces and 10 parent / visitor car spaces. This provision meets the requirements of the Hills DCP and is therefore considered acceptable.

A separate submission must be made to the Local Traffic Committee via Council's Traffic and Roads Management team seeking Council's approval for the installation of 4 wombat pedestrian crossings and 3 new pedestrian refuges. Prior to consideration by the Committee, community consultation on the pedestrian crossings and refuges may be required to be undertaken by the DOE, following approval by Council. All costs associated with the implementation of any approved pedestrian crossings & refuges shall be borne by DOE.

Understood, a separate submission in relation to all public domain works will be completed and submitted to the Local Traffic Committee following REF approval and prior to construction.

Pedestrian crossings and refuges shall be constructed in accordance with Council's requirements and relevant standards including lighting that is compliant with the requirements of AS 1158.

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Understood, a separate submission in relation to all public domain works will be completed and submitted to the Local Traffic Committee following REF approval and prior to construction. This will involve detailed design plans of all crossings and refuges.

A footpath connection is required to be provided throughout the entire frontage of the school site. As per the report, the existing footpath on Pennant Way and Fontana Dr shall be provided from the back of the kerb.

Understood, the proposal provides footpaths along the entire frontage of the site.

The proposed location of the gate entrance in relation to the student drop-off zone could result in vehicles stopping directly in front of the gate, leading to a backlog of cars that are unable to properly use the drop-off area. This will also impact the operations of buses as they will struggle to reach the bus zone.

We understand Council's concern in relation to the pick-up and drop-off area. An operational STP will be developed for the school prior to opening. This will detail how PUDO area should operate and provide information for parents and staff. During operation the pick-up and drop-off area can be monitored. If it is not being effectively utilised parents can be reminded to move towards the front of the queue to avoid backlog.

Consultation with impacted bus companies is to occur to ensure access through local streets can be achieved.

The proposed bus stop will be provided along Fontana Drive. This is currently an existing public bus route, there is anticipated to be no impact to bus companies as the proposed bus stop will facilitate existing services. We believe no further consultation is required.

Any existing or proposed vegetation and landscaping surrounding the proposed development must not compromise sight distances and visibility at the proposed entrance and exit driveways (below 500mm above the footpath level).

Understood, this will be reviewed at detailed design stage to ensure compliance with the relevant Australian Standards is achieved.

The DOE shall liaise with Council's Traffic team to provide appropriate parking restrictions around the school site and crossings. The DOE is liable to fund and arrange the installation of the parking restrictions subject to approval from the Local Traffic Committee. The DOE should approach council four months prior to the commencement of the school to allow Council sufficient time to prepare a report in support of the parking restrictions to the local traffic committee. The DOE may be required to undertake the consultation process with surrounding residents regarding the parking restrictions proposal.

Understood, a separate submission in relation to all public domain works will be completed and submitted to the Local Traffic Committee following REF approval and prior to construction.

Any works proposed within the public road reserve will require approval from the relevant roads authority pursuant to the Roads Act. The applicant must comply with all requirements of the roads authority.

Understood, a separate submission in relation to all public domain works will be completed and submitted to the Local Traffic Committee following REF approval and prior to construction.

The design of the Driveways, parking modules, circulation roadways and ramps shall be designed in accordance with relevant AS/ NZS 2890.1, AS 2890.2 and AS/ NZS 2890.6.

Understood, the design will be reviewed in further detail as part of the detailed design stage. Compliance with the relevant Australian Standards will be achieved.

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The parking modules and aisle width shall comply with each respect user class as per table 1.1 and figure 2.2 of the AS/ NZS 2890.1. The aisle width shall be provided on the plans and at least provide the typical parking modules.

Understood, the design will be reviewed in further detail as part of the detailed design stage. Compliance with the relevant Australian Standards will be achieved.

We trust the above is of assistance to satisfactorily address the concerns raised in Council's letter dated 14/03/2025. Please contact the undersigned should you have any queries or require anything further.

Yours faithfully,

TTW (NSW) PTY LTD



Maria Mulholland
Senior Traffic Engineer

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