29 September 2021

Nicholas Lawler
CBRE Project Management
Level 21, 363 George Street
Sydney, NSW 2000

Dear Nicholas

RE: MARSDEN HIGH NETBALL COURT PLANNING PROPOSAL - RESPONSE TO REQUEST FOR INFORMATION - TRAFFIC

Context

School Infrastructure is proposing a planning proposal that seeks to rezone the existing Marsden High School site from SP2 Educational Establishment to RE1 Public Recreation. The rezoning will accommodate a future recreation use for 32 outdoor netball courts, a four-court indoor facility with associated support spaces, and at grade car parking at the site.

The proposed recreational facilities are part of wider plans by Greater Sydney Commission to relocate the 28 outdoor courts existing netball facility at Meadowbank Park. The proposed recreational facilities at the study site will be by the Eastwood Ryde Netball Association (ERNA).

Following lodgement of the planning proposal documentation, City of Ryde wrote to School Infrastructure to request further information in the documentation.

The purpose of this letter is to acknowledge the information request and provide Council a response with how this information will be provided. The request includes assessment requirements, which will take time to address (e.g. traffic modelling). Given the long timeframes in the planning proposal process and the commitments made by the project team in this letter to undertake the works Council requests, Council can continue to progress planning for the site while these matters are addressed.

Response to comments

The requests for information by Council seek additional analysis be provided in the planning proposal documentation. Table 1 provides a response to each of Council

Table 1 Response to City of Ryde comments from 16 July 2021

City of Ryde comment	SCT Consulting response
The traffic generation for the subject proposal used in SCT Consulting's Traffic and Transport Impact Assessment has been estimated based on survey results from a 2009 traffic study (Transport Impact Assessment for the Meadowbank Park Netball Courts (2009)), which is more than 10 years old. There are concerns over the reliability of these survey results in being an accurate representation of the current operation, and the current travel habits/modes adopted by existing users of the Meadowbank Park netball courts or an accurate predictor of future traffic flows generated by the proposed recreational use.	It is agreed that the benchmark of Council's *Transport Impact Assessment for the Meadowbank Park Netball Courts (2009)* is 12 years old. This is not an uncommon age for trip generation information. For instance, the most recent trip generation rates undertaken by TfNSW for residential and retail were conducted in 2010. The age of surveys shouldn't affect the testing of the suitability of the site. The Development Application work will include a review of the current facilities at Meadowbank. This will hopefully also provide an opportunity for COVID-19

City of Ryde comment	SCT Consulting response
	recovery to occur and travel behaviour to return to more normal travel patterns.
There needs to be greater clarity associated with the likely operational characteristics of the future indoor recreational use and its potential parking and traffic demand, which has not been assessed in SCT Consulting's traffic study.	Further information will be provided in the updated transport assessment and resubmitted to Council. The planning proposal aims for the site to have Netball uses, which we can provide further operational information in the updated planning proposal transport plan. Netball tends to be the highest intensity use of all sports uses, so fulfills the requirement for the assessment to assess the largest intensity use of the site.
The periods in which the proposed recreational use is likely to generate the greatest traffic activity is expected to be generally outside of the peak traffic periods of the existing school development (being 8am – 9:30am and 2:30pm – 4:00pm). Whilst SCT Consulting's traffic study has concluded that the subject proposal is anticipated to generate slightly less traffic compared with the current land use over a weekly period, it has provided no assessment of the impact of the proposed recreational use during critical peak hour periods, in particular the weekday afternoon peak hour periods (approx. 5pm – 6pm) and the Saturday midday peak hour periods (approx.. 12pm – 1pm), when traffic flows are typically the heaviest (especially along Victoria Road and Marsden Road, which facilitates direct access into the site and surrounding precinct).	Traffic modelling is provided in the *SCT_00219 Marsden Netball PP Traffic Modelling Note* which is supplied to Council and addresses this request.
In order to adequately assess the suitability of the change of zoning to RE1 it is required that a traffic modelling assessment be undertaken for the following intersections: – Victoria Road and Marsden Road/Wharf Road; – Marsden Road and Winbourne Street; and – Brush Road and Sindel Street.	Traffic modelling is provided in the *SCT_00219 Marsden Netball PP Traffic Modelling Note* which is supplied to Council and addresses this request. Modelling has been undertaken for the following intersections in Council's request: – Victoria Road and Marsden Road/Wharf Road – Marsden Road and Winbourne Street – Victoria Rd and Brush Rd Modelling for local intersections such as Sindel Street can be undertaken during the development application phase. This road is a low order street and unlikely to be attractive for large traffic volumes – and therefore unlikely to require any intersection upgrade works.
The traffic modelling assessment should be based on 2031 peak hour traffic volumes (with and without the development) and advise on potential mitigation strategies/road/intersection improvements to alleviate the impacts associated with the development. Traffic volumes must be considered on post-pandemic volumes and not be based on pandemic or lockdown traffic volumes.	Traffic modelling is provided in the *SCT_00219 Marsden Netball PP Traffic Modelling Note* which is based on surveys collected in February 2021. The AADT counter on Victoria Road (Station 51235) shows that the weekly total traffic was 430,519. Compared with a week in 2019, this is similar. Most weeks in 2019 had a weekly trip total of between 417,000 – 435,000. Hence the surveys conducted are considered to have a level of traffic similar to pre-COVID-19 conditions.

City of Ryde comment	SCT Consulting response
	The models have been updated to 2031 peak hour traffic volumes (with and without the development). Modelling indicates that no widening is required due to the proposed land use.
This assessment should also take into consideration the redevelopment of Melrose Park North precinct and then assess the appropriateness of the proposed upgrades recommended in the Melrose Park Transport Management and Accessibility Plan (TMAP) prepared by Jacobs in 2018 in particular the future upgrade of the intersection of Victoria Road and Marsden Road/Wharf Road.	The models have been updated to include the delivery of Melrose Park in the 2031 scenario.
The planning proposal states; "There is sufficient space on the site to provide parking spaces for future development. On-street parking is also available … which will have no impact to the street frontages of adjacent residential properties." Whilst the site is within close proximity to bus services, it is expected that the large majority of patrons will travel to/from the site by car. The on-site parking provision for such a facility should comply with Council's Development Control Plan. In this regard the Concept Plan should be reviewed to accommodate additional on-site parking. A preliminary review of the surrounding street widths, particularly Brush Road, indicates that concentrated on-street parking on a weeknight and Saturdays would have a significant impact on the surrounding residents and flow of traffic within those streets. An assessment of the off-street car parking provision necessary to support the future development is required to be provided. It is critical that there is adequate off-street car parking, including more than one vehicle entry and egress point, to support the peak demand generated by the proposed development and to minimise the impact on the surrounding streets and on-street parking, which are currently used by existing residents.	SINSW has accepted Council's comment. The scheme includes an option to provide 296 parking spaces on site, which would fulfil the minimum Development Control Plan (DCP) requirements. Off-street parking would be used for demands over and above that anticipated by the DCP would be served on-street. Due to the constraints of the ecological zone, it isn't possible to provide a second road entry point. The scheme currently has substantial queuing area for the exit point to mitigate the impact of queuing on car park operations. The team is also reviewing the potential to provide turning lanes at the entry / exit point to provide additional capacity.

It is noted that all comments are accepted but some information isn't considered necessary to the planning proposal process – in particular the assessment of the site suitability. Some matters can be left until the development application stage when the scheme is more certain.

Yours sincerely

Jonathan Busch
Associate Director
jonathan.busch@sctconsulting.com.au | 0481 818 776
sctconsulting.com.au | Level 10, 99 Mount Street, North Sydney, 2060
SCT Consulting