22 November 2024

Simon Vant
Christian Education Ministries Suite 304
200 The Central Coast Highway
Erina NSW 2250

Dear Simon

RE: Response to Council RFI dated 21 November -Singleton-DA 8/2023/502/1 at 109-129 Kelso Street Singleton 2330 - Educational Establishment

Background

SCT Consulting has been engaged by Christian Education Ministries to undertake a Traffic Impact Assessment (TIA) to support a development application (DA 8/2023/502/1 at 109-129 Kelso Street Singleton 2330) for the proposed expansion of Australian Christian College, Singleton. The site is bounded by Kelso Street to the north, New England Highway to the east and Waddles Lane to the south, adjoining existing low-rise residential dwellings to the west.

Hunter and Central Coast Regional Planning Panel issued the planning panel briefing minutes on 1 February 2024 based on the TfNSW's comments. The key transport-related matters raised by the panel for consideration were addressed in SCT Consulting's Traffic and Transport Assessment Report Version 7.0 and the attached School Transport Plan.

On 24 September 2024, the Planning Panel issued a Record of Deferral for the proposal and requested a supplementary assessment to understand the uses and functions on the site, particularly the traffic impact. On 1 November 2024, SCT Consulting prepared a letter to support a detailed operational management plan that addresses the delineation of drop-off/pick-up, bus parking, staff, student, and visitor parking and pedestrian paths, and functional requirements of drop-off/pick-up management across the site.

The Planning Panel has set a determination date for 2 December for the proposal, before which Singleton Council has requested further questions regarding the below item on 21 November 2024:

– Shortfall in parking and use of shared parking strategy still not justified sufficiently according to DCP Clause 2.27(5).
– Bus parking and queuing: Clashing between queuing buses and passenger vehicles utilising carpark needs to be addressed by the applicant.
– Pedestrian paths: Applicant needs to provide more detail about pedestrian paths and their interaction with vehicle manoeuvres.

This letter will address the above three items together with the updated operational management plan and site plans including swept paths.

Shortfall in parking and use of shared parking strategy

According to Singleton DCP Clause 2.27 (5):

Despite subclauses 3 and 4, development consent may be granted to development that provides a lesser number of onsite car parking spaces where the consent authority is satisfied that it is appropriate in the circumstances of the case because:

> *(a) there is a historic deficiency in car parking associated with the site, or*
>
> *(b) the development is of a minor nature and would not create a demand for more than one additional car parking space, or*
>
> *(c) there are no reasonable opportunities to provide parking onsite and there is sufficient public parking available in close proximity to the development site.*

There was a historic deficiency in formal parking spaces on the school site, i.e. 72 spaces are required based on the current staff and student population whereas there are about 36 line-marked parking spaces and two informal parking areas on site. Regardless, the parking has always been accommodated within the school site. With the operation of the school, childcare and TAFE school, the cumulative parking demand never overspills onto public roads such as Kelso Street.

As part of the proposal, the drop-off/pick-up peaks are differentiated as follows:

– School (typically 8:30-9:00am and 15:00-15:30pm)

– Childcare (typically 7:30-8:30am and 16:00-18:00pm), which is unlikely to affect other uses on-site and does not require further management due to the occurrence outside of the AM/PM school peak hours.

– TAFE classes (13:30pm and 16:30pm on Tuesdays and Thursdays), which are unlikely to affect other uses on-site and do not require further management due to the occurrence outside of the AM/PM school peak hours

– OOSH traffic (typically before 7:30 am and 17:00-18:00pm) may overlap with childcare drop-off/pick-up, however, given its relatively small scale, there should be no issue for them to share the parking spaces.

Hence, there should be no need to consider the total parking requirement by aggregating the provision for each component but the below three major components only:

– Staff for childcare

– Staff for school

– Visitor for school.

With the abovementioned three parking components, the proposal will accommodate the peak demand anytime throughout the day and will not expect any overspill due to the staggered peak hours for multiple components.

Bus parking and queuing

The parking area will be shared with cars and buses. To mitigate queuing and movement impacts, bus operators will be required to follow below management measures during the drop-off and pick-up periods of each school day:

– Any bus entering the carpark must manoeuvre and pull over on the left-hand side of the driveway carriageway area, such as to enable all other carpark users to be able to pass on the right-hand side of the driveway carriageway area (i.e. the inside track) to maintain vehicle circulation and prevent any blockage of the movement.

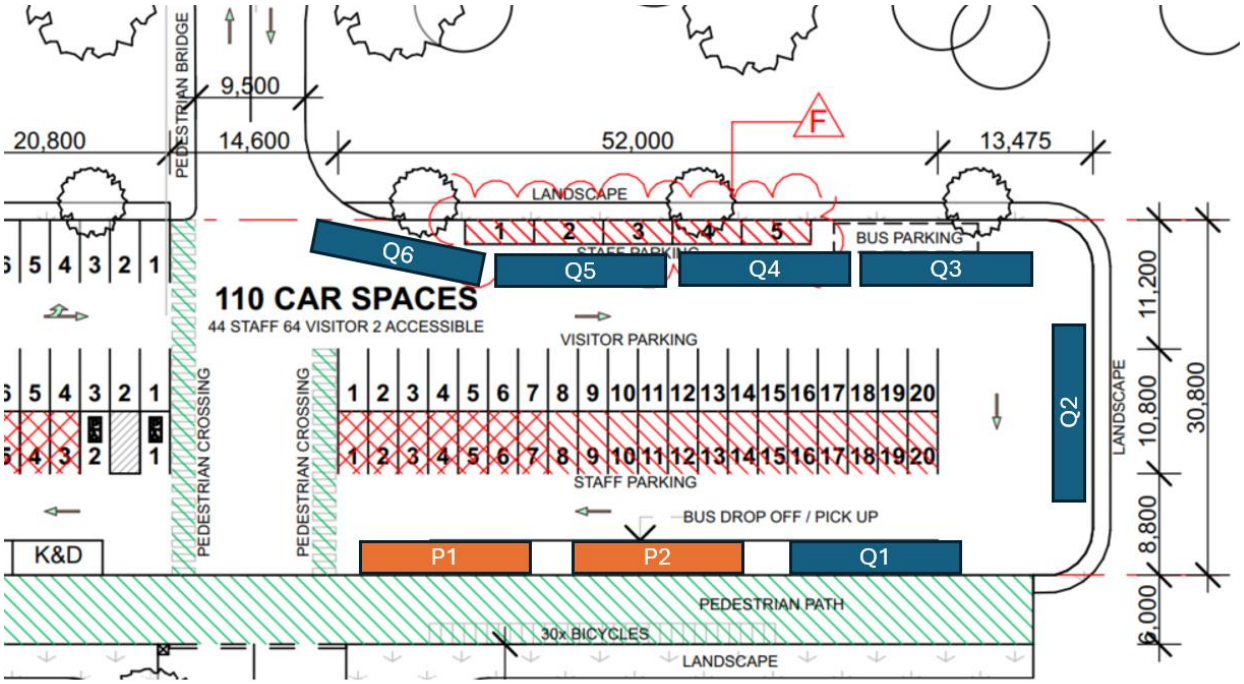
– Each bus must queue in the positions identified in **Figure 1** (overleaf), and at the point any bus is queued in position Q5, that driver must radio all school buses to confirm that there is only one (1) position remaining and any other bus driving toward the site must continue moving in the local street network and not stop or queue on Kelso Street or beyond position Q6.

– Any reversing movements required to move positions Q2, Q3, Q4, Q5 or Q6 must be carried out only with staff supervision so that manoeuvres do not impact traffic flows moving into the site from Kelso Street. Any vehicles queued behind a bus moving into one of these positions will need to be managed so that the bus reversing movement can occur without blocking traffic movements.

The five spaces to the north edge of the parking are dedicated as staff parking spaces, hence, there will be no interference with the bus queuing during the peak hour. The remaining aisle width between the bus and visitor parking is sufficient for parking manoeuvre (**Figure 2**), i.e. 6m wide and 10m wide, respectively.

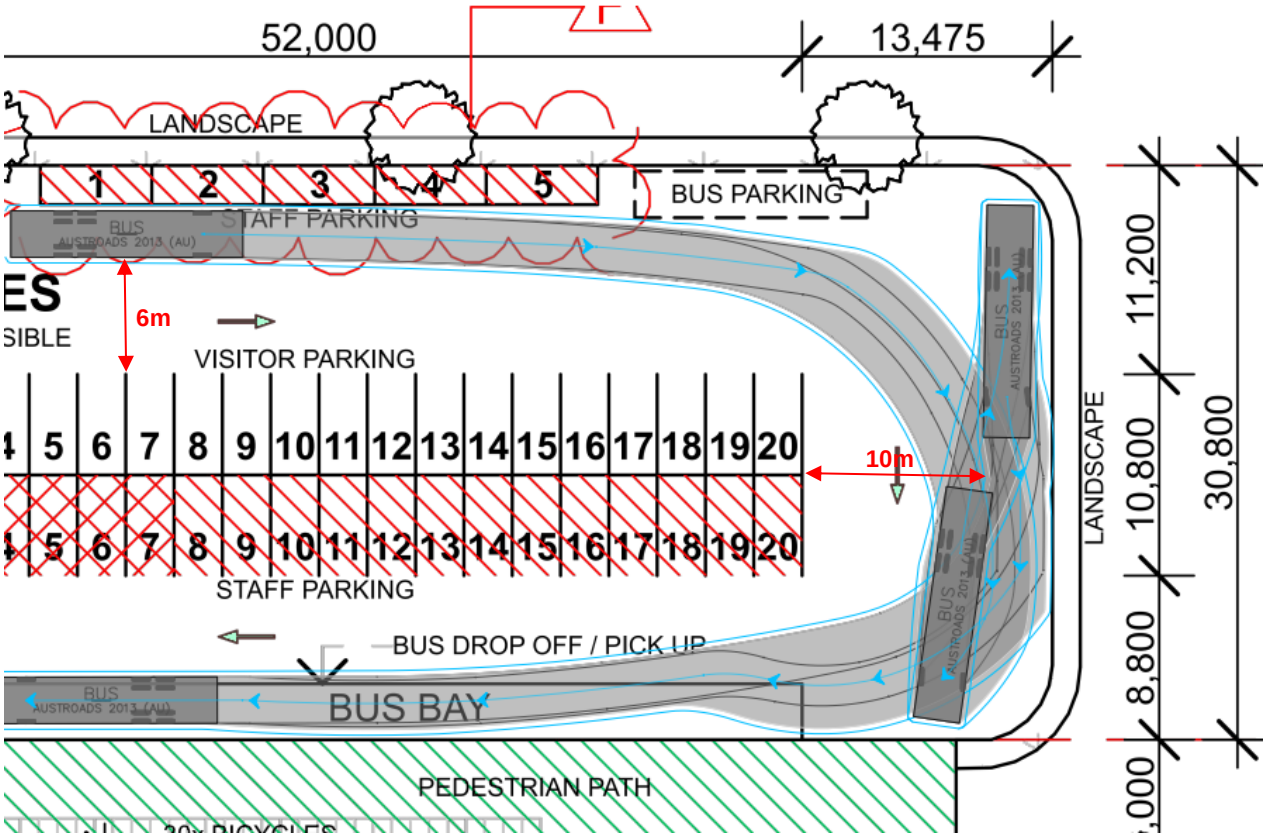
With the above measures and physical arrangement, there is no clashing between queuing buses and passenger vehicles such that queuing will not extend out of the site and onto Kelso Street.

Figure 1 Indicative bus queuing layout



Note that reversing manoeuvre to Q2 space is needed with staff attendance; The bus is 14.5m long indicatively.

Figure 2 Reverse manoeuvring to Q2



Pedestrian paths

It is shown that bus tracking does not clash with the intended pedestrian path based on the updated site layout. Refer to the updated swept path by CEM and civil design, dated 22 November 2024.

Yours sincerely

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