

Application Details	
Property Description:	Lot: 4 DP: 1119857, 109-129 Kelso Street SINGLETON 2330
Development Description:	Staged construction and staged occupation, of a new two-storey

Was a site inspection undertaken?	Yes	No
If yes, specify date: Click or tap to enter a date.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Impediments/observations:		

Background and Information and Assessment
<div>Assessment</div> <div> Traffic Impact Assessment Statement of Environmental Effects Civil Engineering Plans Civil Engineering Design Report </div>
<div>Conclusion</div> <div> <p>1. TRAFFIC AND TRANSPORT IMPACT</p> <p>The intersection of New England Highway and Kelso Street is currently operating over capacity at LOS F. The future year traffic modelling contained within the TIA was undertaken for the year 2036 and assumes the full operation of the Singleton Bypass.</p> <p>There are no additional measures proposed to improve the operation of the intersection. The Singleton Bypass is not due for completion until 2026, with operation predicted to commence in early 2027.</p> <p>Without additional measures being implemented to improve the operation of the intersection it is recommended that either the development is rejected, or it is conditioned that the development cannot commence until the Singleton Bypass is operational.</p> <p>2. PARKING</p> <p>The Singleton DCP specifies the following parking requirements:</p> <ul style="list-style-type: none"> Childcare Centre - 1 space per staff member + 1 space per 4 enrolled children. Development (no change to existing) = 55 students and 15 staff (14 and 15 spaces) School - 0.5 space per staff member + 1 space per 10 students Development Stage 2 - 700 students and 88 staff = 70 + 44 spaces <p>Total required spaces = 143 spaces</p> <p>The TIA states "A total of 82 spaces and 130 spaces are provided in the master plan for Stage 1 and Stage 2, respectively, which satisfies the DCP requirement."</p> <p>The parking spaces provided is a shortfall of 13 spaces based on the requirements of the DCP.</p> <p>The TIA mentions different drop off/pick up periods between childcare and the school, which results in a shared parking area, but this is not expanded on sufficiently to justify the shortfall.</p> <p>3. CYCLE PARKING</p> <p>Agreed that the number of cycle parking spaces required by the DCP of 0.75 per student spaces is excessive - this would result in 525 cycle parking spaces. Confirmation required as to the planned number of cycle parking spaces to be provided.</p> </div>

Update 11/6/2024

It is noted that:

The school expansion will now be delivered in 2 stages, stage 1 & 2 expanding student numbers from 378 to 491 students and stage 3 to the final total of 700 students.

The School Travel Plan will implement staggered bell times and OOSH to mitigate the traffic impacts during stage 1 & 2. This is considered to be an acceptable approach to manage the traffic impact associated with the development during this period.

The Singleton Bypass, once operational, will improve the LoS of the New England Highway/Kelso Street intersection from a LoS E to a LoS B in peak times. It is agreed that following completion of the Bypass that the LoS at the intersection will remain acceptable in both peak times without any additional upgrades to the intersection necessary.

It is agreed that the Traffic Impact Assessment, in combination with the School Travel Plan, adequately shows that the traffic and transportation impacts associated with the proposed development will be able to be accommodated by the existing and planned road network.

Update 7/11/2024 (Mark Brennan)

Items requested to be address by NSW Gov Planning Panel:

(iii) Details of and clear delineation of drop-off/pick-up, bus parking, staff, student, and visitor parking, and pedestrian paths.

(iv) A Traffic and Access Operational Management Plan that addresses the functional requirements of all uses and how drop-off/pick-up will be managed across the site.

- **Shortfall in parking and use of shared parking strategy still not justified sufficiently according to DCP. DCP states:**

(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.

Applicant needs to explain how reduction in parking spaces from DCP requirements meets subclause 5 above. It appears that staggered drop off and pick up times in the Traffic Impact Assessment address the shortfall (ie excluding Childcare and Tafe visitor parking from total), however the DCP requirement above still needs to be addressed. Number of staff in operational plan of management for ACC is stated as 40 and 60 for stage 1-2 and 3 respectively where it is 45 and 88 in Traffic Impact Assessment, need to address this inconsistency.

- **Bus parking and queuing:**

Based on vehicle tracking paths provided in engineering plans, when more than 2 school buses are on site access and egress on western side of carpark will be affected. There is potential for buses queuing to block passenger vehicles from egress which could have a flow on effect of backing up both buses and passenger vehicles onto Kelso Street.

Clashing between queuing buses and passenger vehicles utilising carpark needs to be addressed by applicant.

- **Pedestrian Paths:**

Pedestrian paths are shown as connecting from Kelso across to path on south of carpark. Engineering plans only show pedestrian crossings from south of carpark to first row of parking. Bus tracking path appears to clash with intended pedestrian path shown in updated architectural plans.

Applicant needs to provide more detail of pedestrian paths and its interaction with vehicle manoeuvres.

- **Bicycle Parking:**

As per previous referral, agree that 0.75 parks per student (525 bicycle spaces) is excessive. Unsure how a reasonable amount would be determined. Traffic impact assessment states current active transport share of 3% (walking and cycling) resulting in a need for 20 bicycle parking spaces.

Possible method for determining need:

TfNSW Active Transport Strategy states that 15% and 14% of primary and secondary school students travel to school via active transport. Assume even split between cycles and other modes (walking, scooter etc) gives a need of 7.25% or 50 bicycle parking spaces for 700 students.

Update 22/11/24 (Mark Brennan)

Agree that applicant has adequately addressed points raised above through amended Operational Plan of Management and Masterplan received on 22/11/2024

Update 26/02/25 (Mark Brennan)

Requested additional information from Hunter and Central Coast Regional Planning Panel

The applicant is requested to provide:

- (i) *Additional parking, broken down by particular use.*
It is agreed that the staggering of carpark usage as described in supplementary to Traffic Impact Assessment adequately addresses shortfall in parking from DCP prescription
- (ii) *Additional drop-off/pick-up areas and additional bicycle parking.*
As per above. Bicycle parking number calculated from existing bicycle usage considered acceptable. It is unlikely there will be an increase in the ration of students cycling due to a lack of cycling infrastructure connecting school to the surrounding neighbourhood. This will change if the George Street streetscape is improved post bypass (to be confirmed) and there is capacity to increase bicycle rack numbers in future if required as described in supplementary to traffic Impact Assessment.
- (iii) *Additional measures to minimise congestion and pedestrian interaction with buses/vehicles*
Line marked crossing locations clarified by applicant, vehicle tracking paths confirm bus manoeuvres can be achieved without clashing with crossings in entry road. Extra vehicle tracking received from applicant to show vehicles in visitor parking can exit carpark whilst buses are queued.

Other Matters

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Recommendation

Please tick the relevant box below and provide any additions comments

- ☒ a) Application supported subject to conditions
- ☐ b) Application not supported for the reason/s
- ☐ c) Application deferred not for the following reason/s

Comments: ...

RECOMMENDED CONDITIONS OF CONSENT:

These can be found at CM9 reference 23/64506

CONDITIONS

	Condition No	Titled

Before Building Work Commences			
<input type="checkbox"/>	C9	Traffic Management Plan	
<input type="checkbox"/>	C10	Local Traffic Committee	
<input type="checkbox"/>	C11	Sight distance	
<input type="checkbox"/>	C12	Speed Limits	
<input type="checkbox"/>	C13	Events - Traffic	
Add any new conditions here			
	New condition No	Titled	Content
<input type="checkbox"/>			
<input type="checkbox"/>			
<input type="checkbox"/>			
<input type="checkbox"/>			