

Matters raised by Independent Planning Commission in relation to Santa Sophia Catholic College (SSD 9772)

The Independent Planning Commission (the Commission) wrote to the Department seeking further clarification on several matters ahead of the Department's briefing to the Commission on 20 March 2020.

The Department's response is provided below:

1. *How many construction jobs will be provided as a result of the Project:*

Department Response:

The Applicant's Quantity Surveyors report submitted with its Environmental Impact Statement (EIS) advises that up to 2,000 construction workers would be inducted on site. On that basis, the proposal would generate up to 2,000 construction jobs over the course of its development.

2. *It is stated that while no formal Green Star rating has been pursued, the proposal can achieve a 4-Star Green Star Rating. What is the source/evidence of this claim?*

Department Response:

The Applicant's Ecologically Sustainable Development (ESD) report submitted with its EIS provides consideration of the ecologically sustainable measures proposed to be implemented against several environmental rating standards/best practice tools, including the Green Star rating tool.

Under the Green Star environmental rating standard, 45 points are required to achieve a 4-star Green Star rating, with 103 points available to the proposal. The Applicant's ESD report provides an assessment matrix which considers all aspects of the proposal, indicating that 53 points are capable of being achieved, thereby achieving the targeted 4-star Green Star rating.

3. *Could the Department elaborate on the adequacy of the drop off/pick up zone arrangements?*

Department Response:

The Department requested the Applicant justify the adequacy of the proposed 12 space drop-off and pick-up facility for school use in response to the concerns raised both by the Department and public during the exhibition of the proposal.

The Applicant responded in its Response to Submissions (RTS) report that the proposed 12 space facility on future Road B would be supplemented by a second 20 space facility on Fontana Drive. The proposed Fontana Drive facility was not proposed to be commissioned until the student population growth warranted it.

The Applicant's Traffic and Accessibility Impact Assessment (TAIA) assessed that student drop-off and pick-up movements could be cycled through at a rate of 1 vehicle per minute. That would equate to a drop-off and pick-up facility capacity of 12 vehicles per minute in the first years of operation, increasing to 32 vehicles per minute at full operational capacity (i.e. both future Road B and Fontana Drive facilities operating). It was also proposed that at full operational capacity the future Road B drop-off and pick-up facility be dedicated for primary school students, while the Fontana Road drop-off and pick-up facility be dedicated for secondary school students on the basis that they would be more capable of walking between the drop-off and pick-up facility in Fontana Drive and the school grounds.

The TAIA states drop-off and pick-up movements would take place over a three-hour period in the morning and six-hour period in the afternoon/evening, with peak 10-minute periods prior to and immediately after the beginning and end of school, respectively. This correlates to a capacity of 120 vehicles during the first years of operation, increasing to 320 vehicles during those peak 10-minute periods.

To determine the adequacy of the capacity of the proposed drop-off and pick-up facilities, modal trip surveys were undertaken of St Mark's Catholic College. These rates were reviewed and applied to the proposed operations at Santa Sophia Catholic College, proposing the following trip rates:

- First Two Years of Operations
 - Primary School:
 - AM Peak: 0.66 trips per student
 - School PM Peak: 0.768 trips per student
 - Secondary School:
 - AM Peak: 0.55 trips per student
 - School PM Peak: 0.55 trips per student
- Full Capacity Operations
 - Primary School:
 - AM Peak: 0.46 trips per student
 - School PM Peak: 0.48 trips per student
 - Secondary School:
 - AM Peak: 0.35 trips per student
 - School PM Peak: 0.35 trips per student

Based on these trip rates, the school's anticipated student growth, including the initial demand associated with a higher car passenger trip rate for the first two years of operation, the Applicant's TAIA predicted the following:

- for the first two years of operation, noting not at full student population and having regard to higher car passenger trip rates:
 - in the year opening, a maximum demand of 97 and 92 vehicles were predicted during the 10 minute AM and PM peak periods, respectively, and could be accommodated in the future Road B facility.
 - during the second year of operation, a maximum demand of 150 and 139 vehicles are predicted during the AM and PM peak periods, respectively, which exceed the maximum 120 vehicle/10-minute peak period capacity of the future Road B facility.
 - significant on-street parking capacity is expected to be available during early years of operation that could alleviate any predicted overflow demands for the first two years of operations.
- at full student capacity, noting the drop off areas will be then allocated specifically for senior or primary school use:
 - the future Road B facility would accommodate the expected 94 vehicles (for primary students) during the AM peak 10-minute period prior to school operations.
 - the future Road B facility would exceed the 120-vehicle capacity during the School PM peak period by only two vehicles, which could be reasonably accommodated during the following 10-minute period.
 - the Fontana Drive facility would accommodate both the AM and School PM peak period demands of secondary students (i.e. 132 AM vehicles and 74 PM vehicles).
 - when the Fontana Drive facility approaches capacity, vehicles approaching would be required to recirculate to prevent queuing and impact on the Fontana Drive/Red Gables Road intersection.

The Department is satisfied that during the initial first year of operation, the proposed future Road B facility will satisfactorily accommodate the predicted demands. But it is noted that this 120-vehicle peak 10-minute capacity is predicted to be exceeded in the second year of operations. The Department has therefore recommended a condition of consent requiring the Fontana Road facility be commissioned within 12 months of school operations commencing or prior to the school population exceeding 900 students, whichever is sooner.

In addition, the future operation of these proposed drop-off and pick-up facilities is to be managed in accordance with the recommendations presented in the Applicant's TAIA RTS Addendum Technical Note. These include:

- all key roads, including Fontana Drive and Red Gables Road, must be constructed prior to school operations commencing.
- a pedestrian crossing being provided across Red Gables Road east of Fontana Drive to ensure safe passage between the Fontana Drive facility and the school.
- operation of drop-off and pick-up facilities will require staff monitoring and student names on car visors to assist with efficient operation.
- creating student marshalling areas away from the roadway.

The Department is therefore satisfied that the proposed drop-off and pick-up facilities will adequately cater to the predicted demands generated in the first year and subsequent years of the proposed school's operation. In addition, the implementation of the recommendations noted above, particularly the staff management and monitoring of facilities, will ensure that the turnover of each facility is effective and efficient.

In relation to the childcare centre operations, a separate drop-off and pick-up facility is provided immediately adjacent to the facility as is recommended by best practice guidance. This facility is located as part of the childcare centre staff car park. The Department considers this separation of childcare function from the general school population drop-off and pick-up facility to be good practise.

4. *The Commission notes that construction vehicles will initially park on-site but this parking will eventually need to be relocated. Where will these vehicles be relocated to?*

Department Response:

The Construction Management Plan (CMP) submitted with the Applicant's Environmental Impact Statement outlines that a maximum daily construction workforce of 275 workers and staff is predicted to be on-site at any one time during peak construction periods. The CMP encourages construction workers and staff to carpool to reduce the instance of single occupancy vehicle trips.

An informal area approximately 3,300sqm in size is proposed to be designated for the purpose of construction worker parking. The proposed construction worker car park has been positioned in the general location of the proposed future 110 space temporary school car park, located immediately adjacent to the school development site.

It is anticipated that the informal car parking area would be capable of accommodating more than the 110-space design for the future temporary school car park, such that up to 50 per cent of the peak construction worker parking demand could be accommodated. The Department also notes that the predicted 275 construction workers represents a daily worst case scenario and that through the effective management and encouragement for construction workers to carpool will help reduce trip rates and the associated car parking demand.

Where any on-site car parking shortfalls exist, additional capacity exists adjacent to the school on adjoining land designated for future residential apartment buildings. This land would remain vacant

during the construction of the proposed new school, such that it remains available for use where required. The Department understands, the current owner of that land is supportive of its use for these purposes.

On this basis, the Department is satisfied that construction worker car parking demands generated by the proposal can be satisfactorily accommodated off-street and not detrimentally impact on the surrounding locality.

Recommended:



Karen Harragon
Director
Social Infrastructure Assessments

Approved:



David Gainsford
Executive Director
Infrastructure Assessments