

18 January 2024

211349 TAAG

Stephen Edwards Constructions  
140 Wicks Road  
Macquarie Park NSW 2113

Attention: Abdullah Ahmed

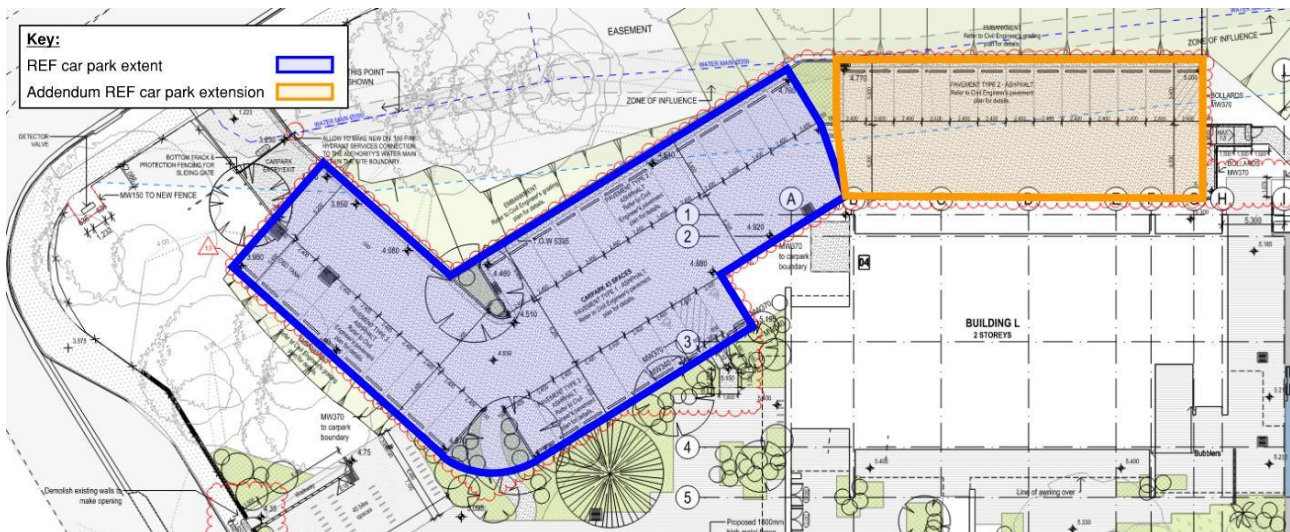
## **CRONULLA HIGH SCHOOL**

### **Traffic Statement for REF Addendum**

Dear Abdullah,

TTW has been engaged to review and assess the traffic and transport impacts of the proposed modifications to the approved Review of Environmental Factors (REF) for Cronulla High School. The works associated with the REF include demolition works, construction of two new buildings to replace demountable classrooms, and a reconfiguration of the car park. The proposed permanent student and staff numbers are 1,000 students and 78 staff, which is less than the pre-development condition.

The proposed changes associated with the Addendum REF include increasing the car park on the southwest side of the school from the REF design of 31 parking spaces, to 43 parking spaces as shown in Figure 1.



**Figure 1: Proposed Changes to Car Park**

Source: Fulton Trotter (CHS-FTA-0Z-ZZ-DR-A-1401 [13], 25/10/2023)

### **Car Parking**

As outlined in the REF, it is estimated that 91% of staff drive to site, which is equivalent to 71 staff members. The REF outlines that a parking provision of 71 spaces is achieved through the following:

- 31 spaces within the school car park
- 4 angled spaces within the service lane
- 36 spaces at the adjacent sports field

The parking demand of 71 spaces will remain the same for the Addendum REF as student and staff numbers are not changing. Therefore, the proposed extension to the car park allows for more parking within the school, resulting in less usage of the sports field parking.

It is noted that the Sutherland Shire Council Development Control Plan does not contain parking rates and requirements for educational facilities but requests a Traffic Study to be undertaken to assess parking demand (completed as part of the REF).

### **Traffic Impact**

The REF assesses the intersection performance of several nearby intersections for the pre-development condition. The results of this assessment show good performance, with all intersections across the morning and afternoon peak hours having a Level of Service of A or B. The post-development condition is expected to have minimal impact on intersection performance as the REF results in a reduction to the student and staff population, and so traffic generation is consequently expected to be reduced.

Further to this, the overall traffic impact as a result of the proposed extension to the car park will be insignificant, as the student and staff numbers are consistent with the REF assessment, and there is no additional parking or traffic demand associated with these works. It is noted that the parking supply on the school site is being increased by 12 spaces, and so the traffic activity at the car park access will be greater than the approved REF design. However, it is not expected that this change will significantly impact the pre-development traffic condition of the local road network for the following reasons:

- The pre-development car parking supply at this location was 45 spaces, meaning the proposal for 43 spaces is a lower parking provision, resulting in less traffic generated by the car park.
- Regardless, the intersection performance of the local network is shown to perform favourably with minimal queues and delays, meaning there is space capacity in the network to accommodate additional traffic.
  - Spare capacity in the network also means vehicles entering and exiting the car park will have sufficient gaps in traffic to manoeuvre safely and efficiently.
- The central median island on Elouera Road restricts car park movements to left in and left out, which eliminates any queues forming as vehicles wait to turn right into the car park from Elouera Road, improving the traffic flows compared to the pre-development condition.

Should you require anything further please contact the undersigned.

Yours faithfully,  
**TTW (NSW) PTY LTD**



**EMMA COWDERY**  
Traffic Engineer

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