

3 November 2021



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Attn: Paul Todhunter – Project Manager

RE: New Public School in Googong SSD RFI (25 October 2021)

Dear Paul,

Reference is made to the response submissions from the Queanbeyan-Palerang Regional Council and public submissions made through the Planning Portal (as at 1 November 2021) with respect to SSDA submissions for the new school in Googong (Reference SSD – 10326042).

Table 1 QPRC Supplementary Submission 25 October 2021 (Council Reference PR.2021.1029)

Submissions		
No.	QPRC – Development Engineering Comments	Ason Response
1	<p>Comment from Section 5.1, Table 3 of Mecone's Response to Submissions (RtS) report.</p> <p>“It is proposed that the school utilises the same school bus routes as the nearby Anglican School, thereby allowing for scheduling so that they do not arrive at the same time and cause significant queuing. The proposed bus spatials are therefore considered adequate. Consultation with QCity and TfNSW in relation to the future school bus route are underway, and information associated with the proposed bus stop has been provided.”</p> <p>Development Engineering disagree that the proposed scheduling of buses using the same route as the Anglican School can alleviate the risk of queuing buses on Gorman Drive. As Gorman Drive is a two lane, two-way road, there is no possibility of passing buses that may be queued into the travel lane. Already, the bus bay at the Anglican School has been extended to rectify the issue of buses queueing onto Gorman Drive blocking the travel lane. This is an issue occurring solely due to the bus transport requirements of one school alone. Council stands by our recommendation and preference to utilise a greater proportion of Gorman Drive as bus bay.</p>	<p>The proposed bus bay configuration has been revised in response to TfNSW submission.</p> <p>Consultation undertaken with QCity and Transport for NSW (TfNSW) found that the queuing of buses relates to a lack of staggering of the arrival of buses for the PM pick-up period, which form part of the continued consultation with QCity and TfNSW to ensure the scheduling of buses aligns with the number of bus bays proposed.</p> <p>Examples of such arrangements that has been successfully implemented for extended periods of time include the Hastings Secondary School Port Macquarie Campus, whereby two kerbside bus bays are used by 12 school bus routes with no extended queuing observed when site observations and surveys were undertaken in February 2021.</p> <p>The matter raised relates to the operational arrangements of the school buses which will be resolved as part of the School Travel Plan preparation process post SSD.</p>
2	<p>From QPRC submission on EIS exhibition relating to the proposed inclusion of Kiss and Ride facilities on Gorman Drive.</p>	<p>In relation to the arrangement of SELU parking, the management of the SELU parking and manner in which the need for the parking is subject to the development of suitable management protocol with the appointed school principal as part of the School Travel Plan preparation process.</p>

	<p>“Firstly, six of these spaces are located on Gorman Drive, which are proposed to service the Special Education Portion of the school which is likely to be a smaller student population that likely need longer times for this operation. Council staff do not consider this to be “best design practice” creating a conflict with passenger vehicles attempting to pull in and potential queuing adjacent to buses attempting to leave.”</p> <p>The space in question above has been reduced to three 15 min parking spaces and two accessible spaces to be used if needed for SELU. However, there is no mention of how the “if needed” provision would be enforced under an STP. Whilst some changes to the arrangement have been made, Council’s original commentary on the EIS regarding the suitability of parking spaces in this area is still generally relevant. Development Engineering would support requesting a condition of the SSDA that any STP should be approved by Council prior to adoption.</p>	<p>It is anticipated that a permit system in conjunction with parking restriction signage will be developed to ensure the managed use of the spaces concerned by SELU meet the operational requirements of the School in consultation with Council.</p> <p>It is further noted that SELU students can be dropped off using the Wilkins Way Kiss and Ride, with the spaces along Gorman Drive intended for families that require additional time for pick-up / set-down.</p>
3	<p>During Council’s last consultation meeting with SINSW/Other relevant consultants & Stakeholders, Council advised that if Wilkins Way was to be the interim bus route, then the street would need widening for the full length to upgrade it to comply with Council’s current design specification for collector roads. Currently, Wilkins Way provides amenity as a Local Street only.</p> <p>It is noted in Ason Group’s report in Appendix 8, that the case is made for treating Aprasia Ave as a collector road despite it not meeting Council’s current specification in this regard. The logic for this case appears to be derived from the assumption that the Googong Developer intended Aprasia Ave to be a collector road and designed it as such at that time to the applicable standard and therefore the functionality is there. This is not correct. In fact, Aprasia Avenue had to be modified after its construction to improve its functionality. The same logic applied to Wilkins Way indicates that an upgrade to the whole of the street is required for the implementation of a bus route (even if temporary as it may be years before Gorman Drive provides a complete loop for the bus route to be adjusted).</p>	<p>The re-design prepared for Wilkins Way incorporating the Kiss and Ride as adopted the cross-section specifications outlined in Council’s Engineering Design and Construction Specifications for a ‘Collector Street’.</p> <p>Consultation with QCity and TfNSW concerning the interim school bus route commenced in August 2021.</p> <p>Ason Group met with QCity on 5 November 2021 and can confirm that Wilkins Way is the preferred interim route, on the basis that the Kiss and Ride be relocated to Aprasia Avenue.</p> <p>Based on the review undertaken, to facilitate the Austroads SU trucks / bus swept path requires adjustments to the kerb at the north-western corner of the Wilkins Way / Gorman Drive intersection and the south-western corner Wilkins Way / Aprasia Avenue intersection to a kerb radius of 12.5m in accordance with Austroads. Minor widening of Wilkins Way is required to meet Council’s specifications at the intersections. Refer to the attached sketch prepared for details. .</p>

4.	Development Engineering would also like to take this opportunity to advise that we do not consider Helen Circuit as a viable option for an interim bus route and would not support such a proposal.	Ason Group has advised QCity of Council's comment concerning Helen Circuit. QCity confirmed on 5 November 2021 that its preferred interim route being Wilkins Way.
5.	Development Engineering request that the use of any interim bus route be conditioned to be temporary and the use as such to cease once Gorman Drive has been constructed to its final circuit state. This is in part due to potential for the interim bus route to be inclusive of Wilkins Way and the resulting lack of transport mode split that would result.	The project team supports the comments made by Council.
6.	Council encourages the proposed school zone to be treated as an extension of the existing one for the Anglican School along Gorman Drive. Development Engineering believe that a single school zone for both schools along Gorman Drive will function better and obtain greater compliance from drivers, than two school zone with limited separation.	<p>The Project Team will prepare a revised signage and line marking plan to consider the creation of a school zone along Gorman Drive, extending between the Anglican School and the subject site.</p> <p>Whether this school zone arrangement is acceptable is subject to TfNSW assessment and final determination. Implementation works associated with School Zones are typically undertaken by TfNSW.</p>
7.	It is noted that TfNSW submission recommends conditioning the development to implement a school zone that complies with TfNSW requirements. This school zone however, will be completely implemented on local government road network. 200m to the west of the proposed school building location is an existing school zone. We note Appendix 7 – Public Domain Plan outlines the proposed school zone signage for the new school. This implementation will mean vehicles on Gorman Drive, navigate through the Googong public school's reduced speed zone, return to 50km/h for only 150m and then quickly return to a reduced speed limit in the Anglican School Zone. This short disruptive changes in speed zoning make enforcement and compliance difficult to achieve and are not recommended practice when	<p>As outlined in the response for item 6 above, TfNSW is responsible for the approvals and implementation of the School Zone.</p> <p>The Project Team acknowledges the safety benefits of Council's recommendations and will prepare a revised signage and line marking plan incorporating Council's comments.</p>

	trying to support low-speed compliance around school zones. School children and families will walk and spend time before and after school across in the nearby shopping centre that is located adjacent to the school and the suggested school zone speeds does not account for their walking and usage of these nearby services. It is requested the implementation of the new school zone consider the existing road network, existing speed zones including reduced speed zones and expansion of the new speed zone is applied in considering the surrounding road network.	
8.	We note Appendix 7 – Public Domain Plan proposed all school zone signage will feature flashing lights. TfNSW standard policy is a school only receives 1 set (pair) of flashing lights, however, Council acknowledge benefit in enhanced warning of flashing lights for motorists entering school zone particularly from residential roads and would support this non-standard implementation at GPS. Should TfNSW not approve the usage of all signs featuring flashing lights Council would request the major entrance points on Gorman Drive and Aprasia Avenue be prioritised.	<p>The Project Team's recent experiences on School Projects with multiple street frontages found that it is common for more than 1 set of flashing lights to be in place to establish the School Zone.</p> <p>Council's comments are noted and will be reflected in the revised signage and line marking plan.</p>
9.	The Draft School Travel Plan (STP) notes the employment of a Transport Coordinator for 4 hours a week up to 12 months. The Transport Coordinator is responsible for 21 outcomes (Table 6). The Response to Submission Report also notes at 5.1 (1.2.2) that regular monitoring and data collection will be required. Table 6 of the draft STP estimates the duties of the TC can be covered in 4 hours per week. Council is unclear if addressing 21 outcomes, monitoring the operation of the school zone in morning and afternoon and the suggested data collection can be achieved in a 4 hour working week and would recommend resourcing of the role is reviewed, especially for the first year of the school's operation.	The Project Team will review the resource required to fulfill the monitoring requirements of the 21 outcomes as part of the School Travel Plan preparation process post SSD.
10.	RtS Section 5.1 (1.4) notes the use of suitably qualified traffic controllers will be required in the initial phase to educate and establish	The use of suitably qualified traffic controllers during the initial phase of school operations has been provided most recently at the opening of the Denham

	appropriate driving and compliant behaviours. We have not seen such approach implemented but would welcome it and would suggest it is in place for first 2-4 weeks of the school's operation and forms part of the STP.	Court Public School on 18 October 2021. The duration where traffic controllers will be in place will be reviewed closer to school opening, whereby a minimum of 2-weeks has been established as a typical period required.
11.	More thought is needed around the location and length of the bus bays. We are concerned they are not of adequate length to meet the demand and the current positioning of the bus bays is not near the front access gate on Gorman Drive and further consideration is required around supervision of children to and from school grounds to the bus bays. This logistic of this supervision could be improved with better positioning of the bus bays. This may require the mid-block crossing to be shifted which Council would consider.	The length of bus bay is considered adequate on the basis that the length of the bus bay formed part of the design plans referred to TfNSW, and on the basis that the matter relates to scheduling of buses. The Project Team will continue to work with QCity and TfNSW to ensure scheduling of school buses take into consideration the bus bay length and potential impact to through traffic movement of Gorman Drive.
12.	STP should ensure behaviour management strategies address correct crossing behaviours especially on McPhail Way and compliance with the pedestrian crossing. We are concerned pedestrians will cross mid-block at an uncontrolled point between traffic to navigate from the shopping centre car-parking to the school gate on McPhail Way. We experience this issue at Jerrabomberra Public School and pedestrian fencing has been needed to improve the pedestrian safety at this location.	Council's comments are noted and will be included in the revised STP post SSD.
13.	Prior to occupation/use of the development as a school the NSW Dept of Education must submit a copy of the final Travel Plan for Council's approval.	Council's comments are noted. The Draft School Travel Plan will typically be prepared in consultation with Council, where a draft will be issued to Council for comments prior to submission to DPIE for final approval.

<p>14. It is concerning that the bus route for the school is not yet finalised. While Gorman Drive to the south of school features the interim 'road end' traffic configuration, it is noted with further expansion of Googong this will change and the road will open to support a loop bus route. However, in the interim the road end of Gorman Drive does not currently support the turning of a school bus. Confirming an interim bus route needs to ensure the bus can make movements as a design vehicle, ensuring it makes all movements within its own laneway and modification are made if necessary, to meet this requirement.</p>	<p>The Project Team provided a draft bus route as part of the Transport Assessment report and the Preliminary School Travel Plan as part of the SSD application documentation.</p> <p>The Project Team contacted TfNSW and the Bus Operators prior to submission of the SSD seeking to collaborate on the Interim Bus Route.</p> <p>Given the establishment of School Bus Routes requires further analysis of de-personalised data approximately 6 – 8 months prior to school opening, the planning of bus routes typically take place post SSD.</p> <p>Since August 2021, three consultation meeting has taken place between the Project Team and QCity to advance the school bus route planning work.</p>
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Table 2 Public Submission – Traffic and Transport Matters Only (in italics)

	Public Submission	Ason response
1.	<p>Christine Notting</p> <p>GOOGONG, New South Wales</p> <p>I object to the project on the following grounds.</p> <p>1. The drawings on which this plan is proposed appear to have been incorrectly scoped and planned. There are faults in the drawings of the surrounding areas; naming, labelling, resident and street design. I have no confidence due diligence or the parameters applied to the original scoping work have been applied to the proposed amendments.</p> <p>2. <i>The revised relocation of the Kiss and ride facilities from Aprasia Ave to Wilkins Way is unacceptable. These amendments to the plan:</i></p> <p><i>a. Violate privacy of the residences and residents opposite in Wilkins Way, along Hopper Walk and Percival Road. This side of the proposed school is a residential area. The increased traffic, both vehicular and pedestrian will encroach on the residents privacy entitlements. Please note Hopper Park is NOT designated and was NOT DESIGNED to be a 'playground' or family park area. It is an open space / green area. This design principle will not only be compromised but it will actually be obliterated by the proposed placement of the two new entrances on Wilkins Way and the Kiss and Drop construction. The increased traffic caused from these proposed amendments will bring vehicular and pedestrian traffic and unplanned; quite frankly, unwanted undesirable activity to this pleasant residential area.</i></p> <p><i>b. Is unsafe due to:</i></p> <p><i>* the slope and visibility over the decline from Gorman Rd to Aprasia St. Wilkins Way is already marked with 'no stopping' signs on the Left Hand side for this reason.</i></p> <p><i>* narrowness of Wilkins Way - despite widening for parking / drop off road</i></p>	<p>The revised location of the Kiss and Ride along Wilkins Way was developed following consultation with Council.</p> <p>The school site comprises four road frontages, with Aprasia Avenue, Gorman Drive and Wilkins Way all have residential properties on the other side of each of the respective roadways.</p> <p>The proposed changes on Wilkins Way comprises:</p> <ul style="list-style-type: none"> - partial widening of Wilkins Way between Percival Road and approach to the intersection of Wilkins Way / Aprasia Avenue; - provision of indented parking along the school side that is 2.5 metres wide; - increase footpath width along the west side of Wilkins Way along the full length of the proposed Kiss and Ride; - regrading and change of horizontal geometry of Wilkins Way; - parking on the east side of Wilkins Way formalised with the introduction of line marking to delineate the parking lane along residential frontages to the two through traffic lanes; - removal of parking on approach to the Wilkins Way / Aprasia Avenue, and Wilkins Way / Gorman Drive intersection; and

below Percival Road, the road is narrow and has low visibility.

** increased traffic along Wilkins Way.*

There are two major residential laneways and Percival Road that lead / open onto Wilkins Way. It is noted that the Site drawings are inaccurate and do not reflect 'Ida Lane' between Gorman Road and Percival Road. One drawing even has 'Jones Lane' marked where Percival Road actually is adjacent to Hopper Park.

At present visibility entering Wilkins Way from either of the laneways or from Percival Road is severely compromised by cars parking on Wilkins Way. This safety issue will be increased with more traffic trying to park, turn into or move down Wilkins Way from both Gorman, Percival and Aprasia Ave.

** Percival Road is currently only wide enough for one way traffic, with residents on both sides of Hopper Park, parking on the road; opposing traffic cannot fit side by side down the road. Vehicles are consistently reversing back along Percival Rd to avoid incidents. Additional traffic through this area will exacerbate not only this traffic problem but will cause incidents.*

3. The secondary entrance opposite Percival Road

** is unsafe*

** will cause violation of the privacy of all residents of Wilkins Way, Percival Road and Jones Lane opposite Hopper Park.*

This entrance will increase the foot traffic from Percival Road, also through the two residential laneways and across Hopper Park and Hopper Walk and Aprasia Ave.

Wilkins Way will itself have increased traffic due to the Kiss and ride facility. There is no safe road crossover proposed for on Wilkins Way. It is unsafe and Illogical to have this second, secondary entrance on Wilkins Way. Its presence will cause traffic, safety and privacy issues.

Overall the amendments to the original plans are unacceptable.

Most specifically the relocation of the Kiss and Ride facilities and the inclusion of two new entrances on what was originally a predominantly, fenced side of the school are unacceptable. Safety, security and privacy issues are compromised.

It appears the amendments have been made without thorough analysis, planning, revision and checking. Consequently, these amendments need

- two 3.5m wide traffic lanes along Wilkins Way as per the Council's Engineering Design and Construction guidelines.

Traffic analysis has been prepared and formed part of the project's response to submission dated 27 September 2021.

A formalised and raised (wombat profile) pedestrian crossing is proposed at the intersection of Wilkins Way / Gorman Drive to cater for pedestrian connectivity along Gorman Drive.

The proposed kiss and ride is located on the west side of Wilkins Way. Considering Wilkins Way is a public roadway, and the school site formed part of the original masterplan, it is unclear why and how the provision of a kiss and ride will result in the violation of the privacy of residents along Wilkins Way, Percival Road and Jones Lane.

	<p><i>to be rescinded and rethought.</i></p> <p>I am very disappointed that despite wanting to provide comment earlier my contact request and phone calls were not returned.</p> <p>We are now provided with inaccurate, unsatisfactory and unacceptable amendments to review.</p> <p>To successfully integrate into the community the school and its planning need to meet the requirements of the community; this project clearly does not have the wholistic community perspective.</p>	
2.	<p>Paul Mccrudden</p> <p>GOOGONG, New South Wales</p> <p>Hi</p> <p><i>can you please elaborate on any changes that may be made to the opposite school side of Wilkins way following the updates to the proposal, now that the kiss & drop area has been moved to Wilkins Way we are looking to know of any changes to traffic or parking/footpath on the opposite side of the road to the kiss and drop area.</i></p> <p>regards</p> <p>Paul McCrudden</p>	<p>The proposed changes on Wilkins Way comprises:</p> <ul style="list-style-type: none"> - partial widening of Wilkins Way between Percival Road and approach to the intersection of Wilkins Way / Aprasia Avenue; - provision of indented parking along the school side that is 2.5 metres wide; - increase footpath width along the west side of Wilkins Way along the full length of the proposed Kiss and Ride; - regrading and change of horizontal geometry of Wilkins Way; - parking on the east side of Wilkins Way formalised with the introduction of line marking to delineate the parking lane along residential frontages to the two through traffic lanes; - removal of parking on approach to the Wilkins Way / Aprasia Avenue, and Wilkins Way / Gorman Drive intersection; and - two 3.5m wide traffic lanes along Wilkins Way as per the Council's Engineering Design and Construction guidelines.

<p>3.</p>	<p>Francesca Whellum</p> <p>GOOGONG, New South Wales</p> <p><i>I don't think Wilkins Way should be used as any sort of drop off or collection zone. It will not be convenient for parents who drop off/collect their kids and will be a huge inconvenience to those that live on that street. Apraisa Ave, McPhail St and Gorman Dr are all more suitable streets.</i></p>	<p>The proposed Wilkins Way kiss and drop was subject of extended consultation with Council that include changes to the road geometry to accommodate the kiss and drop.</p> <p>The proposed changes on Wilkins Way comprises:</p> <ul style="list-style-type: none"> - partial widening of Wilkins Way between Percival Road and approach to the intersection of Wilkins Way / Aprasia Avenue; - provision of indented parking along the school side that is 2.5 metres wide; - increase footpath width along the west side of Wilkins Way along the full length of the proposed Kiss and Ride; - regrading and change of horizontal geometry of Wilkins Way; - parking on the east side of Wilkins Way formalised with the introduction of line marking to delineate the parking lane along residential frontages to the two through traffic lanes; - removal of parking on approach to the Wilkins Way / Aprasia Avenue, and Wilkins Way / Gorman Drive intersection; and - two 3.5m wide traffic lanes along Wilkins Way as per the Council's Engineering Design and Construction guidelines.
<p>4.</p>	<p>Name Withheld</p> <p>GOOGONG, New South Wales</p> <p><i>I am concerned that the revised amendments to the proposal (in particular the kiss and drop relocated to Wilkins Way) has not had relevant traffic studies conducted to realise the impact that this amendment may have on this street. There has been no indication as to</i></p>	<p>The proposed changes on Wilkins Way comprises:</p> <ul style="list-style-type: none"> - partial widening of Wilkins Way between Percival Road and approach to the intersection of Wilkins Way / Aprasia Avenue; - provision of indented parking along the School side that is 2.5 metres wide;

	<p><i>whether the street will remain as a two way street nor whether parking will still be able to occur in front of the houses on Wilkins Way. The street itself is already narrow and difficult to navigate when there are parked cars and traffic driving in both directions. There are also access issues for those who live on Jones Lane, Percival Road and Ida Lane. There has not been any indication as to how you will manage these access issues. For the home owners in this street, it would decrease the value of their homes given there was no intent to place the kiss and ride on Wilkins Way when the school was first designated on this site. Being able to park in front of the house I live in is particularly important to me as I have a disability. I have a permanent degenerative neurological condition whereby I am losing muscle control from my waist down. I rely on carers providing additional supports in my home. They are required to park on the street as our home is rented through Defence Housing Australia. Many of the other houses in this street are also managed by Defence Housing Australia. Defence Housing Australia set rules that do not allow other parties to park on the property (ie the driveway) so external parties, contractors and removalists must always have access to street parking. Given many of the families in this street are defence families there is a frequent turnover of occupants and hence a frequent occurrence of removal trucks moving people in and out. It is therefore essential that parking access remains in front of these properties. I can assume that the original plan for the Kiss and Ride to be located on Aprasia Ave was dismissed due to potential traffic issues. There is far more space available on Aprasia Ave and the curb has already been designed in preparation for this. To prevent traffic build up on Aprasia may I suggest as an alternative that the cars would have to enter the kiss and ride from Wilkins Way and that the entrance would be blocked on Aprasia Ave.</i></p>
<p>5. Name Withheld</p> <p>GOOGONG, New South Wales</p> <p><i>I do not agree with the decision to move the kiss and ride facilities to Wilkins Way. Wilkins Way would not be a safe area for the kiss and ride area as it is around a narrow curved road and down a hill. It doesn't have great</i></p>	<ul style="list-style-type: none"> - increase footpath width along the west side of Wilkins Way along the full length of the proposed Kiss and Ride; - regrading and change of horizontal geometry of Wilkins Way; - parking on the east side of Wilkins Way formalised with the introduction of line marking to delineate the parking lane along residential frontages to the two through traffic lanes; - removal of parking on approach to the Wilkins Way / Aprasia Avenue, and Wilkins Way / Gorman Drive intersection; and - two 3.5m wide traffic lanes along Wilkins Way as per the Council's Engineering Design and Construction guidelines. <p>Traffic analysis has been prepared and formed part of the project's response to submission dated 27 September 2021.</p> <p>Parking along roadways is subject to traffic movement, safety and operational requirements and considerations whereby on-street parking along some properties may be affected from time to time.</p> <p>The proposed changes on Wilkins Way comprises:</p> <ul style="list-style-type: none"> - partial widening of Wilkins Way between Percival Road and approach to the intersection of Wilkins Way / Aprasia Avenue;

	<p>visibility for cars or pedestrians. There are also lots of residences with the townhouses so there is already enough traffic and cars parked on the small road.</p> <p><i>I would suggest relocating the kiss and ride area to be next to the existing car park. Or on Gorman Drive or Aprasia Avenue which is a larger road with more visibility.</i></p>	<ul style="list-style-type: none"> - provision of indented parking along the school side that is 2.5 metres wide; - increase footpath width along the west side of Wilkins Way along the full length of the proposed Kiss and Ride; - regrading and change of horizontal geometry of Wilkins Way; - parking on the east side of Wilkins Way formalised with the introduction of line marking to delineate the parking lane along residential frontages to the two through traffic lanes; - removal of parking on approach to the Wilkins Way / Aprasia Avenue, and Wilkins Way / Gorman Drive intersection; and - two 3.5m wide traffic lanes along Wilkins Way as per the Council's Engineering Design and Construction guidelines. <p>Traffic analysis has been prepared and formed part of the project's response to submission dated 27 September 2021.</p>
<p>6.</p>	<p>Name Withheld</p> <p>GOOGONG, New South Wales</p> <p>I object to the single pedestrian crossing on Gorman Drive in the centre of the townhouses. Living in one of the townhouses there will be lots of foot traffic along in front of houses. If the Zebra crossing was at either end of the block this would reduce foot traffic on the housing side and shift it over to the school block. There are already footpaths that run along Gorman Drive that could be used as zebra crossings.</p>	<p>The raised (wombat profile) pedestrian crossing along Gorman Drive was subject of extended consultation with Council and take into consideration the relevant design guidelines published by Transport for NSW and AS1742.10.</p> <p>The intention of the pedestrian crossing is to afford safe pedestrian connectivity across Gorman Drive for children and families to walk and cycle to school and will benefit the broader Googong Community by improving safety and connectivity between residential areas, the school, and the local shopping centre.</p>

<p>7.</p>	<p>Name Withheld</p> <p>GOOGONG, New South Wales</p> <p>Regarding to objection of the Gorman Drive Zebra crossing in the middle of the block. Traffic speed will also be reduced with crossings at either end as cars will have to slow and stop before they are crossing in front of the school. I recognize that school speed restriction signs will be posted, however additional traffic slowing measures would only be of benefit.</p>	<p>The raised (wombat profile) pedestrian crossing along Gorman Drive was subject of extended consultation with Council and take into consideration the relevant design guidelines published by Transport for NSW and AS1742.10.</p> <p>The intention of the pedestrian crossing is to afford safe pedestrian connectivity across Gorman Drive for children and families to walk and cycle to school and will benefit the broader Googong Community by improving safety and connectivity between residential areas, the school, and the local shopping centre.</p> <p>The slowing down of vehicular traffic speed provide significant safety benefits to the broader community along the local road network, with marginal impact to travel time.</p>
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Table 3 QPRC Recommended Conditions of Consent – Traffic and Transport related conditions only

	QPRC Recommended Conditions	Ason response
<p>1.</p>	<p>Traffic Impact Assessment</p> <p>The traffic impact assessment report is to be revised incorporating:</p> <ul style="list-style-type: none"> - Traffic projections that are reflective of the final Googong Township development, - Mode shared data from existing schools within Queanbeyan, - Traffic generation data from existing schools within Queanbeyan, 	<p>This recommended condition is not supported due to the following reasons:</p> <ul style="list-style-type: none"> - The application is for a school that formed the original Masterplan approval. The Googong Township Development's traffic projections should have included the school development and do not warrant any further projections or analysis. - The Transport Impact Assessment and Preliminary School Travel Plan submitted with the EIS addressed the SEARs, notably traffic projections, traffic modelling, analysis of nearby intersections and mode share targets. Further updated transport advice at the RtS stage responded to Council's comments

	<p>- Analysis of surrounding intersections including swept vehicle paths.</p>	<p>and concerns in relation to the Kiss and Ride, corresponding assumptions calculations.</p> <p>- Mode share and traffic generation characteristics are influenced by the location, level of infrastructure, road network configuration and other factors that may or may not be relevant to the proposed school in Googong.</p> <p>- Analysis of surrounding intersections and swept paths were provided in the original Traffic Impact Assessment report, with revised analysis provided as part of the Response to Submission prepared and submitted in September 2021.</p>
<p>2.</p>	<p>Pedestrian Crossings & Access Points</p> <p>Pedestrian Crossings and Access points to the school are to be consistent with Transport for New South Wales (TfNSW) advice dated 11 November 2020.</p>	<p>This recommended condition is not supported due to the following reasons:</p> <p>- The Transport Impact Assessment, Preliminary School Travel Plan, and previous response to submissions submitted in September 2021 were reviewed by Transport for New South Wales.</p> <p>Letter from TfNSW dated 21 October 2021 raised no comments in relation to the pedestrian crossings and access points proposed based on the current design.</p> <p>It is further noted that the TfNSW advice from 20 November 2020 was commentary in response to the SEARs request and the school design has evolved since the early submission.</p>
<p>3.</p>	<p>Drop Off / Pick Up Area</p> <p>The drop off / pickup area in Wilkins Way shall comply with Council and TfNSW advice dated 11 November 2020 by construction of indented bays along Wilkins Way.</p>	<p>This recommended condition is not supported due to the following reasons:</p> <p>- The design has been revised incorporating a drop off / pickup area in Wilkins Way via indented bays along Wilkins Way.</p>

<p>4.</p>	<p>Bus Bays</p> <p>The applicant should maximise the frontage of Gorman Drive to be utilised for the bus bay area with the exception of any pedestrian crossing that may be warranted.</p>	<p>This recommended condition is rejected due to the following reasons:</p> <ul style="list-style-type: none"> - The bus bays, including the length of bus bays has been reviewed by TfNSW whereby no comments were made in relation to the length of the bus bays proposed. - The bus bays length were also reviewed by QCity whereby no concerns were raised. <p>It is further noted that the TfNSW advice from 20 November 2020 was commentary in response to the SEARs request and the school design has evolved since the early submission.</p>
<p>5.</p>	<p>School Travel Plan</p> <p>Prior to occupation / use of the development as a school the NSW Dept of Education must submit a copy of the final School Travel Plan for Council's approval.</p>	<p>This recommended condition is not supported due to the following reasons:</p> <ul style="list-style-type: none"> - The Standard Condition in relation to School Travel Plan should be adopted which typically require the preparation of a School Travel Plan in consultation with Council.
<p>6.</p>	<p>Upgrade to Wilkins if Used as a Bus Route</p> <p>If Wilkins Way is to be used as a bus route it shall be reconstructed to Conditions to be Complied with Prior Commencement of Works with Council's D1 Geometric Road Design Specification.</p>	<p>Please refer to the attached sketch showing the modifications to the intersections of Wilkins Way / Gorman Drive, and Wilkins Way / Aprasia Avenue. The design has been prepared in accordance with Austroads and Council's Engineering Design and Construction Specifications.</p> <p>It is understood that QCity supported the use of Wilkins Way based on consultation meeting on 5 November 2021, whereby buses will perform left turn at the above-mentioned intersections.</p>

		The intersection design sketch has been formulated based on facilitating left turn movements at the two intersections concerned.
7.	Use of Interim Bus Routes The use of any interim bus route shall be temporary and shall cease once Gorman Drive has been constructed to its final circuit state.	This recommended condition is accepted.
8.	Creation of Single School Zone for Traffic Controls The proposed school zone for the new school shall be treated as an extension of the existing one for the Anglican School along Gorman Drive.	This recommended condition is not supported due to the following reasons: - The Project Team do not object the proposed school zone being treated as a single school zone with the Anglican School along Gorman Drive. However, whether a single school zone will receive approval from Transport for NSW is outside of the Project Team's jurisdiction and control. - The creation of the school zone is subject to TfNSW approval and implementation. Whilst the Project Team can commit to the preparation of documentation and submission to TfNSW based on Council's preference, the Project Team is not in position to accept that a Single School Zone being a condition of a SSDA.
9.	Use of Pedestrian Safety Fencing The applicant should consider the installation of fencing to direct pedestrians to the correct crossing points and away from the potential mid-block crossing point on McPhail Way.	This recommended condition is accepted.
10.	Section 138 Consent & Traffic Management	This recommended condition is accepted.

	Prior to undertaking any works within a public road reserve or affecting the road reserve, a traffic management plan is to be submitted to and approved by Council.	
11.	Car Park The car park is to be amended such that waste vehicles are able to pick up waste without carriage through parking spaces and the driveway is to be widened sufficiently that the check vehicle is able to enter and exit without tracking the kerb and verge.	This recommended condition is accepted.

For any queries regarding this correspondence, please contact Wendy Zheng or the undersigned on (02) 9083 6601.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Dora Choi', with a stylized flourish at the end.

Dora Choi

Principal Lead – Traffic Management & Operations

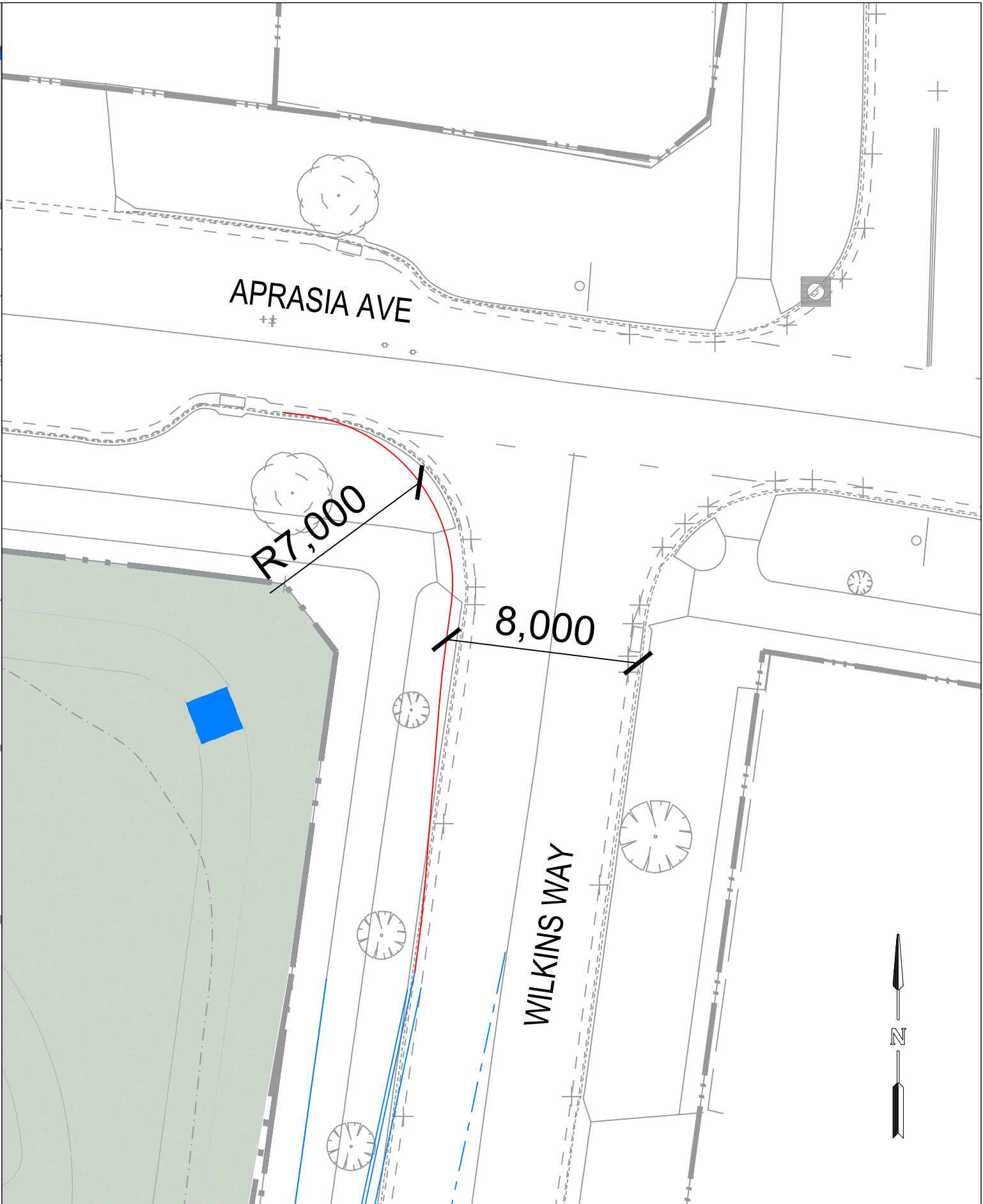
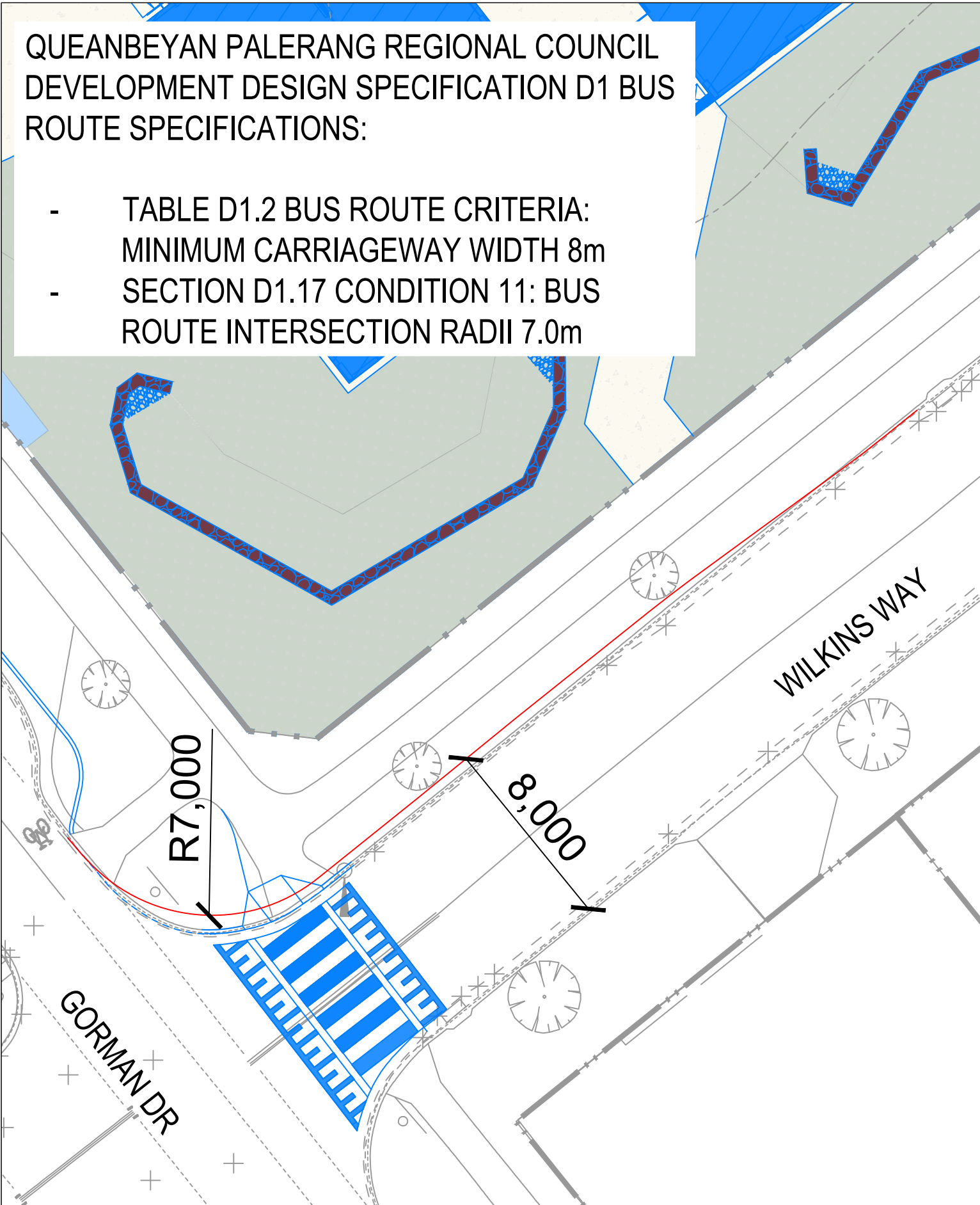
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Appendix A – Intersection Upgrade Sketches

QUEANBEYAN PALERANG REGIONAL COUNCIL
DEVELOPMENT DESIGN SPECIFICATION D1 BUS
ROUTE SPECIFICATIONS:

- TABLE D1.2 BUS ROUTE CRITERIA:
MINIMUM CARRIAGEWAY WIDTH 8m
- SECTION D1.17 CONDITION 11: BUS
ROUTE INTERSECTION RADII 7.0m



GENERAL NOTES This drawing is provided for information purposes only and should not be used for construction. Base Plan prepared by Northrop, received 15.10.2021. Gorman Drive has a posted speed limit of 50km/hr. Swept path assessments completed at 10 km/h and 500mm clearance.	DESIGNED Wendy Zheng	PAPER SIZE A3	CLIENT HANSEN YUNCKEN	DOCUMENT INFORMATION	
	APPROVED BY D. CHOI	DATE 05.11.2021	PROJECT 1566	CONCEPT DESIGN	
	SCALE 1:200		GOOGONG PUBLIC SCHOOL	INTERIM BUS ROUTE	
				FILE NAME AG1566-10-v3.dwg	SHEET AG01

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