

Our ref: STH20/00139/04
Contact: Andrew Lissenden 0418 962 703
Your ref: SSD-14394209

20 October 2021

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Department of Planning, Industry and Environment
BY EMAIL: information@planning.nsw.gov.au

STATE SIGNIFICANT DEVELOPMENT 14394209 – NEW HIGH SCHOOL, ASSOCIATED INFRASTRUCTURE AND COMMUNITY CENTER IN BUNGENDORE – PUBLIC EXHIBITION OF ENVIRONMENTAL IMPACT STATEMENT

Dear Tahlia,

Transport for NSW (TfNSW) refers to the notification it received dated 17 September 2021 regarding the above State Significant Development (SSD) application.

TfNSW has completed an assessment of the information provided while focussing on the impact to the state classified road network and the adjoining TfNSW rail corridor that forms part of the Country Regional Network (CRN). This has included consultation with John Holland Rail (JHR), who is currently the rail infrastructure manager of the CRN.

TfNSW notes:

- the key state classified road is the Kings Highway/Malbon Street to which the development gains access via the local road network (refer to **Attachment 1**);
- the rail corridor located on Lot 4 DP 830878 (adjacent to the sites eastern boundary - refer to **Attachment 1**) forms part of the operational Tarago to Queanbeyan rail corridor;
- the SSD is seeking approval to construct a new high school that will accommodate 450 students and 41 operational staff with associated facilities (car parking, play areas, fencing, bus bay, kiss and ride facilities, etc). It also includes a community building containing a community library, Council shopfront and community health hub; and
- the impact of the proposed development on both the state road network and the adjacent rail corridor needs to be considered and adequately mitigated.

Having regard to the above, TfNSW does not object to the SSD application, subject to any approval issued including conditions that address the matters detailed in **Attachment 2**.

In addition, **Attachment 3** provides context to the information detailed in Attachment 2.

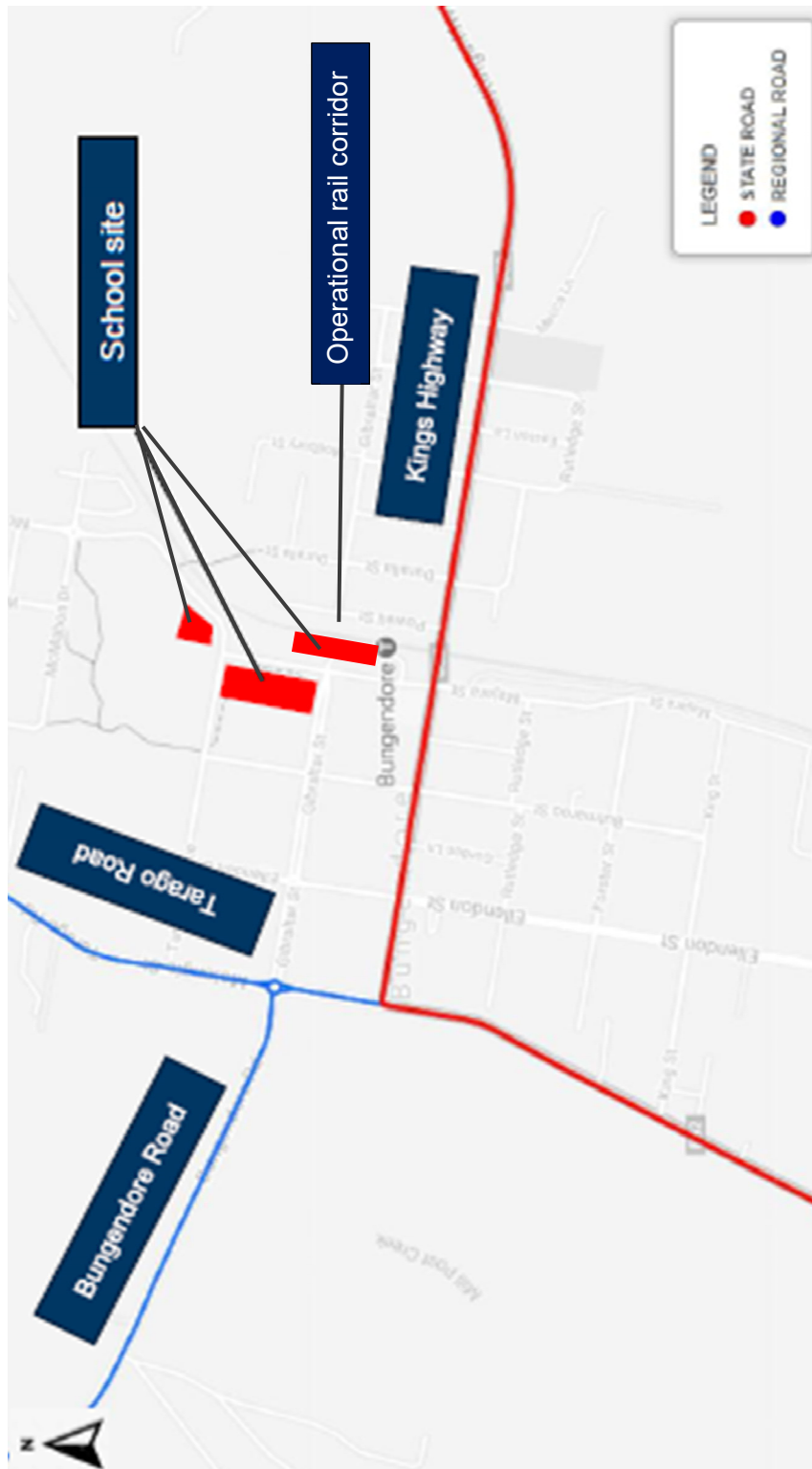
If you have any questions, please contact me on 0418 962 703.

Yours faithfully



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1. School Zone

- a) A school zone that complies with current TfNSW requirements is required to be implemented within the adjoining road network (e.g. Majara Street, Gibraltar Street and Turallo Terrace). The developer/landowner shall provide details on the school zone and the associated speed zone reductions (e.g. location of required signage, pavement marking, etc) to TfNSW for approval at least 12 weeks prior to occupation of the site. The developer/landowner should liaise with the TfNSW Community Partnering South East Tablelands Precinct Team regarding the above (Vanessa Wilson, Senior Manager Community and Place Partner – 4253 2618).
- b) Installation of all required/approved school zone signage, speed management signage and pavement markings is to be undertaken at the developers/landowners expense and are to be in place prior to commencement of occupation of the development.

Note:

- Section 138 approval under the Roads Act 1993 will be required before commencing works in the adjoining roads.

- c) Following the installation of school zone signage, speed management signage and associated pavement markings, as required by condition 1 b) above, the developer/landowner must arrange an inspection with TfNSW for formal approval/handover of assets. The handover of assets must occur prior to the commencement of occupation of the development.
- d) The approved school zone shall be operated and maintained in accordance with approvals issued by TfNSW for the life of the development.

2. Bus Bay

- a) Before finalising the school bus bay within Gibraltar Street, discussions shall be had with the school bus providers to determine the suitability of the bus bay (e.g. its length to cater for the required/determined number of buses) any concerns/issues and identification of appropriate mitigation measures to be implemented.

3. Pedestrian Crossings

- a) The new pedestrian crossing to be provided in Gibraltar Street and Turulo Terrace shall be raised (i.e. wombat crossings). The design should comply with *Austroads Guide to Road Design* and Guide to Traffic Management including applicable supplements.
- b) The details on the proposed pedestrian crossings shall be submitted to the Queanbeyan-Palerang Regional Council Local Traffic Committee for review and comment before the submission of a detailed design to Council as part of obtaining Section 138 approval under the *Roads Act 1993*.

4. School Travel Plan

- a) Before occupation/use of the development as a school, the NSW Department of Education shall:
 - i) Finalise the School Travel Plan (STP) in consultation with Council and TfNSW (at development.sco@transport.nsw.gov.au); and
 - ii) Submit a copy of the final Travel Plan to TfNSW and Council.

Note: Transport for NSW has developed a Travel Plan Toolkit designed for the person or group responsible for developing and implementing a Travel Plan. This toolkit provides the steps, templates and resources for developing a comprehensive Travel Plan and may be accessed at: <https://www.mysydney.nsw.gov.au/travelchoices/tm>.

- b) Every 6 months the operation of the STP shall be reviewed with the travel plan being updated annually. As part of updating the STP consultation should be had with Council, TfNSW and the school community/parents.

5. Bus Service Implementation

- a) Before the commencement of construction the NSW Department of Education shall contact the TfNSW Rural and Regional Contracts team (Tanya Jennison, Commercial Manager Southern Region – 4253 2683) and provide the required information to enable the school to be registered on the School Student Transport Scheme (SSTS) portal which will allow students to enrol for a bus pass.
- b) A minimum of 8 months before the occupation/use of the development as a school, the NSW Department of Education shall contact the TfNSW Rural and Regional Contracts team (Tanya Jennison, Commercial Manager Southern Region – 4253 2683) to enable discussions with bus operators. This is required to ascertain whether TfNSW can vary existing school bus routes under a Bus Service Alteration Request (BSAR) with existing buses or determine if a new service is required.

6. Rail Corridor Requirements

- a) Before commencing any activities regarding demolition and construction, the proponent must provide JHR with a Risk Assessment/Management Plan and detailed Safe Work Method Statements for its review and comment.
- b) Before commencing works relating to demolition and construction, the proponent shall obtain written approval from JHR and TfNSW regarding the works including but not limited to the construction of a car parking space and the waste and recycling enclosure involving penetration of ground to a depth of at least 2m below ground level (existing) within 25m measured horizontally from the relevant rail corridor.
- c) The use of cranes and equipment in proximity to the rail corridor shall comply with the following:
 - i) the proponent must submit an application to JHR for approval of the Transport Asset Holding Entity of New South Wales (TAHE) before any use of cranes and equipment in the air space over the rail corridor;
 - ii) the proponent is required to provide a safety assessment of the works necessary for the development assessing any potential impact or intrusion on the Danger Zone (as defined in the JHR Network Rules and Procedures <http://www.jhrcrn.com.au/what-we-do/network-operations-access/network-rules-procedures-forms>) and that any works are undertaken by a qualified Protection Officer (as defined in the JHR Network Rules and Procedures <http://www.jhrcrn.com.au/what-we-do/network-operations-access/network-rules-procedures-forms>); and
 - iii) the use of cranes and equipment must be in accordance with the AS 2550 series of Australian Standards, Cranes, Hoist and Winches, including AS2550 15-1994 Cranes – Safe Use - Concrete Placing Equipment
- d) The proponent must not, and must ensure its employees and all other persons do not, enter any parts of the rail land during construction and the developments ongoing operation unless otherwise permitted in writing in advance.
- e) Before commencing any works, appropriate fencing must be in place along the rail corridor to prevent unauthorised access to the rail corridor during construction works. Details of the type of fencing and the method of erection are to be to the satisfaction of TfNSW prior to the fencing work being undertaken and maintained by the applicant at its costs in accordance with JHR's engineering standards which are available at <http://jhrcrn.com.au/media/2071/crn-cp-511-v1-1.pdf>.

The proponent should submit an application to JHR for its endorsement and for TAHE's approval and contact Third party works team via CRN.3rdpartyworks@jhg.com.au for more information and refer to JHR website <http://www.jhrcrn.com.au/what-we-do/property-services/third-party-work-enquiries/>.
- f) Before commencing any works, the proponent shall ensure car park lighting, signs and surfaces with reflective materials, whether permanent or temporary, which are (or from which reflected light might be) visible from the rail corridor have been designed to limit glare and reflectivity to the satisfaction of TfNSW and JHR. Should any issues be identified post construction they are to be rectified by the proponent.

- g) The proponent must incorporate all the measures recommended in the Noise and Vibration Assessment in its development. The recommendations of the acoustic assessment are to be incorporated in the construction drawings and documentation before commencing of the construction activities.
- h) Before occupation /use of the site as a high school permanent fencing of the rail corridor impacted by the school development must be in place to prevent unauthorised access. Written confirmation that the fencing is in place and is adequate shall be obtained from JHR or the authority at that time who has been appointed to manage the CRN.

1. School Zone Requirements:

School zones contribute to the safety of children around schools. As the proposal is for the establishment of a new school a school zone will need to be in place at the commencement of schools operation. School zones are in effect speed zones as they utilise speed limit signs. Installation of a school zone on public streets requires the approval of TfNSW. Noting that TfNSW is responsible for approving the school zone sufficient details will need to be provided and approved in advance of the schools opening. The recommended condition has been worded to ensure consultation occurs with TfNSW as part of the process and sufficient information is provided in a timely manner.

2. Bus Bay:

TfNSW notes that a new school bus bay is being provided in Gibraltar Street to service both the primary and proposed high schools. Noting that the high school student numbers that will be using buses will not be known until just prior to opening and to ensure sufficient space is being provided for the new bus drop off and pick up facility discussions should be had with the bus providers, prior to finalising the school bus bay within Gibraltar Street, to identify and mitigate any potential issues.

3. Pedestrian Crossing:

Two new pedestrian crossings are being proposed (i.e. in Gibraltar Street and Turullo Terrace). These should be designed so that they are raised to slow vehicle speed in line with the safe systems approach (i.e. wombat crossing). The design should comply with *Austroads Guide to Road Design* and *Guide to Traffic Management* including applicable supplements.

4. STP:

TfNSW has several recommendations for the preliminary STP to improve its efficacy and would welcome further discussions during its finalisation. The following is a summary of what additional information should be provided:

- a) provision of additional dedicated staff bike parking spaces, to encourage further mode shift;
- b) a detailed analysis of existing public transport provision in the vicinity of the site, and recommendations for any improvements or changes that may be required to effectively service the school catchment; in consideration of the actual residential locations of enrolled students and staff, once known;
- c) an analysis of the number of students within a reasonable walking and cycling distance from the site, in accordance with the aforementioned residential data, and adjustment of any corresponding mode share targets that may be necessitated by that information;
- d) finalised content for proposed collateral, namely the Welcome Packs and Student Kits, and Travel Access Guide for the site; and
- e) a detailed Communications Plan and an Implementation Strategy / Action Plan for the delivery of key initiatives.

5. Bus Service Implementation:

TfNSW acknowledges the importance of ensuring that the planning for the bus services required initially and for the ongoing operation to service the school is important. For this to occur both TfNSW and the Department of Education need to work together in advance of the school opening to ensure measures are in place to allow this planning to occur. It is for this reason that early consultation with the TfNSW Rural and Regional Contracts team be undertaken to enable discussions with bus operators to occur (e.g. to determine if existing bus routes are satisfactory or determine if a new service is required) noting that any changes to existing bus operations do take time.

6. Rail Corridor Requirements:

- a) *Demolition and construction impacts:* The proposal includes demolition of Bungendore Community Centre and works associated with the construction of a new school which are close to the boundaries of the rail corridor. It is important for JHR to be satisfied that the proposal does not have any adverse impacts on the operational rail corridor in general and the adjoining rail infrastructure during demolition and construction as the railway line is currently in operation.
- b) *Excavation in, above, below or adjacent to rail corridors:* It is essential to ensure that the construction and demolition activities do not have any safety and adverse impacts on the operational rail corridor and the rail infrastructure.
- c) *Cranes and Equipment:* The Environmental Impact Statement (EIS) does not contain information as to whether the proposal requires the use of a crane in the air space above the rail corridor. As such, should such equipment be required to be used in the air space over the rail corridor at any time, the applicant must submit an application to JHR for its endorsement and TAHE's approval in advance. The applicant is advised to contact JHR's Third party works team via CRN.3rdpartyworks@jhg.com.au for more information in this regard.
- d) *Access to Rail Land:* The applicant must not access any parts of the rail corridor unless otherwise permitted in writing in advance.
- e) *Fencing:* A new 2.4m high palisade fencing is proposed to be installed along the rail corridor. While TfNSW supports the need for fencing the applicant must consult JHR/TfNSW to determine whether the new proposed fencing type is in accordance with JHR's engineering standards. This is to be done by submitting an application to JHR for its endorsement and TAHE's approval.

In addition, Figure 3-16 Fencing plan of EIS does not indicate the new fencing between the rail corridor and the project site for the proposed agricultural plot to the north of the main project site. A new fence between the proposed agricultural plot and the rail corridor shall be installed

Before the new fencing is installed along the rail corridor, the proponent must provide JHR with a survey done by a registered surveyor to define the common boundary along the rail corridor and to obtain approval from TAHE as the landowner of the rail corridor to the definition of the common boundary. Confirmation that the required fencing is in place before the commencement of the school use should be obtained.

- f) *Lighting, External Finishes and Design:* Lighting and external finishes of buildings can have potential impacts on a rail corridor. It is important that the car park lighting and external finishes of the proposed buildings do not temporarily blind or cause a distraction to the railway corridor as the rail corridor is in operation. In addition, the use of red and green lights must be avoided in all signs, lighting and building colour schemes on any part of a building that faces the rail corridor.
- g) *Noise and Vibration:* Section 87 of *State Environmental Planning Policy (Infrastructure) 2007* (SEPP 2007) provides that if the development is for the purpose of a building for an educational establishment, the consent authority must be satisfied that appropriate measures for noise levels will be taken to ensure that students, teachers, and the likes at the school are not subjected to rail noise or vibration due to the current rail operation. TfNSW believes that it is important to ensure that any required noise and vibration attenuation measures are incorporated into the building (i.e. in place at the completion of construction) and maintained for the life of the development to ensure there are no ongoing issues/complaints associated with noise from the adjacent operational rail line.