

1 April 2022

Department of Planning, Industry & Environment
Industry Assessments
GPO Box 39
SYDNEY NSW 2001

Attention: Gavin Ho

SSD-10360337 – ST PHILLIPS CHRISTIAN CESSNOCK COLLEGE – ALTERATIONS & ADDITIONAL AND INCREASE TO 1,732 STUDENTS - 10 LOMAS LANE & 210 WINE COUNTRY DRIVE NULKABA

I refer to the request by the Department of Planning, Industry and Environment (DPIE) dated 15 February 2022 seeking input from Transport for NSW (TfNSW) to the Environmental Impact Statement (EIS) for the abovementioned development proposal.

TfNSW key interests are the safety and efficiency of the transport network, the needs of our customers and the integration of land use and transport in accordance with Future Transport Strategy 2056.

Wine Country Drive (MR220) is a classified State road and Lomas Lane is a local road. Council is the roads authority for both roads and all other public roads in the area, in accordance with Section 7 of the *Roads Act 1993*.

TfNSW has reviewed the referred information and provides the following comments to assist the consent authority in making a determination:

- Staging of works - The submitted TIA has provided a limited assessment on how the State road network will operate satisfactorily between Stages 1A & 2. Of particular concern is the intersection of Wine Country Drive (WCD) and Lomas Lane, which performs poorly during school peak periods. Even with traffic redistributed via the new southern Wine Country Drive access intersection, it is envisioned that this existing intersection will continue to operate at unsatisfactory levels and present safety concerns for all road users. As a suitable alternative, TfNSW strongly suggests bringing forward the construction of the new roundabout at this intersection from Stage 2 to Stage 1A.
- Works Authorisation Deed (WAD) - As road works are required on WCD, TfNSW will require the developer to enter into a WAD with TfNSW. TfNSW would exercise its powers and functions of the road authority, to undertake road works in accordance with

Sections 64, 71, 72 and 73 of the Roads Act, as applicable, for all works under the WAD (Attachment A).

Comment: It is requested that Council advise the developer that the Conditions of Consent do not guarantee TfNSW's final consent to the specific road work, traffic control facilities and other structures or works, for which it is responsible, on the road network. TfNSW must provide a final consent for each specific change to the classified (State) road network prior to the commencement of any work.

The WAD process, including acceptance of design documentation and construction, can take time. The developer should be aware of this and allow sufficient lead time within the project development program to accommodate this process. It is therefore suggested that the developer work through this process as soon as possible with the TfNSW.

- All road works under the WAD shall be completed prior to issuing any Occupation Certificate for Stage 1A.
- All works associated with the subject development shall be undertaken at full cost to the developer and at no cost to TfNSW or Council, and to Council's requirements.

- Redundant crossings - The closure of all existing redundant vehicle access crossings fronting WCD prior to the issuing of any Occupation for Stage 1A.
- Corner Splay - Dedication at no cost to Council / TfNSW of the corner splay / site frontage required to facilitate the proposed WCD / Lomas Lane roundabout.
- Pedestrians WCD - No pedestrian access should be permitted to WCD.
- Pedestrians Lomas Lane – It is unclear how traffic and pedestrians will safely be managed through the proposed northern bus zone, carparks, kiss and ride, driveways, classroom areas etc. Any arrangement must ensure that travel paths are separate and conflict points are minimised. Additional attention to the current design is required to address this safety concern.
- During Construction – To ensure the safety of the entire school community (students, staff, parents, children etc.), all temporary access points (construction phase) are to be removed when completed with no pedestrian access provided through these areas.
- School Zone Wine Country Drive - A 40 km/h School Zone speed limit is not permitted under the current School Speed Zone Guidelines and would not be supported by TfNSW.
- School Zone Lomas Lane - The existing school zone must be modified to suit the proposal, with signage to be extended further to the east to cover the proposed driveways.
- Service Station / Fast Food Restaurant – The existing service station / fast food restaurant on the western side of WCD will create opportunities for the school community during weekday and weekend activities to walk across WCD. This arrangement should be discouraged through both design and management, as it presents an unsafe pedestrian risk along WCD.
- Green Travel Plan (GTP) - TfNSW appreciates that the preparation and maintenance of a GTP and Transport Access Guide (TAG) will be conditioned as part of the consent for the school (Green Travel Plan: 9.1.2. What is a Green Travel Plan, p57). The GTP will need to be reviewed by TfNSW once it has been prepared. The GTP should identify and determine a course for the delivery of mode share targets, and strategies that encourage the use of sustainable transport options, particularly between the site and public transport (bus) stops, that reduce the dependence on and proportion of single-occupant car journeys to the site, based on credible data. The proponent is strongly

Transport for NSW

6 Stewart Avenue, Newcastle West NSW 2302
Locked Bag 2030, Newcastle West NSW 2302
T - 1300 207 783

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encouraged to visit the TfNSW Travel Demand Management page which houses travel plan templates and toolkits - [here](#). The GTP should:

- Be prepared by a suitably qualified traffic consultant in consultation with TfNSW; this includes a Traffic Impact Assessment (TIA) and GTP
 - Include objectives and modes share targets to reduce car use and increase public and active transport (i.e. site and land use specific, measurable and achievable and timeframes for implementation) to define the direction and purpose of the GTP;
 - Include specific tools and actions to help achieve the objectives and mode share targets;
 - Include measures to promote and support the implementation of the plan, including financial and human resource requirements, roles and responsibilities for relevant employees involved in the implementation of the GTP;
 - Include consideration of car parking management strategies that may be required to encourage sustainable transport use / mode share targets;
 - Include a detailed **Implementation Plan** comprising specific tasks needed to complete the proposed actions, the person/s responsible for completion of the task, completion date and anticipated costs; and
 - Include details regarding the methodology and monitoring/review program to measure the effectiveness of the objectives and mode share targets of the GTP, including the frequency of monitoring and the requirement for travel surveys to identify travel behaviours of users of the development.
 - The applicant can refer to our Transport for NSW website for Travel Demand Management (TDM) <https://www.mysydney.nsw.gov.au/travelchoices/tdm> with really useful resources and templates for GTPs. This also includes both [hard activities](#) and [soft activities](#) for GTP green travel plan initiatives.
- Car parking - TfNSW request that consideration be given to providing charging stations for EVs, and a parking management plan that prioritises use by staff and students on a needs basis to further reduce car use – this could include providing dedicated spaces for those who are carpooling / car sharing to encourage carpooling.
 - Cycling - It is understood that there are limited cycling options to encourage cycling at present but would recommend that this is reviewed as there are opportunities for encouraging active modes for those living within the walking / cycling catchment. TfNSW recommends that some secure, covered and accessible bicycle parking is provided around the site, and this is monitored on a regular basis to ensure that there is adequate supply which will assist to encourage cycling as a mode. Some further guidance on bicycle parking and end of trip facilities can be found in the cycleway design toolkit.
 - General design comments on the civil works layout are provided for consideration and will impact upon the scope of the subject development:
 - It seems that to achieve the satisfactory LOS indicated in the submitted SIDRA report, the roundabout would require 2 lanes through the roundabout into a merge after the exits in both directions to perform adequately.

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- To slow vehicles on WCD approaching the roundabout more effectively, the Deflection should be increased on the roundabout entry similar to Austroads Part 4b) Page 23.
- The roundabout should consider on road cyclists and pedestrian refuges in the splitter islands
- The proposed roundabout can be constructed from Concrete however would accept if this pavement was converted to a Heavy-Duty Flexible Pavement if required for constructability
- A shoulder width of 2m should be included for the WCD access intersection.
- Neighbours submission - If the roundabout is designed in accordance with Austroad's then it is safe to have a property access off one of the roundabout legs.
- DPIE Enquiry - The design for the roundabout needs to consider the existing shared entry / exit access driveway servicing 307-311 Wine Country Drive.

ADVICE TO DPIE

- DPIE should ensure that appropriate traffic measures are in place during the construction phase of the project to minimise the impacts of construction vehicles on traffic efficiency and road safety within the vicinity.
- DPIE should have consideration for appropriate sight line distances in accordance with Section 3 of the *Austroads Guide to Road Design Part 4A (Unsignalised and Signalised Intersections)* and the relevant Australian Standards (i.e. AS2890:1:2004) and should be satisfied that the location of the proposed driveway promotes safe vehicle movements.
- TfNSW highlights that in determining the application under Part 4 of the Environmental Planning & Assessment Act, 1979 it is the consent authority's responsibility to consider the environmental impacts of any road works which are ancillary to the development.
- All matters relating to internal arrangements on-site such as traffic / pedestrian management, parking, manoeuvring of service vehicles and provision for people with disabilities are matters for DPIE to consider.
- In the likely possibility that the proposed expansion of the school will also accommodate special / major events, an Event Management plan should be provided with the school detailing vehicle and pedestrian movements for the event and the site.

On DPIE's determination of this matter, please forward a copy of the Notice of Determination to TfNSW for our records. Should you require further information please contact Masa Kimura, Development Services Case Officer, on 1300 207 783 or 0407 707 999 or by emailing development.north@transport.nsw.gov.au.

Yours sincerely



Damien Pfeiffer

Director Development Services
Community and Place | Region North
Regional & Outer Metropolitan Division

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