

12 August 2022

TfNSW Reference: SYD22/00718/01

Major Planning Portal Reference: SSD-30759158

Department of Planning and Environment
Locked Bag 5022
Parramatta NSW 2124

Attention: Nahid Mahmud

EXHIBITION OF EIS- MINAHRA COLLEGE AT 268-278 CATHERINE FIELDS ROAD, CATHERINE FIELDS

Dear Sir/Madam

Reference is made to the Department's correspondence dated 22 June 2022, regarding the abovementioned application which was referred to Transport for NSW (TfNSW) for comment in accordance with the *State Environmental Planning Policy (Transport and Infrastructure) 2021*.

TfNSW provides the following comments to the Department to assist with the determination of the application:

Construction Pedestrian Traffic Management Plan (CPTMP)

1. A Construction Pedestrian Traffic Management Plan (CPTMP) detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to the Consent Authority for approval prior to the issue of a Construction Certificate.
2. The preliminary CTMP provided covers Stage 1 of the development. The CTMP is required to address the following matters:
 - a) Construction vehicles to be permitted to turn left in and left out at the construction access gate(s).
 - b) Turn around facilities to be specified.
 - c) Construction traffic management practices will differ when the school is not operational and when it becomes operational. In the later a more comprehensive and complex CTMP will have to be produced.
 - d) TfNSW request a Vehicle Movement Plan to be provided considering the road network layout and queue storage layovers for example when delivering concrete etc.

Preliminary School Transport Plan (PSTP)

3. TfNSW request a Preliminary School Transport Plan (PSTP) be finalised and provided as a separate report, including an implementation plan for further comment. It should determine a course for the delivery of mode share targets and strategies that encourage the use of sustainable transport options, that reduce the dependence on and proportion of single-occupant car journeys to the site, based on credible data.

Shuttle Buses

4. TfNSW strongly support the opportunity to provide shuttle buses to access the two nearby train stations, Leppington Station and Minto Station (Section 2.3.1 Train Connectivity) to encourage the

OFFICIAL

use of public transport, particularly given the rural location of the school site, and limited formal pedestrian and cycling infrastructure at present. This could provide a good way to move staff and students more sustainably, and this provides a viable option assist with movements on more sustainable modes in the shorter term.

Parking Management

5. TfNSW strongly recommend that carpooling is further encouraged and recommend that a parking management plan be prepared which that prioritises use by staff and visitors on a needs basis to could include providing dedicated spaces for those who are carpooling / car sharing to encourage this mode share Consideration should also be given to providing charging stations for electric vehicles (EV).

End of Trip (EoT) Facilities

6. TfNSW recommends that a supply of bicycle parking, as well as End of Trip (EoT) facilities be identified in the School Travel Plan (STP) – it is detailed in Section 7.2 of the Transport and Accessibility Impact Assessment. TfNSW recommends that the provision of bicycle spaces and EoT is monitored over time to ensure there is sufficient provision to further encourage cycling as a mode – both for staff and visitors. A good supply of quality EoT and bicycle parking is considered to further encourage walking and cycling mode shares – albeit there is limited dedicated infrastructure for Active Transport (AT) at present. Location of bicycle parking and EoT should also be included in the Travel Access Guide (TAG) – see commentary below. The bicycle parking should be located at the site at convenient locations, be safe, secured and under cover. Some further guidance on bicycle parking and end of trip facilities can be found in the cycleway design toolkit [Cycleway Design Toolbox – Designing for cycling and micromobility. December 2020. Version 0.1 \(nsw.gov.au\)](#)

Travel Survey

7. TfNSW appreciates that Section 2.6 covers travel mode shares and that this is a new school so no actual travel survey data exists at present. TfNSW does ask, however, that annual travel surveys for staff and students are undertaken, and an example travel survey questionnaire is included as an appendix in the STP. The survey should include questions to obtain staff and visitor residential postcodes to identify the actual travel origin and destination patterns, to inform strategies that help to reduce private vehicle demand for staff, and student to get to and from the school site. The Travel Survey should also be promoting any initiatives or strategies that encourage sustainable transport routes. An example travel survey questionnaire can be found here: [Online staff travel survey \(nsw.gov.au\)](#)

Travel Access Guide (TAG)

8. TfNSW asks that a Travel Access Guide (TAG) be prepared as part of the STP and included as an Appendix. The TAG should include the following:
 - Provide information about cycling, walking and public transport (including shuttle bus) initiatives to encourage the use of sustainable transport journeys by staff and students.
 - Provide promotion of end of trip (EoT) facilities, including any new cycling infrastructure available, and update number and location of bicycle parking and EoT facilities.
 - Provide information on car share, car-pooling and priority parking for people that carpool or car-share. For further helpful information – please refer to the Create a Travel Access Guide.
9. TfNSW requests that the finalised STP be provided for final review prior to the issue of an occupation certificate.

Car Parking Areas

10. The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements in relation to landscaping and/or fencing, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1-2004, AS2890.6-2009 and AS 2890.2-2018 for heavy vehicle usage. Parking Restrictions may be required to maintain the required sight distances at the driveway.

Active Transport

11. It is recommended that to support and encourage active transport, bicycle parking facilities are provided within the development or close to it. Bicycle Parking should be provided in accordance with AS2890.3.
12. The proposed development will generate additional pedestrian movements in the area. Pedestrian safety is to be considered in the vicinity.

School Zones and Speed Limits

13. A significant number of vehicles and pedestrians will access the site at the start and end of the school day. Road Safety precautions and parking zones should be incorporated into the neighbouring local road network. Council should ensure that any parking, drop-off / pick-up zones and bus zones incorporated are in accordance with TfNSW standards [Drop-off and Pick-up initiative - Schools - Staying safe - NSW Centre for Road Safety](#).
14. TfNSW are responsible for speed management along all public roads within the state of New South Wales. That is, TfNSW is the only authorised organisation that can approve speed zoning changes and authorise installation of speed zoning traffic control devices on the road network within New South Wales. Therefore, the Developer must obtain written authorisation from TfNSW to relocate any existing Speed Limit signs.
15. The Developer must submit the following to TfNSW, at least twelve (12) weeks prior to student occupation of the site:
 - a. A copy of Council's development Conditions of Consent
 - b. The proposed school commencement/opening date
 - c. Two (2) sets of detailed design plans showing the following:
 - i. School property boundaries
 - ii. All adjacent road carriageways to the school property
 - iii. All proposed school access points to the public road network and any conditions imposed/proposed on their use
 - iv. All existing and proposed pedestrian crossing facilities on the adjacent road network
 - v. All existing and proposed traffic control devices and pavement markings on the adjacent road network (excluding School Zone signs and pavement markings).
 - vi. All existing and proposed street furniture and street trees.

If you have any further questions Zeliha Cansiz would be pleased to take your call on 0460427977 or please email development.sydney@transport.nsw.gov.au.

Yours sincerely,



David Rohloff

Senior Manager Land Use Assessment West & Central, Greater Sydney