

Our ref: PR 148873-2

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Date: 4 February 2022

Department of Planning, Industry and Environment  
4 Parramatta Square  
12 Darcy Street  
PARRAMATTA NSW 2150

Attention: Jonathan Kerr – A/Senior Planning Officer

**Subject: New Public School in Mulgoa Rise, Glenmore Park (SSD-11070211) - Response to the request for information by DPIE**

Dear Jonathan

On behalf of School Infrastructure NSW (SI NSW), RPS provides information as a response to the Department of Planning, Industry and Environment's (DPIE) Request for Additional Information (RFI), dated 18<sup>th</sup> December 2021.

**Flooding**

Additional information with respect to overland flow flood impact has been prepared by Woolacotts Consulting Engineers and is contained in **Attachment A**. Information provided includes additional modelling and mapping of flood conditions during the 1% AEP flood event for the scenario of installation of a raised pedestrian crossing at the intersection of Darug Avenue and Deerubbin Drive and the alternate scenario for the installation of protruding blisters at the crossing location, in lieu of the proposed raised crossing.

A Flood Risk Assessment has been prepared by Woolacotts Consulting Engineers and is contained in **Attachment B**. The Flood Risk Assessment can be used for establishing a baseline by which the impact of the proposed raised crossing versus protruding blisters can be compared.

In summary, during the 1% AEP flood event the provision of a raised pedestrian crossing or blisters on the intersection of Darug Avenue and Deerubbin Drive has low impact on the existing flood risk to pedestrians and property damage (the residential property on the south-western corner of the intersection). However, the proposed raised crossing or blisters do have the potential to increase flood risk to drivers utilising Darug Avenue during a 1% AEP flood event.

Additionally, it is noted that the Darug Avenue / Deerubbin Drive intersection is already considered unsafe for small vehicles and the provision of a raised pedestrian crossing or blisters will only worsen the flood hazard for drivers as described above.

Based upon the information provided in **Attachment A** and **Attachment B** it is the opinion of SI NSW and the project team that an agreed position between Penrith City Council and SI NSW can be achieved with respect to the inclusion of a raised pedestrian crossing / protruding blisters or alternative near the intersection of Darug Avenue and Deerubbin Drive. This issue will be resolved at the time of approval for all works within the road reserve as required under Section 138 of the *Roads Act 1993* and should therefore not result in any delay to the determination of the SSDA.

***Traffic and Transport***

The following information is provided following recent discussions with the Department in relation to SINSW's school transport assessment framework. In implementing the framework, SINSW seeks to:

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- set a realistic baseline; and
- propose practical and reach-mode-share targets,

in an effort to reduce driving alone and one-car one-student kiss-and-drop.

Furthermore, the assessment framework is designed to meet ESD and Green Star requirements for transport planning and respond to DPE's standard condition requiring the preparation of a School Transport Plan and the engagement of a Travel Co-ordinator. The assessment framework has been applied to new school projects since the end of 2020.

The RFI requests a detailed comparison of the mode usage at local primary schools to demonstrate that the proposed mode breakdown outlined in the School Transport Plan can be achieved.

Survey data for every single school in NSW is not available and it is not practical nor appropriate to compare a school without a School Transport Plan and Travel Coordinator to a new school that will have both of these elements. Whilst the survey data of existing schools in the local area would be interesting, it would only serve to demonstrate the differences between schools without a Transport Plan and Travel Coordinator and lack of fit-for-purpose transport infrastructure because the schools were delivered before SINSW's Traffic and Transport Assessment process was in place.

Finally, the collection of further data as requested by the RFI would be:

- Time consuming and delay determination of this application, which as the Department is aware is scheduled to be operational on Day 1 Term 1 2023.
- Cost prohibitive.
- Outside the scope of a school project of this size.

In relation to all other Traffic and Transport matters raised in the RFI additional information is provided by Parking and Traffic Consultants Pty Ltd (ptc) contained in **Attachment C**.

If you require any further clarification in relation to these matters please do not hesitate to contact either Ms Helen Mulcahy, Principal Development Planner at SI NSW, [Helen.Mulcahy@det.nsw.edu.au](mailto:Helen.Mulcahy@det.nsw.edu.au) or Rob Dwyer at [rob.dwyer@rpsgroup.com.au](mailto:rob.dwyer@rpsgroup.com.au).

Yours sincerely,  
for RPS Australia East Pty Ltd



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