

Our ref: STH20/00172/01
Contact: Andrew Lissenden 0418 962 703
Your ref: SSD-10326042

11 November 2020

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

REQUEST FOR SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS (SEAR'S) – NEW PRIMARY SCHOOL - LOT 3 DP 1179941 APRASIA AVENUE, GOOGONG

Dear Jenny

Transport for NSW (TfNSW) refers to the notification it received on 26 October 2020 regarding the above request for input into the SEAR's for the above.

TfNSW has completed a review of the information provided (report by GHD dated October 2020 with reference 12515242 and the Department of Planning, Industry and Environments draft SEAR's) and notes:

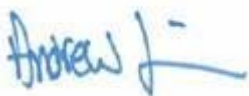
- Its input is requested by the Secretary under Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*;
- That while no state classified roads will be directly impacted by the proposed development, as TfNSW has a role on Council's Local Traffic Committee the advice it is providing relates to local road matters; and
- Limited details are provided in the submitted report on transport and traffic-related issues. The impacts of traffic generated by the development (both from construction and ongoing operation) will need to be considered and mitigation measures detailed as part of the Environmental Impact Statement (EIS) lodged.

Having regard for the above, TfNSW has reviewed the requirements in the draft SEAR's provided under the heading 'Key Issues – 5. Transport and Accessibility'. TfNSW can advise that it is comfortable with these requirements with the inclusion of the additional guidance as detailed in **Attachment 1**.

If you have any questions, please contact myself on 0418 862 703.

Can you please ensure that any further email correspondence is sent to development.southern@rms.nsw.gov.au.

Yours faithfully



Andrew Lissenden
Development Assessment Officer
Community and Place I South Region

Cc: Jenny.Chu@planning.nsw.gov.au;
Billy.Yung@transport.nsw.gov.au; and
council@qprc.nsw.gov.au

1. Traffic Impact Study (TIS):

The TIS (or Transport and Accessibility Impact Statement as referred to in the draft SEAR's) should:

- a) Address the applicable requirements in Table 2.1 of the *RTA's Guide to Traffic Generating Developments*;
- b) Detail the maximum number of staff and students, facility usage (e.g. after hours, public usage of rooms), etc.;
- c) Detail access arrangements for vehicles during the school's construction;
- d) Detail all traffic types and volumes likely to be generated during the school's ongoing operation. This including an assessment of the number of students that will be taking public transport, private transport and active transport to and from the school as well as an assessment of the amount of public transport required (e.g. the number of buses required to service the school). Discussions should be had with local bus companies with details on the outcomes of this discussion being provided;
- e) Assess and justify the number of access points required to and from the school. TfNSW notes that the concept site plan (Figure 2.1 in the GHD report) shows five pedestrian access points to the school. TfNSW would encourage limiting the number of access points to three (e.g. one on each frontage except McPhail Way). An initial review has indicated that as there is a pedestrian and vehicle generator on McPhail Way with the shops and car parking. An entrance on this side could cause safety concerns as well as increased congestion. TfNSW also suggests that the main entrance to the school be provided via Wilkins Way and not Gorman Drive. This is due to crossings and main entries being avoided on sub arterial roads or roads with greater than 2,000 annual average daily traffic (AADT);
- f) Reduce/consolidate the number of children's crossings. TfNSW notes that the concept/site plan provided shows 6 crossings. Any crossing provided should be strategically located to be safe and accommodate desire lines. Where possible raised zebra crossing shall be used with no crossings installed at junctions. Details are also required on how the crossings proposed meet the numerical warrants detailed in the TfNSW Supplement *Austroads Guide to Traffic Management Part 6*;
- g) Detail the loading and unloading provisions for service vehicles (e.g. general delivery vehicles, garbage truck). A swept path assessment for the service vehicles should be provided. This should demonstrate that the vehicles can enter and leave in a forward direction and will not have any adverse impacts on the adjoining road network;
- h) Detail the drop-off and pick up zones for cars as well as buses including an assessment of the impacts on the adjoining road network. TfNSW suggests that Wilkins Way should be indented and should be the preferred drop and pickup for parents. The bus bay/zone should be off road where possible otherwise indented and should be of sufficient size to cater for the maximum number of buses. Swept paths for the bus bay should be provided to demonstrate that all buses using the area can manoeuvre in and out independently of other buses using the area. Details on bus shelters/weather protection for public transport users should be provided;
- i) Detail active transport to be used by students (walking, cycling) including the adequacy of existing infrastructure;
- j) Provide an assessment of the adequacy of on-site car parking to service the development;
- k) Assess the suitability of the existing road network and any improvements required noting access locations; and
- l) Detail school zone requirements to be installed including a school zone plan as per the School Zone 40km/h Policy.

2. State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017:

The provisions of Section 57 need to be addressed (e.g. the requirements of subclause 3 (b) and (c)).

3. Staging:

Details on the staging of any works associated with the proposed development.

4. Consultation:

TfNSW encourages further consultation, if required, during the preparation of the EIS to discuss traffic and accessibility issues. Details on what discussions have occurred with the TfNSW during the EIS preparation and with who should be detailed in the EIS.