



A New Primary School at Gregory Hills

Preliminary School Travel Plan

28 Wallarah Circuit, Gregory Hills Drive, Gregory Hills NSW 2557

4/10/2022

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1 Introduction

1.1 Background

This Ason Group's Preliminary School Travel Plan (PSTP) report accompanies an Environmental Impact Statement (EIS) pursuant to Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act), in support of a State Significant Development Application (SSDA) for the construction and operation of a new primary school at Gregory Hills (SSD-41306367).

This report addresses the Secretary's Environmental Assessment Requirements (SEARs) issued for the project, as detailed in Section 1.2 of this report.

SINSW has outlined assessments of multi-modal transport, travel patterns and demand. These are accordingly undertaken within this PSTP, in conjunction with the Transport and Accessibility Impact Assessment (TAIA) document, which forms a separate report accompanying the submission.

The PTSP for a new primary school at Gregory Hills (The Plan) covers the school travel and operational transport and access management arrangement aspects relating to the School development. These items include site transport amenities, existing conditions of the Site, provision of measures to encourage sustainable travel modes, and operational management of access, pedestrian access and circulation arrangements, car park access, service vehicle arrangements, and School short-term parking management arrangements.

1.1.1 Site Amenities, Existing Conditions & Catchment Analysis

Section 2 of this Plan details the location and transport-related amenities of the proposed school, i.e., bicycle parking, car parking, pedestrian access locations, short stay parking facilities and occasional bus stopping arrangements.

An analysis is also provided on the anticipated mode share of the school for students and staff when the school becomes operational. Details regarding the public transport within the area and pedestrian connectivity are also provided.

1.1.2 School Travel Plan

Section 3 of this document describes the School Travel Plan (STP) and is intended to develop a package of site-specific measures to promote and maximise the use of sustainable travel modes, including walking, cycling, public transport, and carpooling. These strategies will assist in less reliance on the use of private vehicles for travel to and from the school, supporting sustainability initiatives for growth into the future, providing sustainable travel modes that support independent travel of children attending the school and potential health benefits associated with walking, scooter riding and bicycle riding.

The STP sets out objectives and strategies to assist the School in achieving green travel goals to improve sustainability.

It also includes a review of the existing transport modal choice and sets targets so that the effective implementation of the Plan can be assessed. These targets are intended to be realistic but ambitious enough to initiate substantive behavioural change to achieve the desired outcomes, given existing and future multi-modal transport networks. This is expected to be coordinated with the School upon approval of the

SSDA or with their nominated representatives. The STP shall be reviewed regularly to ensure it remains relevant and reflective of current conditions.

1.1.3 School Transport Operations and Access Management Plan

Section 4 of this Plan, herein referred to as the School Transport Operations and Access Management Plan is to provide guidance in relation to the traffic management arrangements for the Site. The overall objective is to ensure the safe and efficient movement of vehicles, students, visitors, and staff. In particular, this Plan details the following:

- A pedestrian access plan;
- Short stay parking facilities management plan;
- Car parking plan;
- Servicing plan; and
- Details on the governance and administration of the plans.

1.2 Secretary's Environmental Assessment Requirements

Industry-specific Secretary's Environmental Assessment Requirements (SEARs) were issued by the DPE on 27 April 2022. The SEARs relating to transport issues are outlined in **Table 1**. Ason Group has provided a summary response to each SEAR, and reference to the section of this SSDA PSTP providing a more detailed analysis of each SEAR.

TABLE 1: DPE TRAFFIC AND TRANSPORT SEARS

Item No.	SEARS	Report Response / Section
1. Provide a transport and accessibility impact assessment, which includes:		
1.1	an analysis of the existing transport network, including the road hierarchy and any pedestrian, bicycle, or public transport infrastructure, current daily and peak hour vehicle movements, and existing performance levels of nearby intersections.	The accompanying Transport and Accessibility Impact Assessment details these items.
1.2	details of the proposed development, including pedestrian and vehicular access arrangements (including swept path analysis of the largest vehicle and height clearances), parking arrangements and rates (including bicycle and end-of-trip facilities), drop-off/pick-up-zone(s) and bus bays (if applicable), and provisions for servicing and loading/unloading.	The accompanying Transport and Accessibility Impact Assessment details these items.

TABLE 1: DPE TRAFFIC AND TRANSPORT SEARS**1. Provide a transport and accessibility impact assessment, which includes:**

1.3	analysis of the impacts of the proposed development (including justification for the methodology used), including predicted modal split, a forecast of additional daily and peak hour multimodal network flows as a result of the development (using industry standard modelling), potential queuing in drop-off/pick-up zones and bus bays during peak periods, identification of potential traffic impacts on road capacity, intersection performance and road safety (including pedestrian and cyclist conflict), and any cumulative impact from surrounding approved developments.	The accompanying Transport and Accessibility Impact Assessment addresses these items.
1.4	measures to mitigate any traffic impacts, including details of any new or upgraded infrastructure to achieve acceptable performance and safety, and the timing, viability and mechanisms (including proposed arrangements with local councils or government agencies) of delivery of any infrastructure improvements in accordance with relevant standards.	The accompanying Transport and Accessibility Impact Assessment addresses these items.
1.5	measures to promote sustainable travel choices for employees, students and visitors, such as connections into existing walking and cycling networks, minimising car parking provision, encouraging car share and public transport, providing adequate bicycle parking and high-quality end-of-trip facilities, and implementing a Green Travel Plan.	This STP has been prepared and includes a School Travel Plan Framework detailing commentary regarding strategies to improve public transport and active mode travel share of staff, students and parents, as measures to ensure the provision of adequate bicycle parking and end-of-trip facilities.
1.6	a preliminary operational traffic and access management plan for the development, including drop-off/pick-up zones, bus bays and their operations.	A School Transport Operations and Access Management Plan including details of Drop-off/pick-up zones, bus bays and their operations are outlined in Section 4 of this report.

2. Provide a Construction Management Plan

2.1	Provide a Construction Traffic Management Plan detailing predicted construction vehicle movements, routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated.	The accompanying Transport and Accessibility Impact Assessment provides a Preliminary Construction Traffic and Pedestrian Management Plan outlining predicted construction vehicle movements, routes, construction contractor access and parking arrangements. Mitigation measures to existing traffic, pedestrian and bicycle networks are provided.
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1.3 The Proposal

The proposal is for a new primary school at Gregory Hills that generally comprises the following:

- 44 General Learning Spaces.
- 4 Support Learning Spaces.
- Administration, staff hub, amenity and building service areas.
- Library, communal hall and canteen.
- Outside School Hours Care (OSHC) services.
- Sport courts, outdoor play space, a Covered Outdoor Learning Area (COLA) and site landscaping.
- Dedicated bicycle and scooter parking.
- Three (3) kiss and drop spaces for Supported Learning Students (SLS) located on Wallarah Circuit.
- On-site car parking.
- Signage.
- Footpath widening on Wallarah Circuit.

Reference should be made to the site plan provided in **Figure 1**.



Figure 1: Site Plan (Source: Bennett and Trimble)

1.4 Detailed Stakeholder Engagement

Over the course of the development of this Plan, Ason Group has consulted with key stakeholders including Transport for NSW (TfNSW), Camden Council and SINSW. This report provides details of the consultation undertaken by the Project Team in its preparation of this PSTP.

TABLE 2: CONSULTATION RECORD 01 – TRANSPORT WORKING GROUP PRE-SSDA

Identified Party to Consult:	Camden Council and Transport for NSW (TfNSW).
Consultation type:	Transport Working Group (TWG) Meeting.
When is consultation required?	During the schematic design phase, prior to SSDA submission.
Why	To discuss the transport-related elements of the proposed new Primary School at Gregory Hills.
When was consultation scheduled/held	4 th July 2022 18 th July 2022
When was consultation held	4 th July 2022 18 th July 2022
Identify persons and positions who were involved	<ul style="list-style-type: none"> • Ason Group – Dora Choi (Principal Lead: Traffic Management & Operations), Wendy Zheng (Senior Traffic Engineer) • SINSW – Laukik Rane (Project Direction – Delivery), Shay Bergin (Senior Project Director – Delivery), Rebecca Lehman (Sustainable Transport Advisor), Sarah Kelly (Principal Planner), Bill Kabbout (Associate Project Director – Infrastructure Delivery), Jarred Statham (Senior Statutory Planning Officer – Business Enablement) • Jacobs – Marisa Sidoti (Senior Project Manager), Nick Marcovich (Project Manager), Alastair Burdon-Jones (Graduate Project Manager) • DFP Planning – Natasha Bartley (Principal Planner) • Camden Council - Michelle Kramer (Road Safety Officer), Tom Allen (Team Leader: Traffic and Road Safety), Roy El Kazzi (Traffic Engineer) • TfNSW – Bikram Singh (Network and Safety Officer – Western Parkland City) • Apologies – TfNSW – Daryl Ninham (Senior Manager Network and Safety Services - Western Parkland City), DFP Planning – Ellen Robertshaw (Director)
Provide the details of the consultation	See Appendix A for presentation and details.

TABLE 2: CONSULTATION RECORD 01 – TRANSPORT WORKING GROUP PRE-SSDA

What specific matters were discussed?	See Appendix A for presentation and details.
What matters were resolved?	See Appendix A for presentation and details.
What matters are unresolved?	See Appendix A for presentation and details.
Any remaining points of disagreement?	See Appendix A for presentation and details.
How will SINSW address matters not resolved?	See Appendix A for presentation and details.

2 Transport Conditions

2.1 Site Description & Location

The site (See **Figure 2** and **Figure 3**) is located in Dharawal Country at 28 Wallarah Circuit, Gregory Hills NSW 2557, and is legally described as Lot 3257 DP1243285.

The site is located within the Camden Local Government Area and is within the Turner Road Precinct of the South-West Growth Centre.

The site has an area of approximately 2.926ha (by Deposited Plan). This will be reduced to 2.907ha under approved DA/2022/742/1 once Long Reef Circuit has been widened.

Topography is minimal with a fall from the south-east corner (RL116.5) to the north- west corner (RL113).

The site has three (3) street frontages:

- Wallarah Circuit (southern boundary)
- Gregory Hills Drive (northern boundary)
- Long Reef Circuit (eastern Boundary)

The site is primarily vacant land, with the exception of an existing group of trees in the southwest corner of the site that pre-date the subdivision and development of the precinct. There is also an existing electrical substation located on the south-eastern boundary.

There are easements of varying widths located to the northern boundary identified for drainage.

A temporary school will be located on the north/north-western section of the site (a temporary school does not form part of the works proposed under this SSDA). It is anticipated that the temporary school will be removed during construction/on completion of the permanent school.

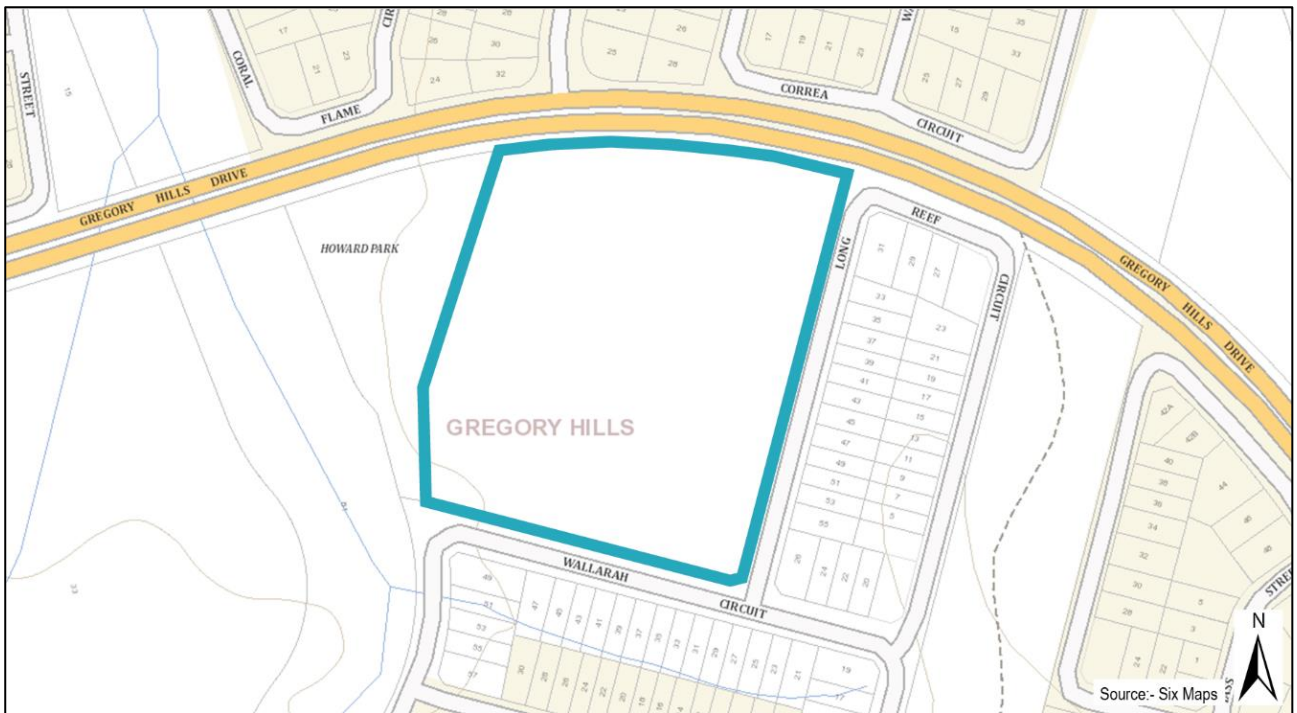


Figure 2: Locality Map (Source: Six Maps)



Figure 3: Site Aerial Map (Source: Bennett and Trimble)

2.1.1 Surrounding Development

To the north, east and south of the site is emerging and recently completed residential development.

To the east of the residential area fronting Long Reef Circuit are high voltage power lines within an easement which include pedestrian paths and cycleways.

To the west of the site, beyond Sykes Creek and Howard Park, is the Gregory Hills town centre. A pedestrian bridge links Wallarah Circuit with the town centre across Sykes Creek.



Figure 4: Surrounding Development (Nearmap)

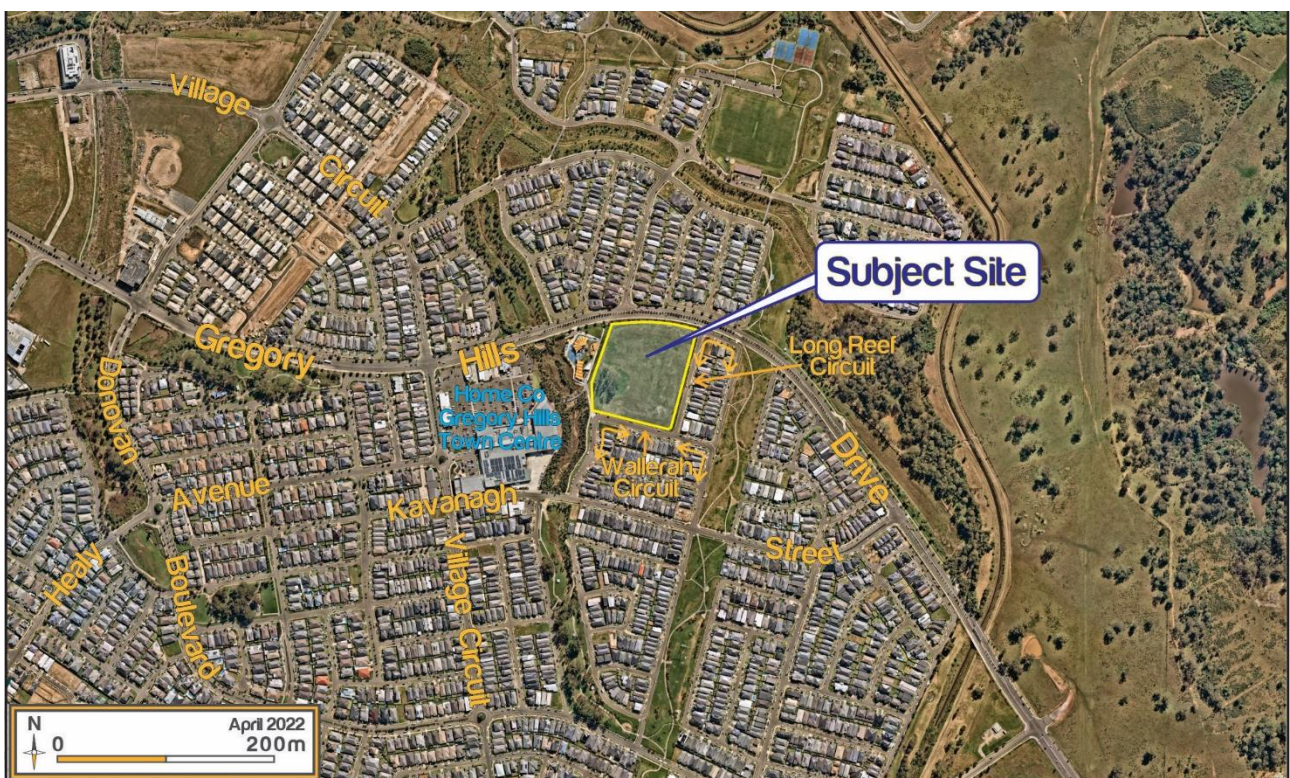


Figure 5: Site Context (Source: Base Map from Nearmap dated April 2022)



Figure 6: Site Context and Road Hierarchy (Source: Turner Road DCP 2018)

2.2 Proposed Site Transport Facilities

As it relates to travel planning, the School and immediate surroundings of the School Site will provide the following transport facilities:

- 60 on-site bicycle parking rails;
- 60 on-site car parking spaces for staff;
- A time-restricted on-street indented parking area along Long Reef Circuit which can accommodate seventeen (17) cars to facilitate short stay parking requirements, to be provided under DA/2022/742/1;
- Support learning short stay parking area on Wallarah Circuit along the School's southern frontage which can accommodate three (3) vehicles; and
- Proposed concrete footpaths along school frontage roads including Wallarah Circuit (north side) and Long Reef Circuit (west side), to be provided under DA/2022/742/1.

2.3 Travel Mode Share

An analysis of the ABS 2016 Census Data was undertaken to determine the existing travel mode share of residents residing in Gregory Hills. The results are presented in **Table 3**.

TABLE 3: EXISTING MODE SHARE

Travel Mode ¹	% of total trips
Car (as driver)	83%
Car (as passenger)	5%
Train	3%
Bus	0%
Truck	6%
Motorbike / Scooter	0%
Walked only	1%
Other	1%

Note: 1. Excludes people who worked from home or do not work

The above table demonstrates a predominant modal dependency on private vehicle usage of 88%. This number was made up of 83% drivers and 5% as passengers. Lower dependencies on public transport modes accounted for approximately 3% and walked only at 1%.

It is considered that this data is also representative of the general travel mode choice such as for shopping and recreational trips.

At the time of preparation of this report, package 1 of the ABS 2021 Census Data was released. However, travel-related data from the ABS 2021 Census Data is not available until October 2022. It is expected that bus usage would have increased due to the development within the local area.

2.4 Public Transport

2.4.1 Train Connectivity

With regard to accessibility to the existing and proposed rail network, the proposed school location is not situated within walking distance of a train station. Leppington Station provides the highest number of regular rail services to the Gregory Hills area.

Notwithstanding, the area is serviced by Bus Route 840, which provides connectivity to Campbelltown Station, and Bus Route 841 which provides connectivity to Leppington Station.

Serviceability details are provided in **Table 4**, with reference to **Figure 7**.

TABLE 4: TRAIN SERVICES

Line	Connection	Name	Frequency
T2	Leppington Station	Parramatta or Leppington to City	~ 4 services per hour
T5		Richmond to Leppington	~ 2 services per hour

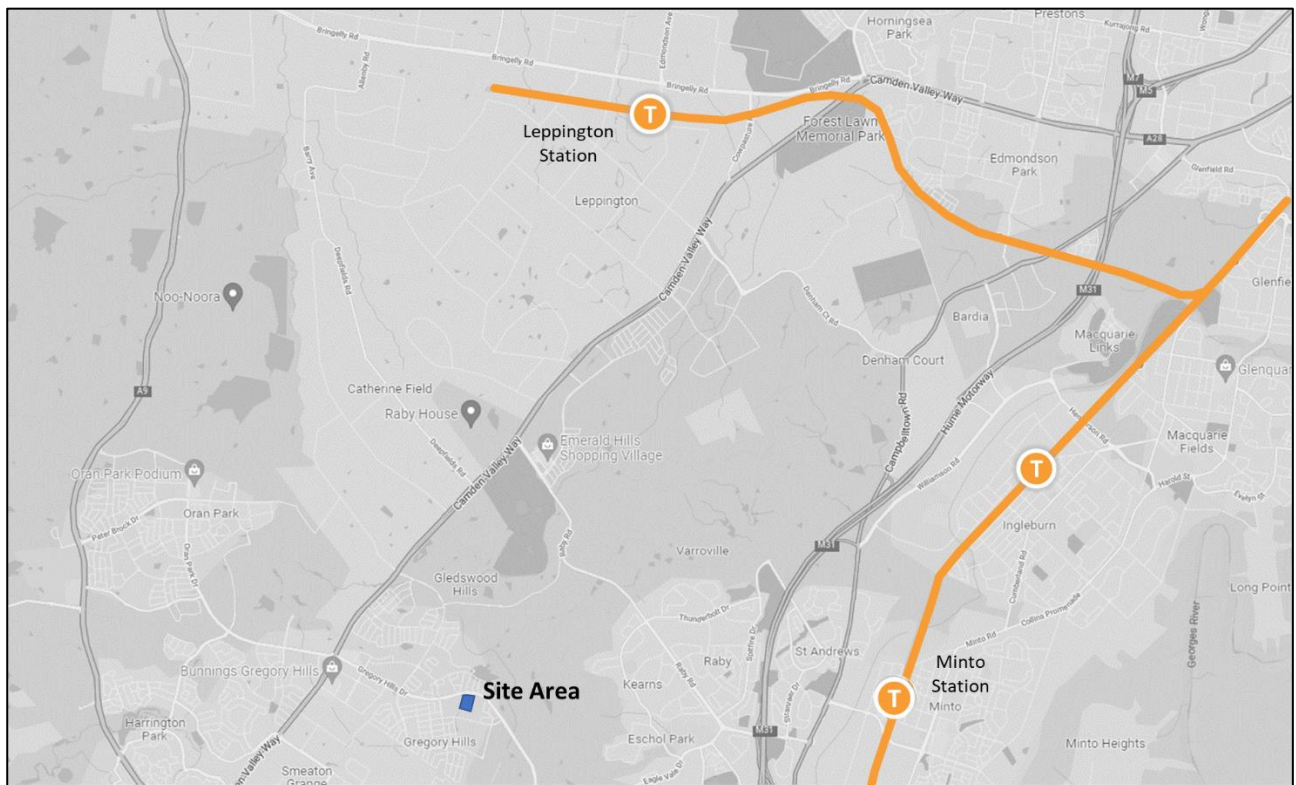


Figure 7: Nearby Train Stations (Source: Base Maps from Google Maps June 2022 - prepared in QGIS)

2.4.2 Public Bus Connectivity

With reference to existing public bus services for the area, three (3) bus stops are located within 400m distance of the Site along Village Circuit and Kavanagh Street and serviced by two (2) existing routes, summarised in **Table 5**.

TABLE 5: BUS SERVICES

Route	Description	Service
840	Oran Park to Campbelltown	1-2 services per hour
841	Narellan to Leppington via Gregory Hills	4 services per hour

Both routes listed above provide connectivity to the proposed School via Gregory Hills Drive, with route 840 providing connection between Oran Park and Campbelltown generally in an east-west direction and route 841 providing access between Leppington and Narellan in the north-south direction.

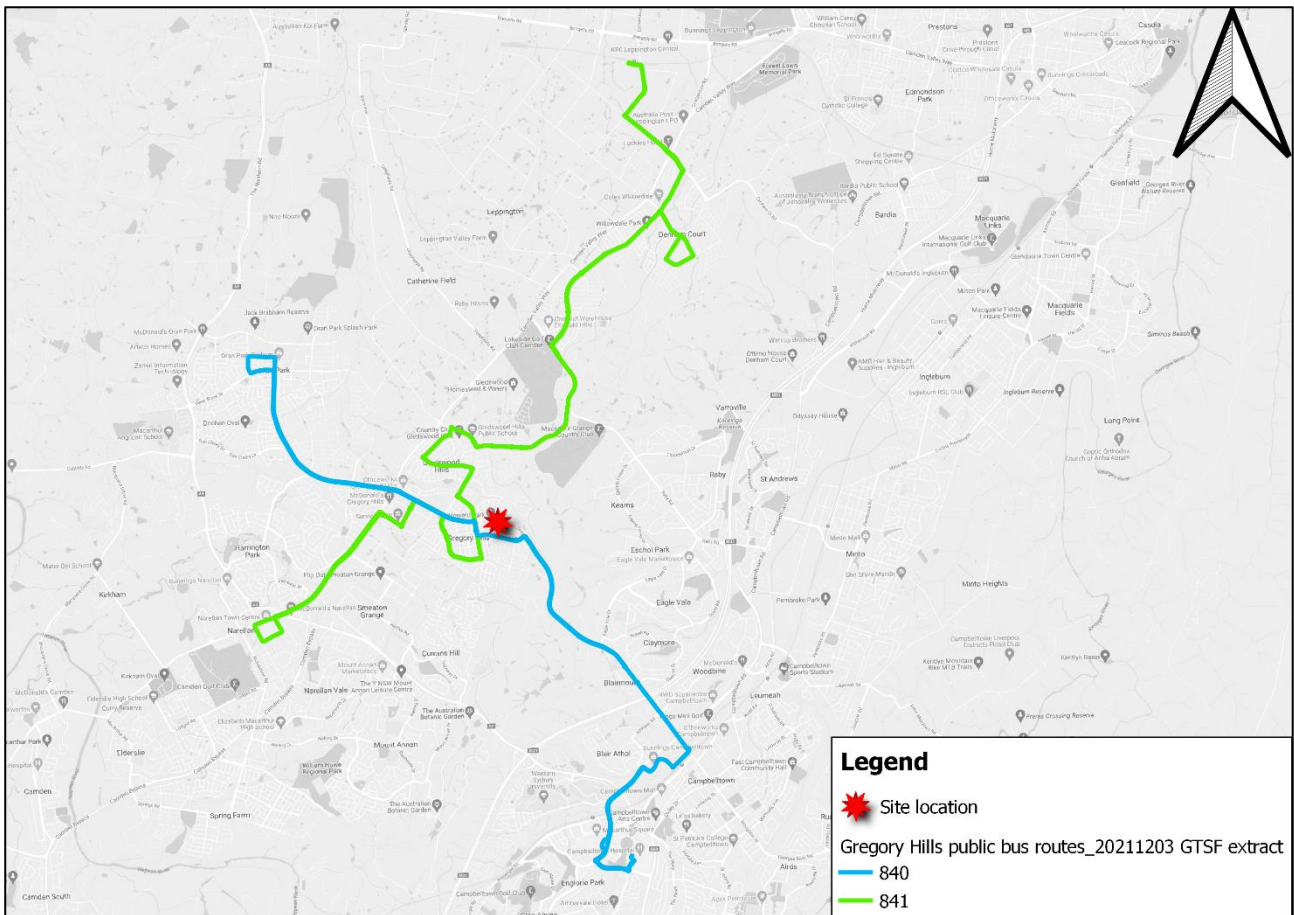


Figure 8: Public Bus Service Extents (Source: Base Maps from Google Maps June 2022 - prepared in QGIS)

2.4.3 Future Opportunities for Services

Given Gregory Hills is part of the Turner Road Precinct, within the South West Growth area, and nearby areas are still being developed, it is likely that new bus routes or an increase in service frequency will occur in the future and is likely to improve service connectivity to the School.

On-going consultation with TfNSW will be necessary to allow for continued refinements to the School Travel Plan in the future to further refine mode share targets and encourage public transport usage for onward journeys by families and staff trips.

2.5.2 Cycling Infrastructure

At present, there are limited dedicated on-road cycling facilities through the Gregory Hills area. Shared path provision is observed along both sides of Gregory Hills Drive and through riparian zones located to the west and east of the proposed School site. Notwithstanding, it is noted that little crossing infrastructure is available along cycling routes, and potentially discourages young bicycle/scooter riders. **Figure 9** above demonstrates the provision of a cycle path required by the Turner Road Precinct DCP.

Furthermore, a review of the Camden Council Data Portal – Bicycle Network Camden has been conducted. An extract of the mapping tool is reproduced in **Figure 10** highlighting existing shared path provisions within the context of the School.

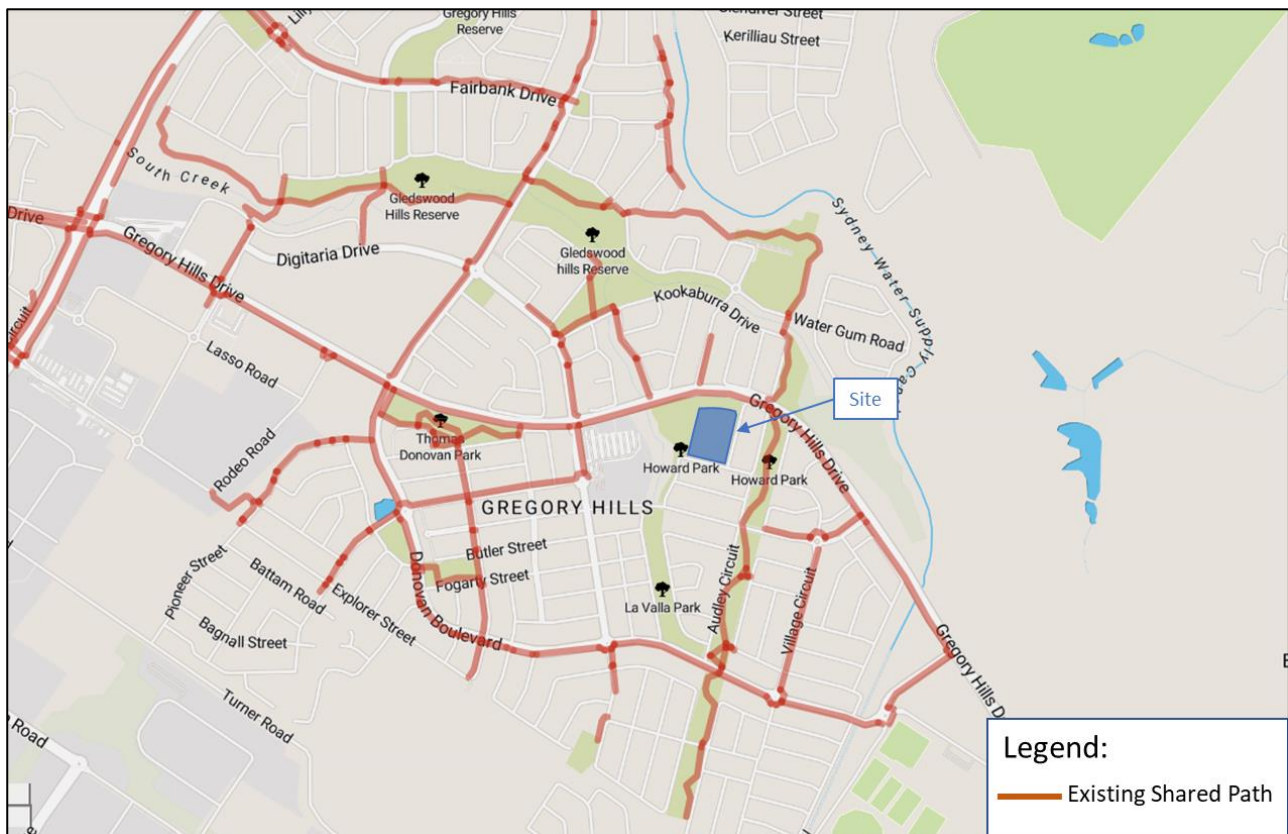


Figure 10: Existing Shared Path (Source: Camden Council Data Portal – Bicycle Network Camden)

2.6 Catchment Analysis

The School is located within Camden Council Local Government Area (LGA). **Figure 11** demonstrates the surrounding public schools' enrolment catchment boundary in relation to the Gregory Hills Primary School indicative intake boundary provided by SINSW on 28th April 2022. Existing public schools' catchment which shares a catchment boundary with the proposed School includes Gledswood Hills Public School, Kearns Public School, Narellan Public School, Currans Hill Public School, Harrington Park Public School, Eschol Park Public School and Blairmount Public School.

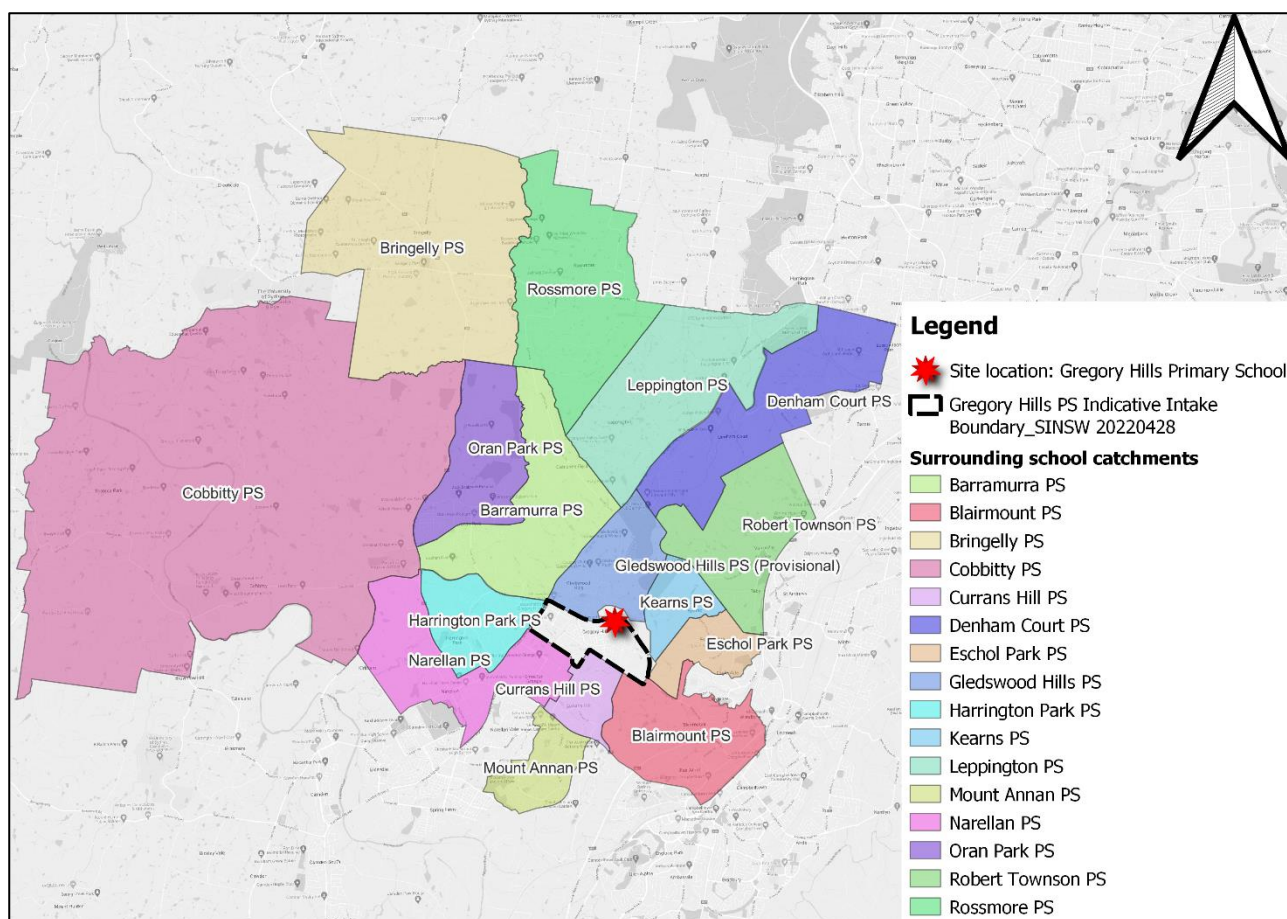


Figure 11: Surrounding Public School Catchment (Source: Base Maps from Google Maps June 2022 - prepared in QGIS)

2.6.1 Student Enrolment Map

In consideration of the School being constructed as a new development, SINSW has provided a database of indicative student locations based on the existing catchments of other primary schools within the area. A preliminary catchment analysis has been undertaken by Ason Group.

For the purposes of reporting, information relating to student location and identity has been anonymised for analysis. **Figure 12** demonstrates the density of student locations within the indicative intake boundary of the proposed school with reference to broader catchment areas for other schools in the locale.

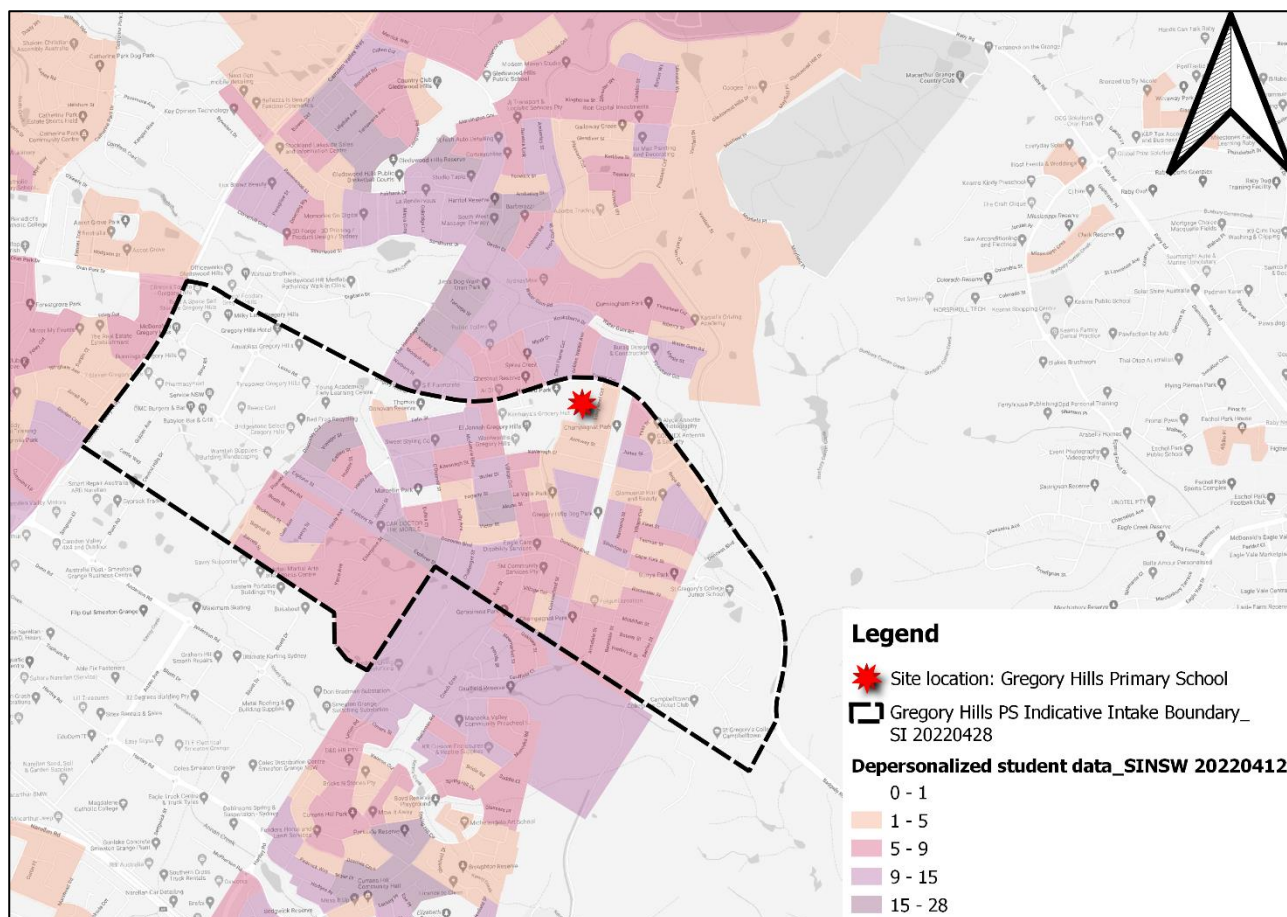


Figure 12: Depersonalised Student Location Density (Source: Base Maps from Google Maps June 2022 - prepared in QGIS)

The catchment figure demonstrates moderate to high student density located to the west and north of the proposed school site.

2.6.2 Public Transport Catchment

In line with guidelines outlined by the NSW Government and TfNSW, the School Student Transport Scheme (SSTS) provides catchment guidelines to provide eligibility for school public transport.

For grades K-2, the following eligibility criteria apply:

- They are a resident of NSW, or an overseas student eligible for free government education.
- Aged 4 years 6 months, or older.
- No minimum walking distance criteria apply to these students.

For grades 3 – 6, the following eligibility criteria apply:

- They are a resident of NSW, or an overseas student eligible for free government education.
- The straight-line distance from their home address to school is more than 1.6km.
- The walking distance from home to school is 2.3km or further.

As defined above, **Figure 13** demonstrates the SSTS exclusion zones within the proposed School's enrolment catchment boundary for Grades 3-6 with reference to the proposed School's location.

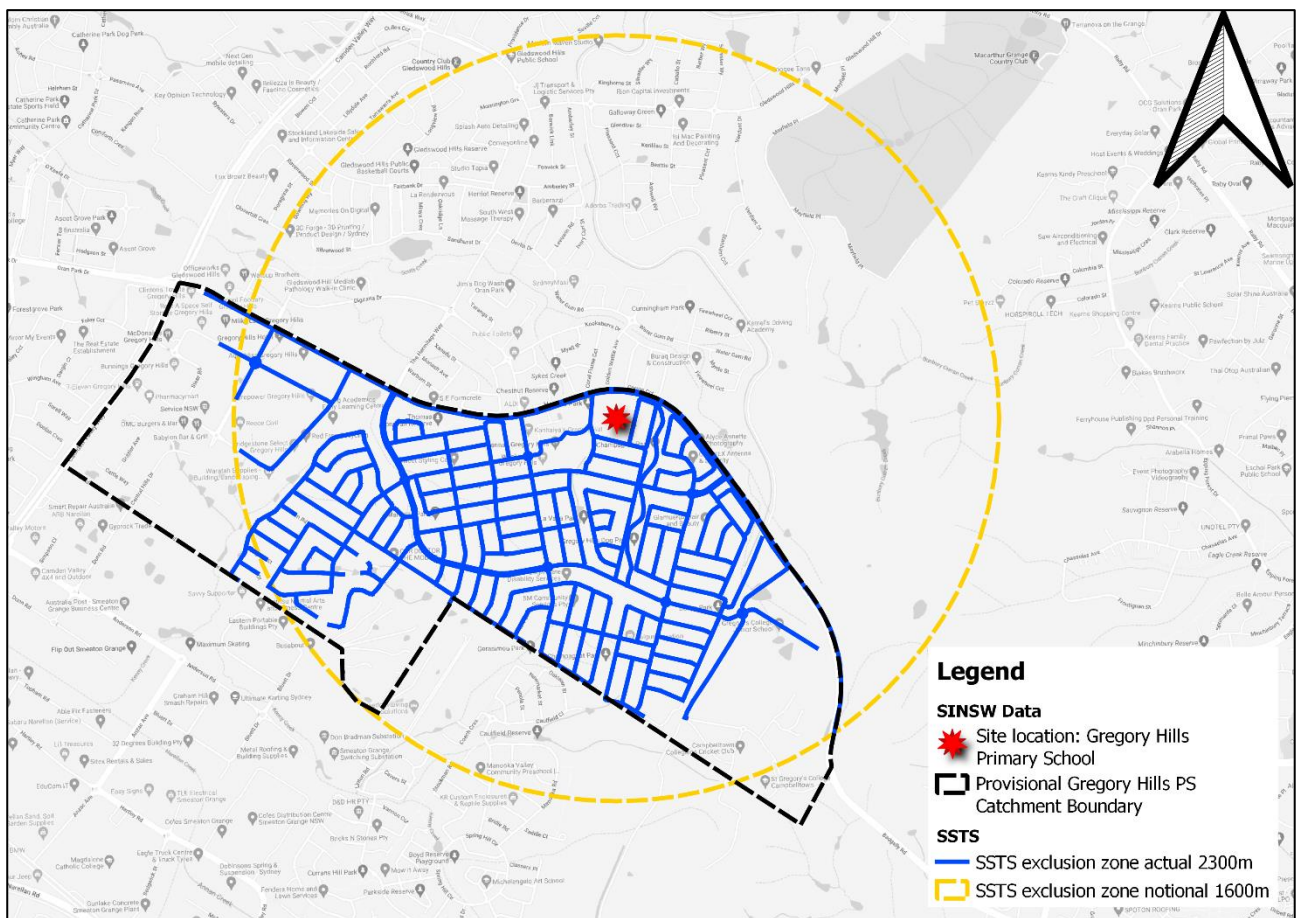


Figure 13: SSTS Exclusion Zones - trimmed to school catchment boundary (Source: Base Maps from Google Maps June 2022 - prepared in QGIS)

The exclusion zones above demonstrate that both the 1.6km radius and 2.3km distance capture the wider proportion of the local area in which the majority of the student population is currently residing.

2.7 Active Transport Catchment

2.7.1 Pedestrian Catchment

SINSW has characterised the walking catchment of a school within 5, 10 and 15-minute walking distance increments of the school, representing desirability for the catchment area. **Figure 14** demonstrates the walking distance isochrones relative to the Site.

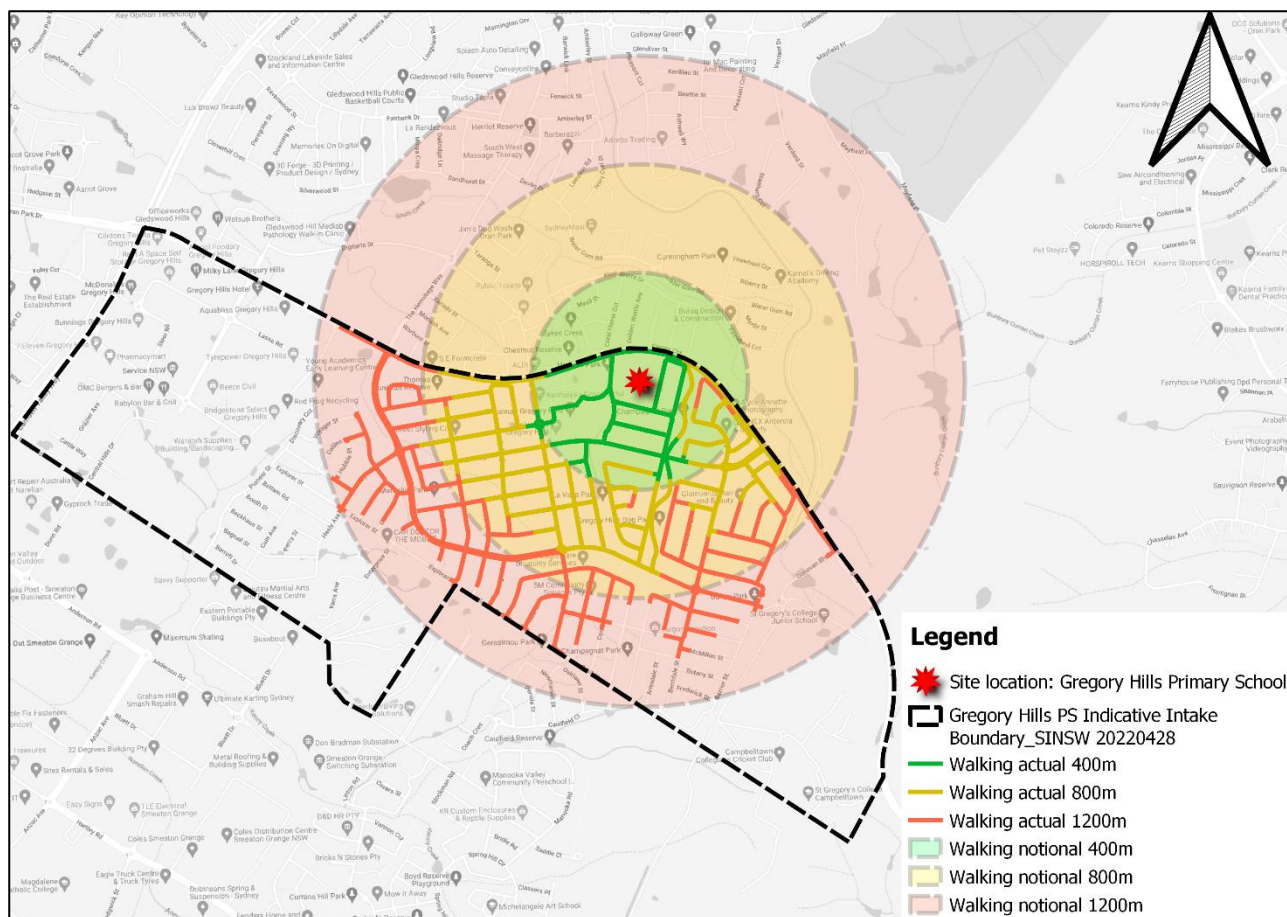


Figure 14: Walking Catchment Zone (Source: Base Maps from Google Maps June 2022 - prepared in QGIS)

The walking catchment generally demonstrates adequate coverage of a large proportion of the School's enrolment catchment boundary, indicating beneficial proximity to the surrounding residential areas.

2.7.2 Cycling Catchment

In addition to the pedestrian catchment guidelines described by SINSW, the catchment areas for cycling are defined in a similar format of 5-minute increments (approximately 1.2km increments). **Figure 15** illustrates the maximum extent of the cycling catchment zone.

With reference to **Figure 15**, Gregory Hills Drive forms a geographic barrier and is particularly prevalent on the cycling map with limited crossing opportunities across the road.

While the catchment map exhibits farther reaching extents, particularly towards the west of the catchment, it should be noted that certain elements of cycling infrastructure – especially relating to crossing infrastructure – may not be applicable, particularly for younger students as safe provisioning.

Accordingly, the extent of the catchment captures cycling movements as applicable to the usage of pedestrian and shared pathways.

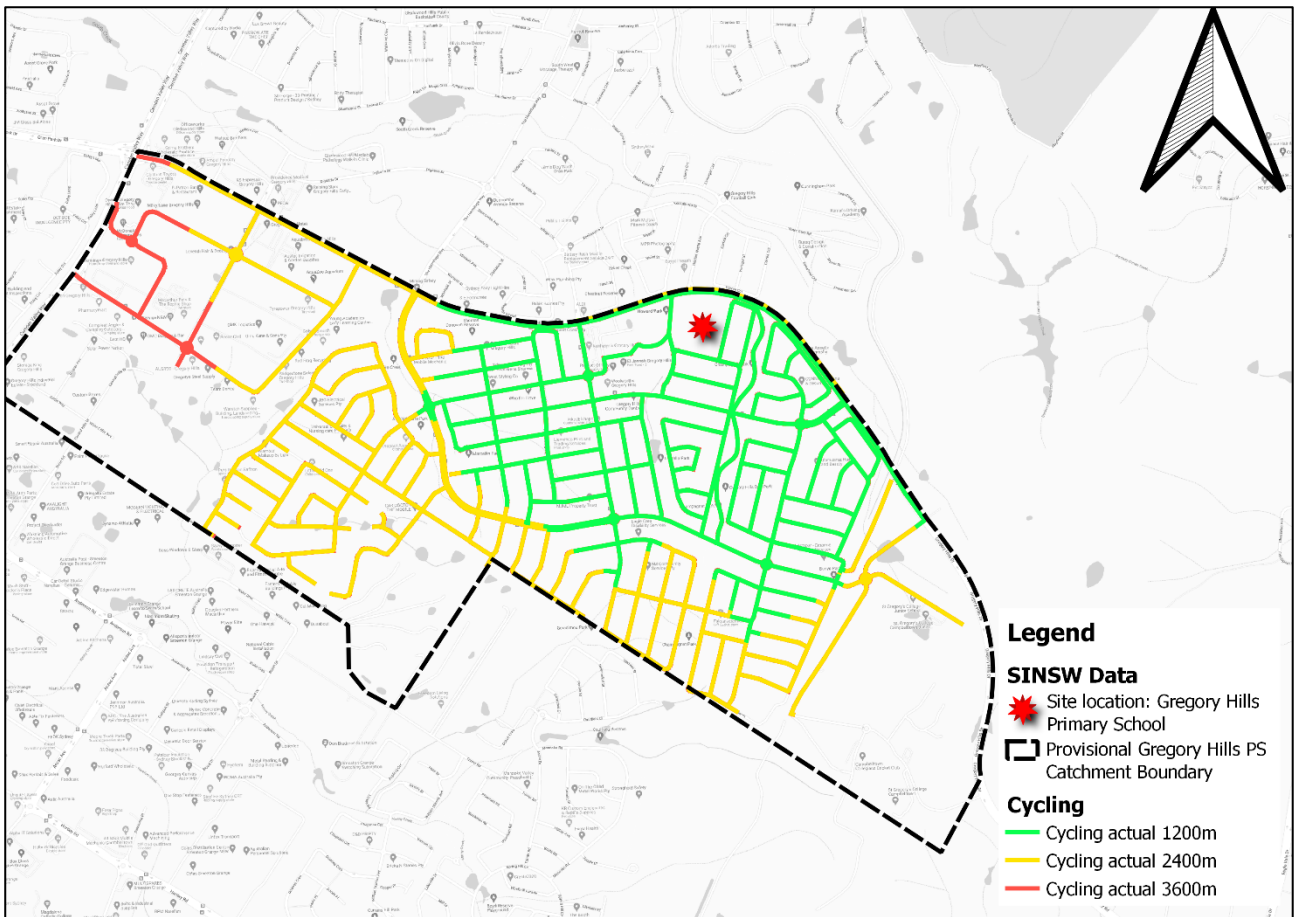


Figure 15: Cycling Catchment Zones (Source: Base Maps from Google Maps June 2022 - prepared in QGIS)

The cycling catchment for Gregory Hills demonstrated above captures the entirety of the School catchment boundary, indicating a complete catchment for the locale.

2.7.3 Catchment Summary

An assessment of the student catchment information provided by SINSW in the context of public and active transport catchment areas has been conducted and is captured in Table 6. As with the above assessments, the information in **Table 6** captures information of students located within the indicative enrolment intake boundary. As such, the results of the table can be considered indicative of the School catchment.

TABLE 6: CATCHMENT ANALYSIS

Catchment Analysis	Notional (within crow flies)		Actual (on path / using road network as a proxy)	
1-400m (5-min walk)	32	7%	12	2.8%
401m-800m (10-min walk)	175	41%	149	35%
801m-1200m (15-min walk)	157	37%	151	35%
Total number of students within walking distance to school	364	85%	312	73%
1201m-1600m crow flies / 2300m on path (excl from SSTS Primary)	59	14%	113	26%
Total number of students not eligible for free SSTS	423	99%	425	99.5%
1-1200m (5-min cycle)			312	73%
1201m-2400m (10-min cycle)			115	27%
2401m-3600m (15-min cycle)			0	0%
Total number of students within Cycling distance to School			427	100%
Within 400m of public transport stop/station / wharf that brings them closer to school	380	78%	310	64%
Within 800m of public transport that brings them closer to school	487	100%	434	89%
# outside SSTS zone, with PT access with no PT option	4	1%	0	0%
# outside SSTS zone, with PT access	0	0%	0	0%
Total No. of students within indicative enrolment boundary	427		427	

3 School Travel Plan Framework

3.1 Transport Objectives

The primary objectives of this Plan are to:

- Reduce the environmental footprint of the school,
- Promote the use of 'active transport modes such as walking and cycling, particularly for short-medium distance journeys,
- Promote the use of 'public transport' modes including a bus network with full coverage of the catchment area,
- Reduce reliance on the use of private vehicles for travel to/from the School, and
- Encourage a healthier, happier, and more active social culture.

Having regard for the above, this Plan adopts the following movement hierarchy with priority given to 'active transport', followed by mass public transport; and lastly the use of cars and other private vehicles. This hierarchy is reflected in the recently released Road User Space Allocation Policy, January 2021 prepared by TfNSW and is shown in **Figure 16**.

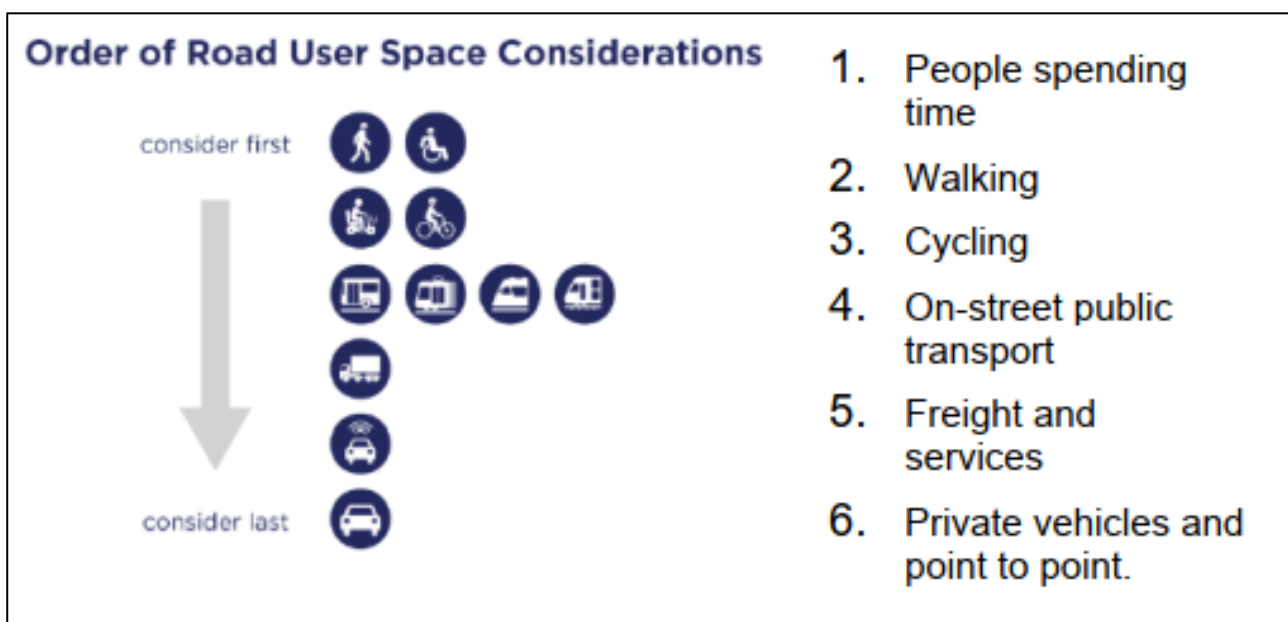


Figure 16: Movement Hierarchy (Source: Road User Space Allocation Policy – January 2021)

In a broad sense, this Plan is intended to encourage the use of active transport thereby reducing the overall distance travelled by private vehicles.

3.2 Action Plan

3.2.1 Action Plan Measures

The following specific actions have been identified to aid the achievement of the STP targets. These identified strategies include the promotion of some event or day-specific activities. In isolation, these may

not dramatically alter the day-to-day travel of staff. However, there are benefits of such activities whereby participation can increase awareness of alternative modes of travel that can then form the basis of future travel patterns.

TABLE 7: ACTION PLAN MEASURES

Item No.	Action / Description	Target	Timeframe	Responsibility
1. General				
1.1	Establish a centralised Travel Plan Coordinator (TPC) who is to take responsibility for the ongoing review and monitoring of this Plan. This person(s) shall also provide direction to staff/parents in relation to specific requirements arising from the Plan. The estimated annual budget for a TPC assuming 10 weeks per term, 4 terms, and 4 hours per week is \$80,000 excl. GST	School Administration / Department of Education	By operational commencement date	Department of Education
1.2	Provide 'Travel Welcome Pack' for newly employed staff, highlighting alternate modes of transport other than the use of a private vehicle.	Staff	By operational commencement date and ongoing	TPC
1.3	Review of Plan as a regular item on the agenda of staff/management meetings.	Staff	Annually	TPC
1.4	Preparation of a Transport Access Guide (TAG) and review following changes stipulated by the TPC	Staff, Students and Parents	By operational commencement date	TPC
2. Walking & Cycling				
2.1	Promote National Ride2Work Day and coincide with participation in Ride-To-School Day. This provides an opportunity for students, parents, and staff to try riding to school as well as celebrating those that currently utilise bicycles.	Staff, Students and Parents	Annually	TPC
2.2	Promote Walk to Work Day and coincide with participation in "Walk Safely to School" Day. Similar to the above, it would encourage alternative modes of transport. Older students can be paired with younger students who live close together to walk to school as a pair or group	Staff, Students and Parents	Annually	TPC
2.3	Develop further school-specific activities designed to get people moving with reward participation. For example, a competition to see which staff and/or students in each year can get the most 'steps' in a	Staff, Students and Parents	Annually	TPC

TABLE 7: ACTION PLAN MEASURES

	given time period; similar to Steptember activities.			
2. Walking & Cycling				
2.4	Encourage volunteers to organise a 'walking school bus'. This allows for students to travel to school in an organised group guided by two (2) adults. This would require liaising with the TPC.	Students and Parents	Weekly, Monthly, Annually	TPC / Parents
2.5	Advocate, provide, and maintain safe pedestrian and bicycle facilities to and from the school.	Staff and Students	On-going	TPC / Parents
2.6	In accordance with the cycling mode share targets identified, sufficient secure parking spaces and 'EoJ' facilities shall be provided and maintained.	Staff and Students	On-going	TPC
3. Education Initiatives				
3.1	For Year K-2 students include education programs teaching road awareness using play-based learning	Students	On-going	TPC
3.2	For Year 3 students include education programs teaching road safety with a focus on walking independently to school.	Students	On-going	TPC
3.3	For Year 4 students include education programs to teach road safety with a focus on cycling independently to school. This may include an experience or an excursion.	Students	On-going	TPC
3.4	For Year 5-6 students include education programs to teach how to travel independently on the public bus system in preparation for travelling to high school and other destinations.	Students	On-going	TPC
4. Public Transport				
4.1	Display route maps and timetables (for services within 10 minutes walking distance) in high trafficable areas within the school.	Staff and Students	On-going	TPC / DoE
4.2	Advocate for TfNSW to improve public transport services in response to increased development within the surrounding area.	Staff and Students	On-going	TPC / DoE
4.3	Update this Plan and TAG to reflect changes to any bus routes and service times.	Staff and Students	On-going	TPC

TABLE 7: ACTION PLAN MEASURES

4. Public Transport				
4.4	Undertake a review to promote initiatives for staff using public transport. This may include a review of potential tax incentives for Government employees that use public transport.	Staff	On-going	TPC
4.5	Promote the use of public transport for students with a rewards scheme. i.e., students are provided incentives to travel to and from the school.	Students	On-going	TPC
4.6	Liaise and discuss with TfNSW the feasibility of providing bus services for students outside of the 2.3km driving distance from the School.	Students	To be undertaken prior to school opening	TfNSW / Project Team
5. Reducing Car Travel				
5.1	Review initiatives for staff and parents to promote carpooling. This may include (but not limited to) the provision of online services or forums to facilitate ease of finding carpooling scheme participants.	Staff and Parents	To be undertaken prior to school opening	TPC
5.2	Potentially introduce and enforce parking restrictions around the school. This is to be discussed and implemented in collaboration with Council's Road Safety Officer	Staff and Parents	To be undertaken prior to school opening	TPC
5.3	Liaise with staff to discuss the feasibility of a parking management scheme which would discourage the use of single occupant car travel to the site while incentivising employees to travel by alternative modes of transport.	Staff	To be undertaken prior to school opening	TPC

3.3 Communications Strategy

With consideration of the above measures, a communication strategy has been developed that can be adopted by the future school administration and TPC to communicate the measures detailed above. It should be noted that this communication strategy is subject to review following further discussions with the School administration.

TABLE 8: COMMUNICATION STRATEGY

What	When	Method	Target	Responsibility
Share objectives and goals with the student body and staff.	Prior to school opening and every term during operation	<ul style="list-style-type: none"> - Welcome packs to new staff and families. - Social media. - Website. 	Staff, Students, Parents	TPC
Provide information regarding transport options to and from the school, and on-site end-of-trip facilities.	Prior to school opening. This information is to be available always and presented every term.	<ul style="list-style-type: none"> - Welcome packs to new staff and families. - Website. - Information boards within school grounds. 	Staff, Students, Parents	TPC
Provide details regarding school promoted initiatives that encourage alternative modes of transport, such as: Ride-To-School Day, Walk-To-School Day, September, etc.	Annually prior to the event	<ul style="list-style-type: none"> - Social media. - Website. - Skool Bag App. - E-newsletters. 	Staff, Students, Parents	TPC
Provide details regarding the safety and volunteer process to manage a walking school bus.	This information is to be available always and presented every term	<ul style="list-style-type: none"> - Welcome packs to new staff and families. - Website. - Skool Bag App. - E-newsletters. 	Students and Parents	TPC
Provide details regarding the availability of student bus passes.	Prior to, and at school opening. This information is to be available always and presented every term	<ul style="list-style-type: none"> - Welcome packs to new staff and families. - Website. 	Students and Parents	TPC
Liaise with parents regarding the education programs provided by the school that encourages alternative transport modes.	Prior to, and at school opening. This information is to be available always and presented every term	<ul style="list-style-type: none"> - Welcome packs to new staff and families. - Website. 	Students and Parents	TPC
Link key resources regarding the operation of school zones, road safety, and parking restrictions within the local area.	Prior to, and at school opening. This information is to be available always and presented every term.	<ul style="list-style-type: none"> - Welcome packs to new staff and families. - Social Media. - Website. - Skool Bag App. - E-newsletters. 	Parents	TPC

TABLE 8: COMMUNICATION STRATEGY

What	When	Method	Target	Responsibility
Detail information regarding the operation of short stay parking areas.	Prior to, and at school opening. This information is to be available always and presented every term.	<ul style="list-style-type: none"> - Welcome packs to new staff and families. - Social Media. - Website. - Skool Bag App. - E-newsletters. 	Parents	TPC

3.3.1 Welcome Packs

As detailed above, new staff and families shall be provided with a 'welcome pack' as part of the on-site induction process which includes the Plan and other information in relation to sustainable transport choices. This pack shall include a copy of the Plan as well as general information regarding the health and social benefits of active transport. Advice on where to find further information should also be included.

3.3.2 Accurate Transport Information

In addition to these 'welcome packs', a Transport Access Guide (TAG) shall be provided to all staff.

A copy of the TAG should also be displayed prominently in staff areas, such as lunchrooms and foyer areas, and information boards throughout the school for parents and students. The TAG shall be presented in a form that is reflective of the commitment to achieving positive transport objectives.

3.4 Mode Share Targets

With consideration of the above Action Plan and Communications Strategy and the transport conditions of the Site, the following target mode shares have been identified. It is noted that this Preliminary School Transport Plan has been prepared to accompany the SSDA submission where the School Principal has not been engaged. It is expected that further travel mode surveys would be undertaken once the School is operational to establish baseline figures from which progress can be measured.

TABLE 9: MODE SHARE TARGETS – BASELINE

Travel Mode	Staff	Students
Car (as driver)	74%	-
Car (as passenger)	15%	53%
Bus	1%	2%
Walking	5%	40%
Bicycle / Scooter	5%	5%

4 School Transport Operations and Access Management Plan

4.1 Operational Management Measures

4.1.1 Plan of Management

The School can and will coordinate pedestrians and vehicles on-site and within the local road network to meet operational requirements and ensure the safety of students whilst maintaining efficiency on street. The following management measures are proposed.

4.1.2 Key Responsibilities of Management

Management shall:

- Ensure all staff is provided with sufficient training to undertake the required tasks. This includes responsibility for measures to ensure that all staff, parents/carers, visitors, and students are familiar with site-specific rules through appropriate site induction procedures.
- Be familiar with and address their respective duty of care requirements in accordance with the applicable state Work Health and Safety legislation.
- Ensure WHS Incident logbooks are maintained and undertake necessary action(s) in relation to any reported issues.

4.1.3 School Operations

The School bell times are anticipated to be generally as follows:

- Morning bell time: 9:00 AM
- Afternoon bell time: 3:00 PM

Noting that as the school population increases implementation of a staggered bell time will be likely.

4.1.4 OSHC Operations

The School is anticipated to provide Out of School Hours Care (OSHC) services. The service is expected to operate between the following times:

- Before School: 6:30 AM to 8:40 AM
- After School: 3:10 PM to 6:30 PM

4.1.5 Pedestrian Access

Continuous footpaths have been proposed on Long Reef Circuit at the intersections with Wallarah Circuit to allow for safe pedestrian connection east – west across the Wallarah Circuit frontage of the School and to act as speed reduction for vehicles accessing Long Reef Circuit.

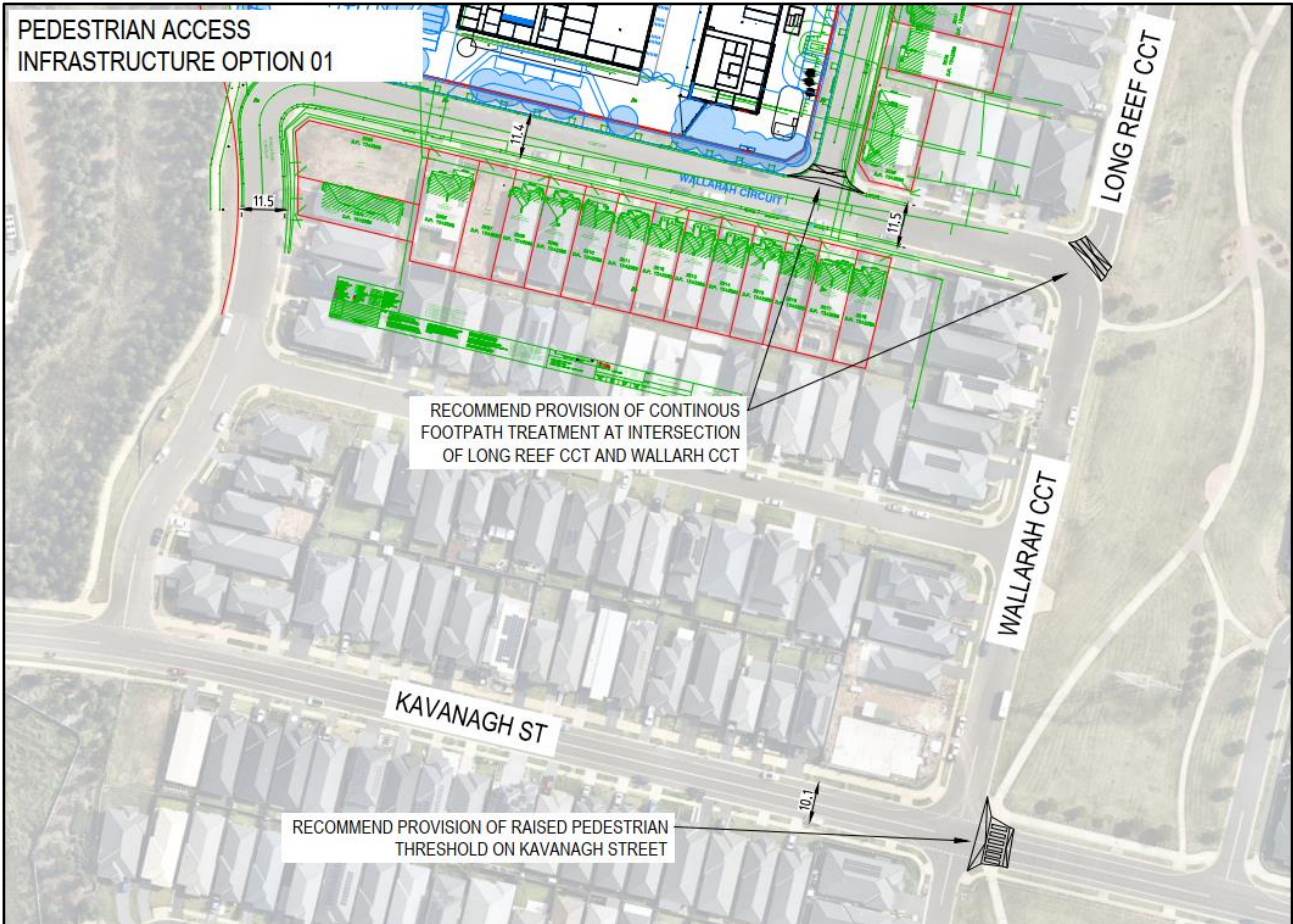


Figure 17: Pedestrian Access Concept Plan

Ason Group has discussed with the project team and Council to establish a future strategic crossing in the locale, specifically a pedestrian crossing on Kavanagh Street east of the intersection with Wallarah Circuit to ensure the east side of the catchment has the same crossing opportunities from the south as the west side.

To provide for safe crossing at the nominated location, the following pedestrian facilities with their respective warrant / implementation requirements are considered.

TABLE 10: PEDESTRIAN FACILITY ASSESSMENT		
Type	Reference Document	Numerical Warrants

Pedestrian Crossing	<p>Supplement to Australian Standard AS1742.10-2009, Manual of Uniform Traffic Control Devices – Part 10</p> <p>21.039 Version 3.1 16 March 2021</p>	<p>Transport practice for numerical warrants for Pedestrian (Zebra) Crossings on arterial roads are:</p> <p>Reduced Warrant for sites used predominantly by children and by aged or impaired pedestrians:</p> <p>If the crossing is used predominately by school children, is not suitable site for a Children's Crossing and in two (2) counts of one (1) hour duration immediately before and after school hours:</p> <p>a) $P \geq 30$ AND b) $V \geq 200$</p> <p>a pedestrian (Zebra) crossing may be installed.</p>
Pedestrian Refuge	<p>Transport for NSW Technical Direction</p> <p>TDT 2011/01a June 2011</p>	No numerical warrants apply.

Table 11 demonstrates a warrant assessment against the above pedestrian facilities based on existing conditions (traffic and pedestrian survey counts undertaken for the Site) of the proposed crossing location whereby the school is currently undeveloped, as well as the projected pedestrian and traffic volume post-school operation.

TABLE 11: CROSSING WARRANT ASSESSMENT

Warrant Type	Pedestrian (Zebra) Crossing – Reduced Warrant (Children)		Pedestrian Refuge	
Warrant	Ped ≥ 30	Veh ≥ 200	n/a	n/a
Likelihood of meeting the warrant (existing condition)	M	M	n/a	n/a
Likelihood of meeting the warrant (post-development)	Y	Y	n/a	n/a

Note: 'M' or orange scores indicate that based on the existing surveys, the current pedestrian and/or vehicular flow do not meet volume requirements; however, there is potential for growth as the school development occurs.

The above warrant assessment demonstrates that the level of the existing volume of pedestrian and vehicles demonstrated in the traffic surveys fall under the warrants for signalised mid-block marked foot crossing and pedestrian overpass. The projected pedestrian and traffic volume post-school development indicates potential for the implementation of a pedestrian refuge with appropriate kerb extensions or a Pedestrian (Zebra) Crossing with a reduced warrant (children).

Furthermore, it should be noted that Transport for NSW adopts the following practices for the implementation of Pedestrian (Zebra) Crossings:

- NSW practice does not permit pedestrian (zebra) crossings on roads with 2 or more marked travel lanes in the same direction.
- A pedestrian (zebra) crossing can be provided by the provision of line marking or kerb extensions that restrict the road to one travel lane each way or where a full-time parking lane exists.

As such, the implementation of either a pedestrian crossing or pedestrian refuge should be complemented with kerb extensions on either side of Kavanagh Street and due to the configuration of Kavanagh Street, it is recommended that the speed bumps should be implemented on approach to the pedestrian refuge, or the pedestrian crossing should be raised.

The proposed pedestrian concept design is shown in **Appendix C**.

4.1.6 Visitor Access

Visitor access to the school will be via the main access gate on Wallarah Circuit. In summary:

- The intercom, gate control panel (GCP) and video monitor will be located and controlled from the administration office or an alternate central location for all non-staff visitors.
- Key FOBs or proximity cards will be provided to staff who have access to the car park. Others will need to use the intercom to be granted access.
- Visitors to the school will utilise on-street parking and access the School via the main gate.

4.1.7 Out of Hours Access

As established above, indicative OSHC hours are anticipated between the hours of 6:00 AM and 6:00 PM. Regarding the general site as a whole, access will be restricted at these times:

- weekdays: before 6:30am and after 6:30pm
- weekends and public holidays: before 8:00 am and after 6:00 pm

Notwithstanding the above, prior to any larger scale out-of-school-hours activities (fete, sporting events, carnivals, community use of school hall, church groups, etc), an Event Traffic Management Plan specific to the activity should be prepared to address traffic and parking management matters.

4.1.8 Vehicle Access

Given the nature of the Site, different vehicle types will be required to access the School and will utilise the short stay parking area on the eastern frontage along Long Reef Circuit. As detailed in Section 2.2, the School also proposes to provide a support learning short-stay facility along the site's southern frontage, and a staff carpark with access off Wallarah Circuit along the site's south-western frontage. The internal car park is for the exclusive use of staff vehicles only.

Waste collection vehicles will access the waste pad located to the northeast of the Site, via the access along Long Reef Circuit.

Other service vehicles including delivery vehicles, maintenance vehicles and emergency vehicles will utilise the short-stay on-street parking spaces along school frontage roads.

Vehicular access to the school is detailed in **Figure 18**.



Figure 18: Vehicular Access (Base Plan from Bennett and Trimble received 2022.09.30)

The management procedures of these amenities are discussed below.

4.1.1 Support Learning Drop-Off Facilities

A dedicated drop-off facility for support learning / accessible access will be provided along Wallarah Circuit. A total of 3 spaces designed to AS2890.6:2009 standards will be provided, and these spaces will be accessed via the western crossover and exit via the eastern crossover as demonstrated in Figure 18.

During the morning drop off and afternoon pick up period this area will be restricted to use by support learning student carers only. Outside of those hours smaller delivery vehicles may utilise this area for loading / unloading for direct access to the administration building.

4.1.2 Short Stay Parking Facilities

One short stay parking facility will be provided along Long Reef Circuit. A total of 17 spaces are provided for short stay parking and are provided along Long Reef Circuit as demonstrated in Figure 18.

This short stay parking facility will be sign posted for short time restricted parking during the school day and will revert back to unrestricted parking outside of school hours.

Note that the provision of this short stay parking facility does not form part of this SSDA and will be constructed as part of a separate DA.

4.1.3 Staff Carpark

Access to the staff carpark is provided on-site with access on Wallarah Circuit and accommodates 60 parking spaces including one (1) accessible parking space. Parking allocation is to be determined by the School administration.

4.1.4 Bus Access

A 36-metre-long kerbside traffic lane bus stop will be provided along the Wallarah Circuit frontage between the support learning drop off facility exit and Long Reef Circuit per **Figure 18**. For school excursions, chartered buses will be arranged to service the school from the kerbside traffic lane bus stop.

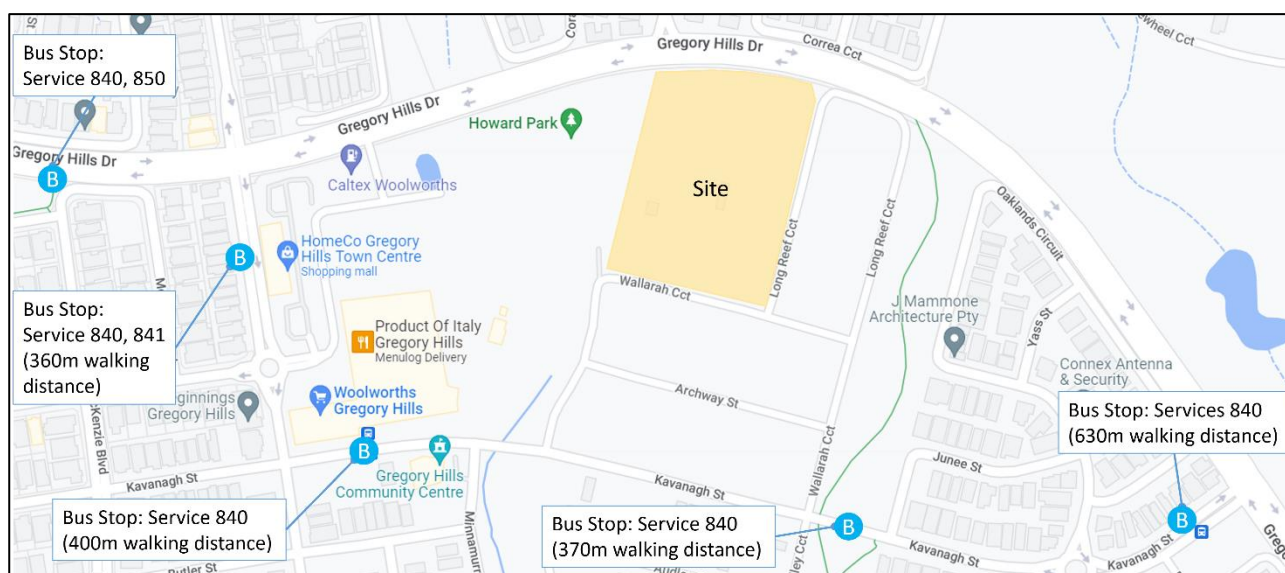


Figure 19: Existing Public Bus Stop Location (Source: Base Map from Google Maps June 2022)

As this school will not be eligible for a dedicated school bus service until 15 or more students below year 4 live outside of the SSTS exclusion zone, students will be encouraged to use the existing public bus services if required. **Figure 19** demonstrates the existing public bus stops located in close proximity to the proposed school. Service provision and walking distance to each bus stop are indicated in the figure.

4.1.5 Waste Vehicle Access

Waste vehicle access will occur in the designated on-site waste collection area located in the northeast corner of the School site, accessible along Long Reef Circuit. The location of the waste pad and access is shown in Figure 18 (labelled as 12).

The loading area has been designed in accordance with AS 2890.2:2018 and can accommodate up to one 12.5m heavy rigid vehicle (HRV). The truck will enter the School in a forward direction, before reversing into the loading bay from within the turnaround area on-site. Trucks can exit in a forward direction.

4.1.6 Servicing Vehicle Access

Other service vehicles will utilise the on-street short stay parking facilities along school frontage roads.

Delivery times will be strictly managed, whereby regular services are subject to strict timelines to ensure the minimum movements possible, and these occur outside of the school peak periods. Deliveries will be managed by the School's administration and management staff and will ensure that drivers are familiar with the details of the Plan, as well as the Code of Conduct (refer to the School Transport Plan).

4.1.7 Emergency Vehicle Access

Emergency vehicles will utilise the short-term parking facilities along school frontage roads for access to and from the Site when required at all times.

4.1.8 Driver Code of Conduct

All drivers are to operate in a manner consistent with the requirements of applicable Work Health and Safety (WHS) legislation and other business-specific policies.

All commercial vehicle drivers are to be familiar with the Driver Code of Conduct before attending the Site. A copy of the Code is included in **Appendix B**.

5 Governance and Support

5.1 Travel Plan Coordinator

To assist with the management of the School Travel Plan, a person(s) shall be nominated as the Travel Plan Coordinator (TPC) and be responsible for:

- Engagement with the staff and parent bodies,
- Implementation and promotion of the School Travel Plan actions,
- Monitoring the effectiveness of the Plan (refer to monitoring requirements outlined in Section 6) and ongoing maintenance of the School Travel Plan,
- Provide advice in relation to transport-related subjects to staff, management, and visitors, as required, and
- Liaise with external parties (i.e., Council, public transport, and car share operators) in relation to Travel Plan matters.

This role does not necessarily require a full-time position; however, it should be clearly designated among the key responsibilities of the building management group.

This may include financial incentives for staff to use active transport and public transport to travel to work. However, this is not a mandatory requirement and would be subject to the management's discretion.

5.2 Resourcing

It is not anticipated that the maintenance of this Plan will have significant ongoing cost implications and shall be reviewed on an annual basis by the TPC in order for the best outcome. To fund the monitoring of the STP, it is recommended that \$5k per year be allocated by the DoE beyond the initial 13 months of implementation of the School Travel Plan.

6 Monitoring and Review Process

6.1 Plan Maintenance

This Plan shall be subject to ongoing review, ideally biannually, and will be updated accordingly. Regular reviews will be undertaken by the TPC, as required.

Key considerations regarding the review of the Plan shall be:

- Updating baseline conditions to reflect any changes to the transport environment in the vicinity of the Site such as changes to bus services, new cycle routes, new roads, etc. In this regard, a review of the Plan – and associated TAG in particular – may be undertaken on a more frequent basis,
- Tracking progress against proposed travel mode targets,
- To identify any shortfalls and develop an updated action plan to address issues, and
- To ensure travel mode targets are updated (if necessary) to ensure they remain realistic but also ambitious.

6.2 Monitoring and Review Actions

To assess the efficacy of the Plan strategies, the following actions are to be undertaken by the TPC:

- Review updated de-personalised data from the Department of Education with GIS analysis.
- Travel mode surveys to determine the proportion of persons travelling to/from the Site by each transport mode. This will be in the form of annual travel mode questionnaire surveys to be completed by all persons attending the Site, as far as practicable. This survey may be undertaken online or in-person at the discretion of the TPC.
- Review information regarding participation in active travel programs.
- Undertake community consultation to gauge feedback regarding implemented strategies and areas for improvement to further encourage the use of alternative modes of transport.
- Periodic on-site review of facilities such as the short stay parking area, and bicycle racks.

It is recommended that an initial audit be undertaken within 6 months of the school opening to establish baseline mode share as early as possible.

Following the review process, the Plan would be updated with consideration for the findings and resubmitted to DPE. It should be noted that the initial review of the STP will be undertaken shortly after the operational commencement of the School on Day 1, Term 1, 2024.

6.3 Feedback Framework

Following the actions undertaken as part of the review process, feedback is to be provided to key stakeholders including the community, TfNSW, Council, and the Department of Education, detailing the efficacy of the strategies. The strategies and Plan will be adapted accordingly.

Appendix A. Transport Working Group Consultation Record

New Primary School in Gregory Hills

Transport Working Group 01

Date: 30 June 2022

Reference: P1998p0 Version: v01

Distribution: SINSW, Camden Council, TfNSW

Agenda

- Introductions and Apologies
- Transport Working Group Meeting Purpose
- Background
- Transport Strategy Session:
 - New School Concept Plan
 - Catchment Analysis
 - Parking Restriction Options
 - Pedestrian Infrastructure Options
 - Next Step

Meeting Attendees

Organisation	Name	Role
SINSW	Laukik Rane Shay Bergin Rebecca Lehman Sarah Kelly Bill Kabbout Jarred Statham	Project Director (Delivery) Senior Project Director (Delivery) Sustainable Transport Advisor Principal Planner Associate Project Director (Infrastructure Delivery) Senior Statutory Planning Officer (Business Enablement)
Jacobs	Marisa Sidoti Nick Marcovich Alastair Burdon-Jones	Senior Project Manager Project Manager Graduate Project Manager
DFP Planning	Natasha Bartley	Principal Planner
Camden Council	Michelle Kramer Tom Allen Roy El Kazzi	Road Safety Officer Team Leader: Traffic and Road Safety Traffic Engineer
TfNSW	Bikram Singh	Network and Safety Officer (Western Parkland City)
Ason Group	Dora Choi Wendy Zheng	Principal Lead: Traffic Management & Operations Senior Traffic Engineer
Apologies	TfNSW: Daryl Ninham DFP Planning: Ellen Robertshaw	Senior Manager Network and Safety Services (Western Parkland City) Director

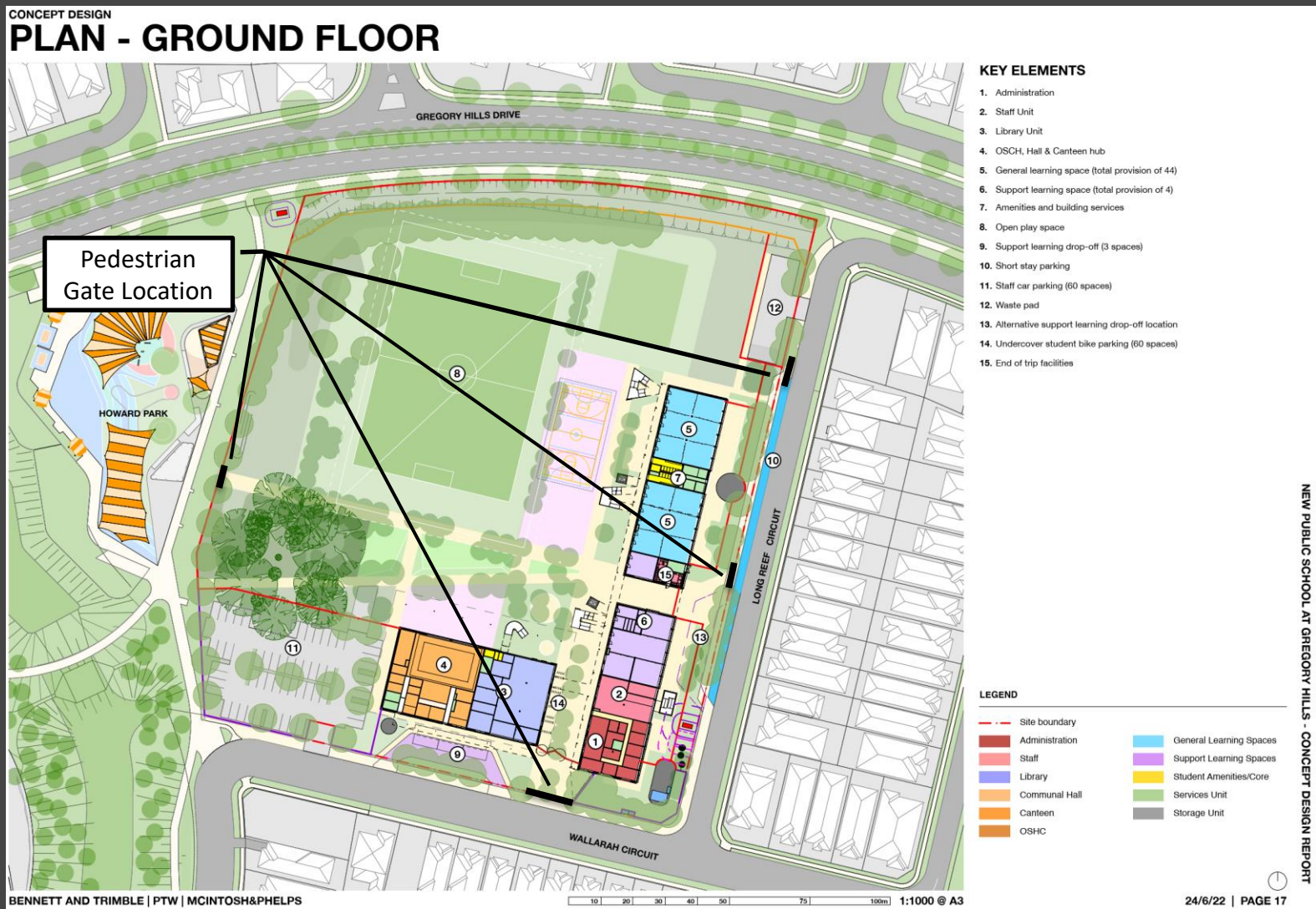
Transport Working Group - Meeting Purposes

- The Transport Working Group (TWG) has been established to enable SINSW to share project information with both council (abbreviation) and Transport for New South Wales (TfNSW) in order to:
 - Increase awareness of upcoming projects in the planning phase to minimize surprises when planning applications are made
 - Identify potential issues related to projects
 - Work through solutions to risks and problems raised in the TWG forum to enable improved planning applications that respond to the needs of all parties in a transparent and positive way
- The working group is intended to cover projects within the council under the SINSW delivery program of works. It will also involve other projects from across the SINSW portfolio that are located within the council boundary.
- The School Community Group area is from eagle eye and the Asset Management Unit contact is from eagleeye.
- The TWG is initially formed to review school project name and may consider the road safety, school and public bus service planning and active transport planning for additional projects within the LGA or region as required.

Background

- Gregory Hills is located in the South-West growth area
- A new CORE35 primary school has been proposed for the area to cater for the population growth
 - 1,012 students
 - 44 Learning Spaces
 - 60 bicycle parking spaces
 - 60 staff parking spaces
 - 3 SELU drop off / pick up spaces
 - 10 indented short stay parking spaces on Long Reef Circuit
 - Waste Pad and associated access driveway and circulation area to enable forwards in / forwards out
 - Footpath (3.0m wide) along the Long Reef Circuit and Wallarah Circuit frontages of the school
- The development is for a new public school located on land bound by Gregory Hills Drive, Long Reef Circuit and Wallarah Circuit, Gregory Hills.
- On 27th April 2022, the Secretary of the of the DPE issued Secretary's Environmental Assessment Requirements (SEARs) for SSDA Application No. SSD-41306367. This report has been prepared to address the SEARs requirements.

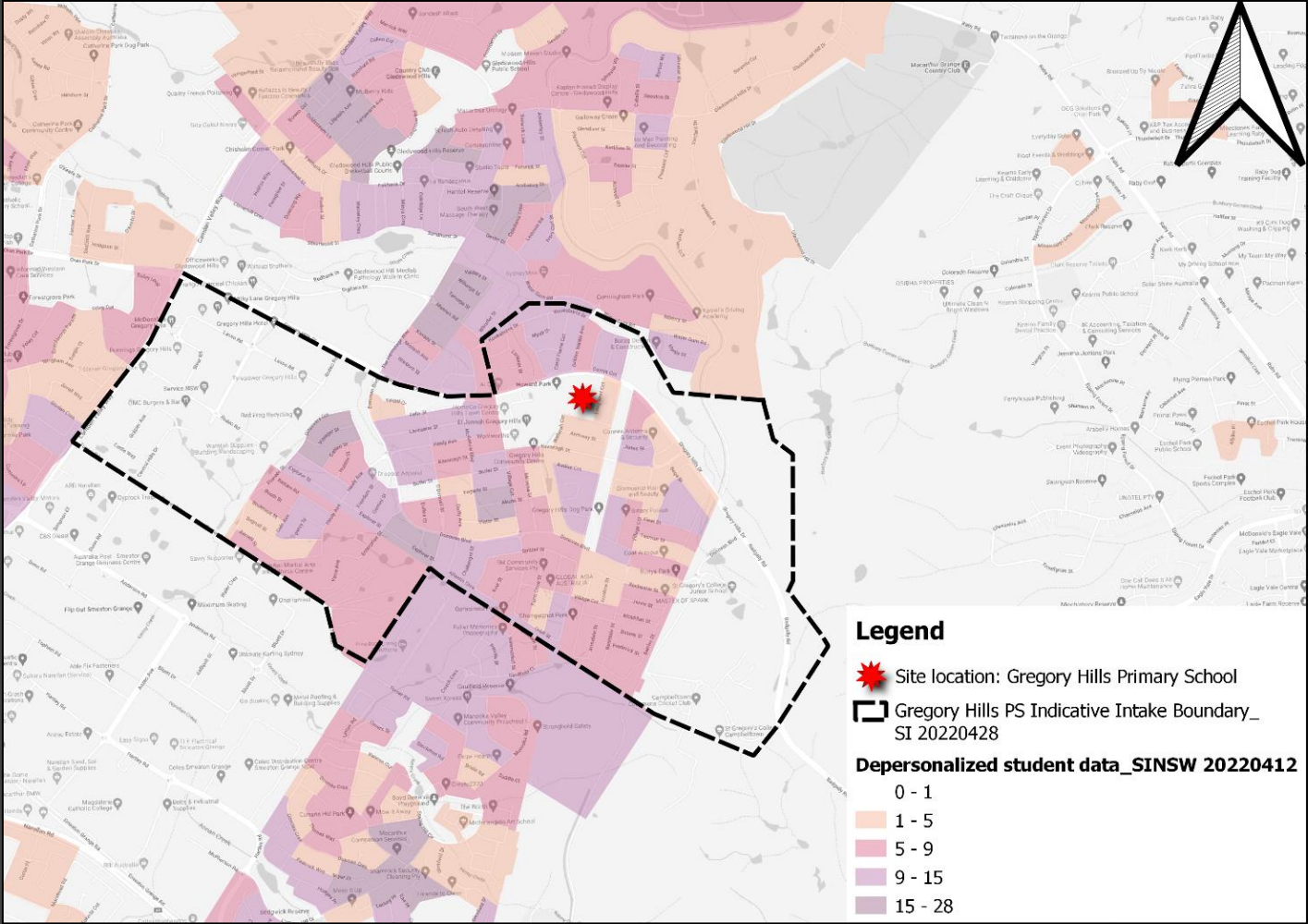
New Primary School Concept Plan



New Primary School Concept Plan



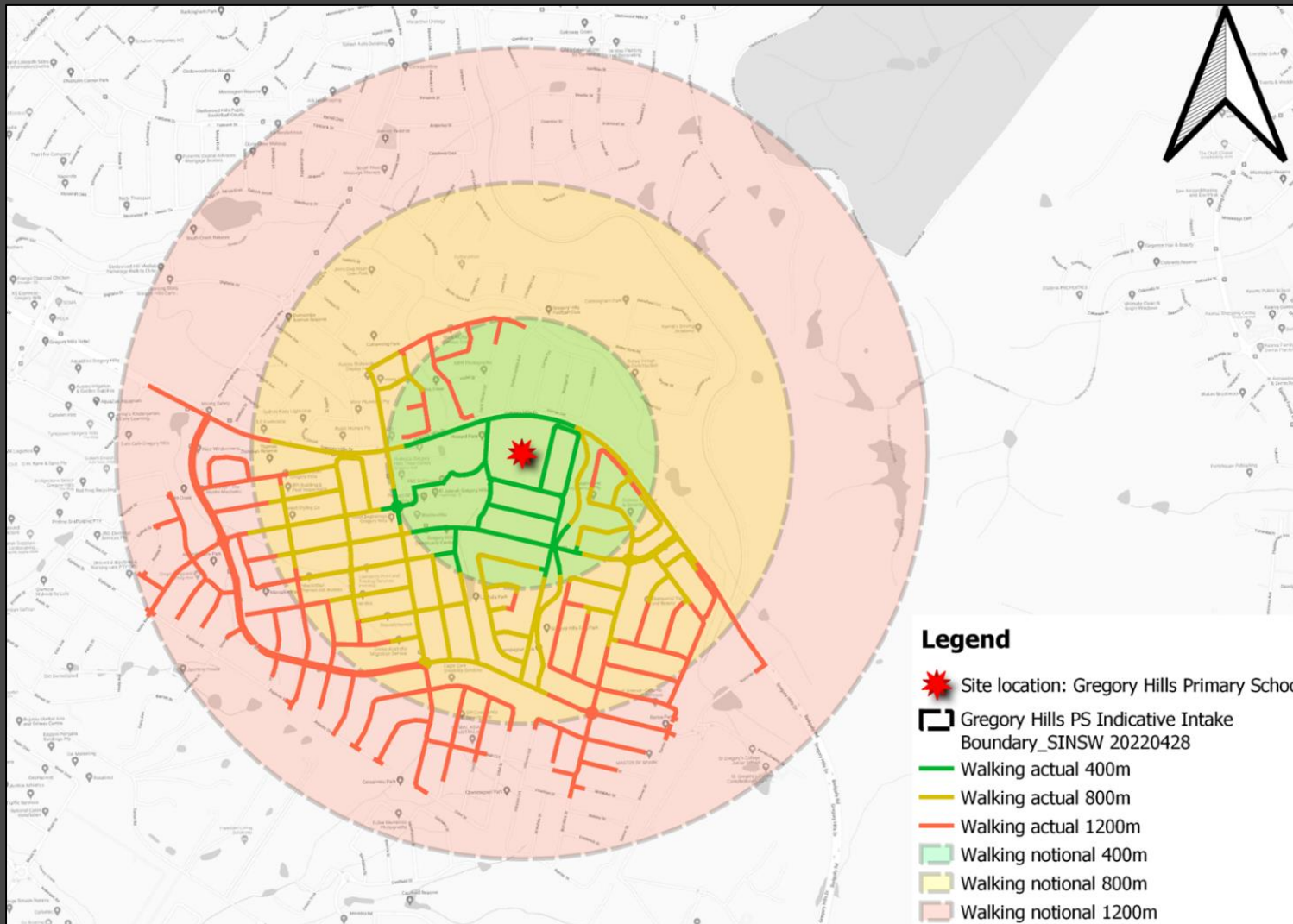
Proposed School Catchment



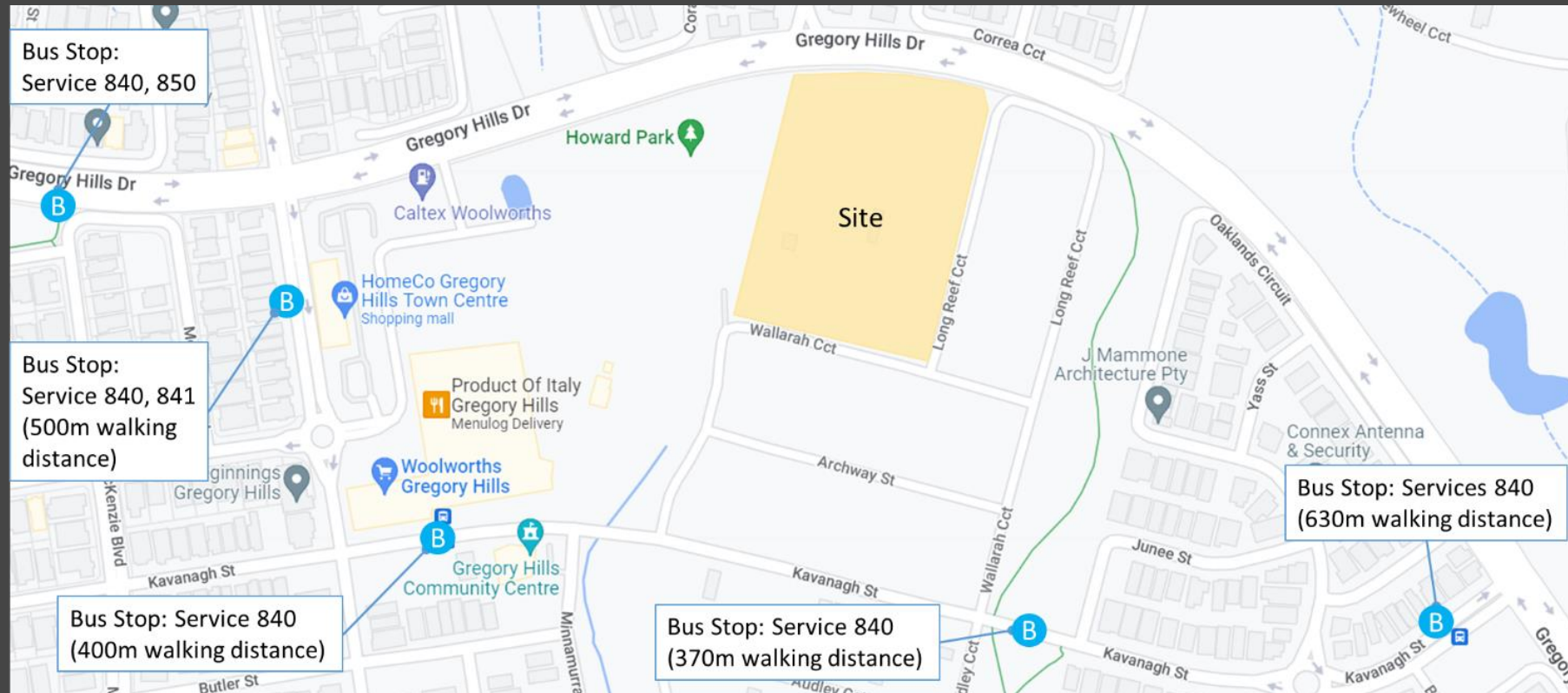
Depersonalized Student Data Catchment Analysis

Catchment Analysis	Notional (within crow flies)		Actual (on path / using road network as a proxy)	
1-400m (5-min walk)	89	18%	16	3%
401m-800m (10-min walk)	176	36%	152	31%
801m-1200m (15-min walk)	169	35%	192	39%
Total number of students within walking distance to school	434	89%	360	74%
1201m-1600m crow flies / 2300m on path (excl from SSTS Primary)	49	10%	127	26%
Total number of students not eligible for free SSTS	483	99%	487	100%
Within 400m of public transport stop / station / wharf that brings them closer to school	380	78%	310	64%
Within 800m of public transport that brings them closer to school	487	100%	434	89%
# outside SSTS zone, with PT access with no PT option	4	1%	0	0%
# outside SSTS zone, with PT access	0	0%	0	0%
OOSH placements				
No. of students north of Gregory Hills Dr	56		56	
Total No. of students within indicative enrolment boundary	487		487	

Walking Catchment



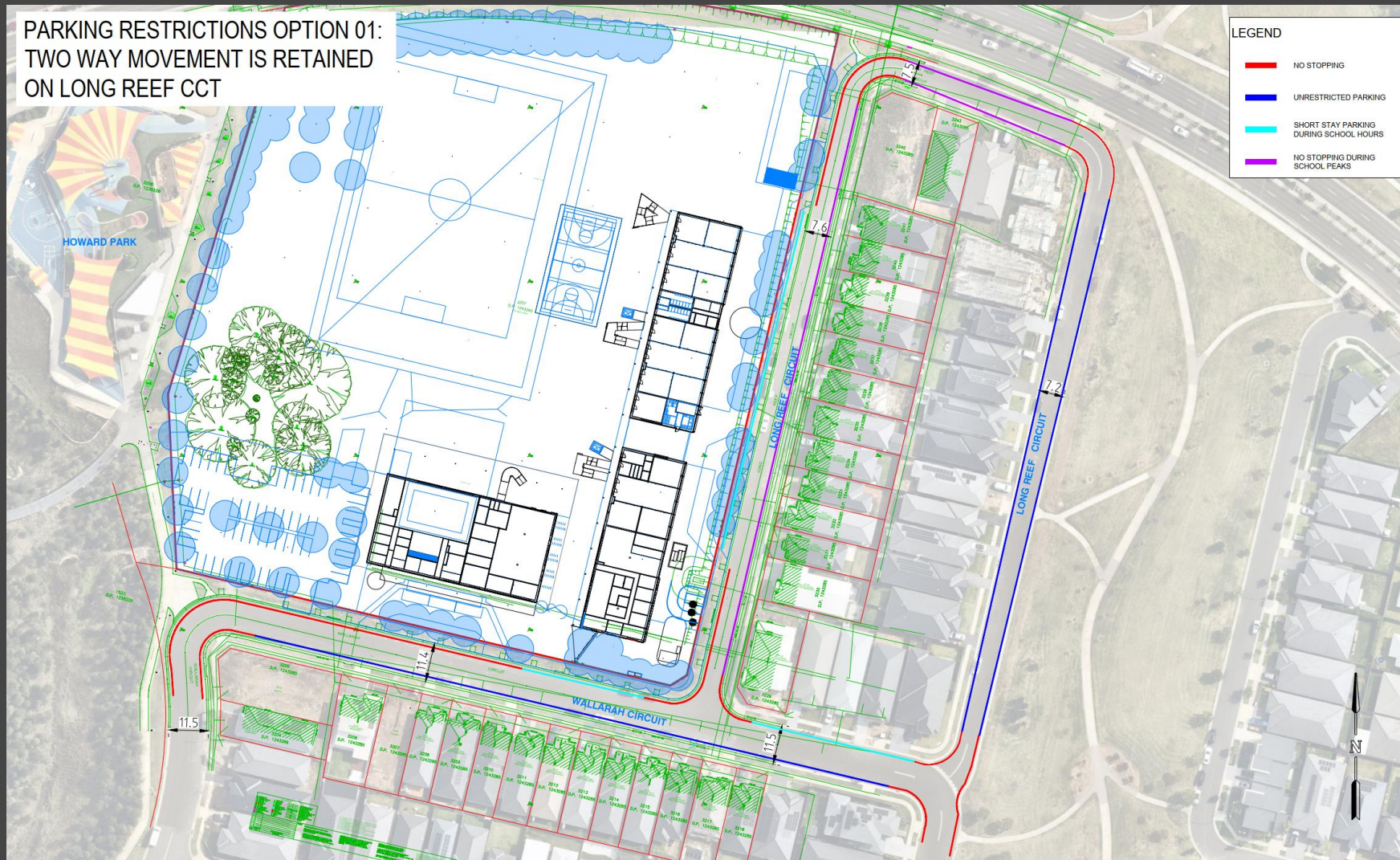
Existing Bus Stop Locations



Proposed Parking Restrictions Option 01

- Parking Restriction Option 01:
 - 36m of short term parking retained on Wallarah Circuit school frontage east of support learning drop off bay
 - Existing unrestricted parking on Wallarah Circuit between school and park retained as short term parking during school hours
 - 100m of short term parking provided on western side of Long Reef Circuit (school frontage)
 - Two way traffic flow is retained on Long Reef Circuit
 - Existing unrestricted parking retained on western side of Long Reef Circuit (residential side)
 - No stopping restrictions during school hours applied on eastern side of Long Reef Circuit (school frontage and park frontage)
 - No stopping restrictions during school hours applied on both sides of Long Reef Circuit (northern section)
- Constraints:
 - Width of Long Reef Circuit being 7.2-7.6m face of kerb to face of kerb
 - No stopping restrictions on Wallarah Circuit and Long Reef Circuit will reduce the amount of parking available to existing residents on weekdays
 - Residents living on the school frontage section of Long Reef Circuit will lose unrestricted all day parking in front of their residence

Proposed Parking Restrictions Option 01



Proposed Parking Restrictions

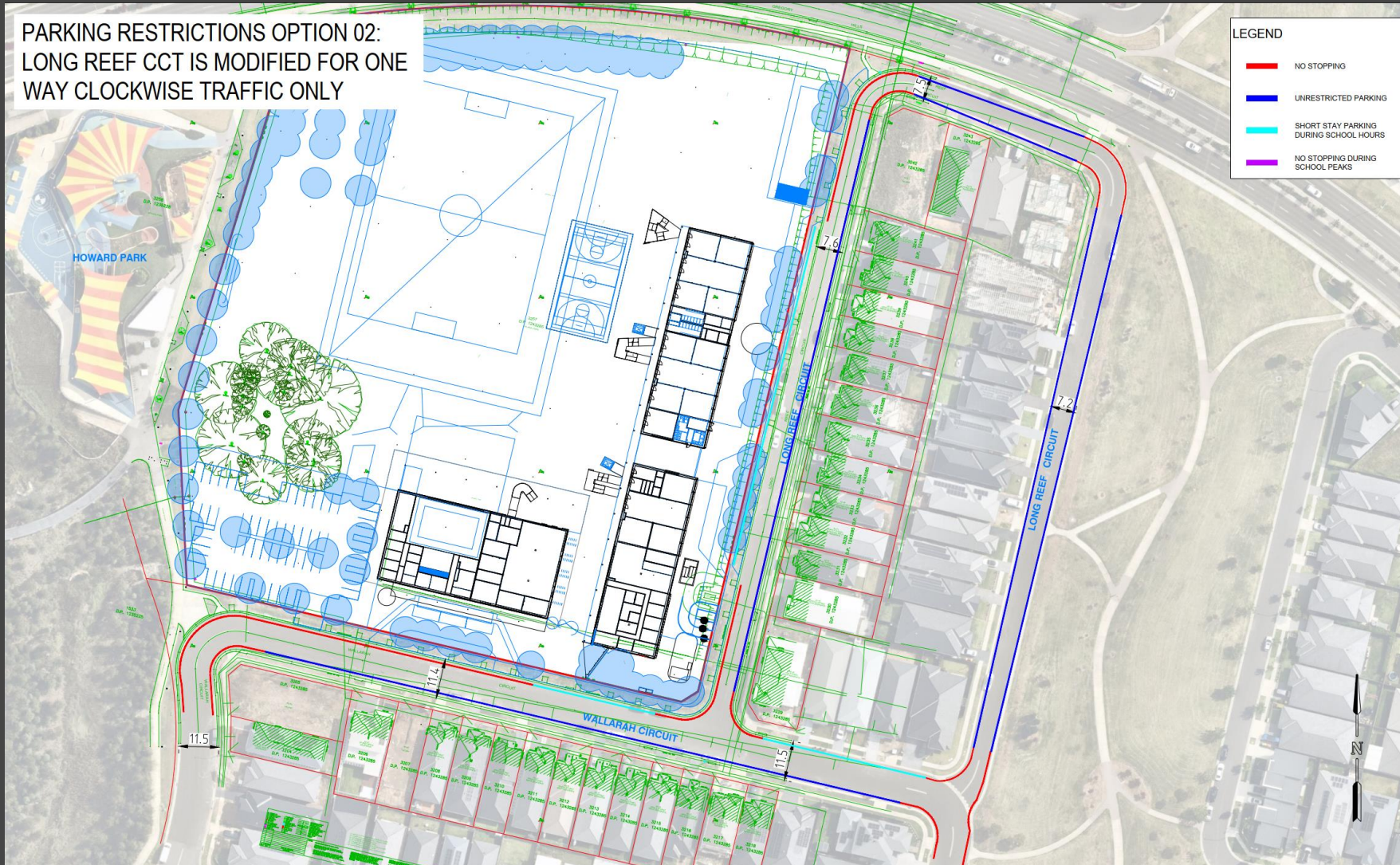
➤ Parking Restriction Option 02:

- 36m of short term parking retained on Wallarah Circuit school frontage east of support learning drop off bay
- Existing unrestricted parking on Wallarah Circuit between school and park retained as short term parking during school hours
- 100m of short term parking provided on western side of Long Reef Circuit (school frontage)
- One way clockwise traffic flow is proposed on Long Reef Circuit
- Existing unrestricted parking on Long Reef Circuit is retained on residential frontage
- No stopping restrictions during school hours applied on both sides of Long Reef Circuit (northern section)

➤ Constraints:

- Width of Long Reef Circuit being 7.2-7.6m face of kerb to face of kerb
- No stopping restrictions on Wallarah Circuit and Long Reef Circuit will reduce the amount of parking available to existing residents on weekdays
- Council waste pick up would be unable to service residents on the school frontage

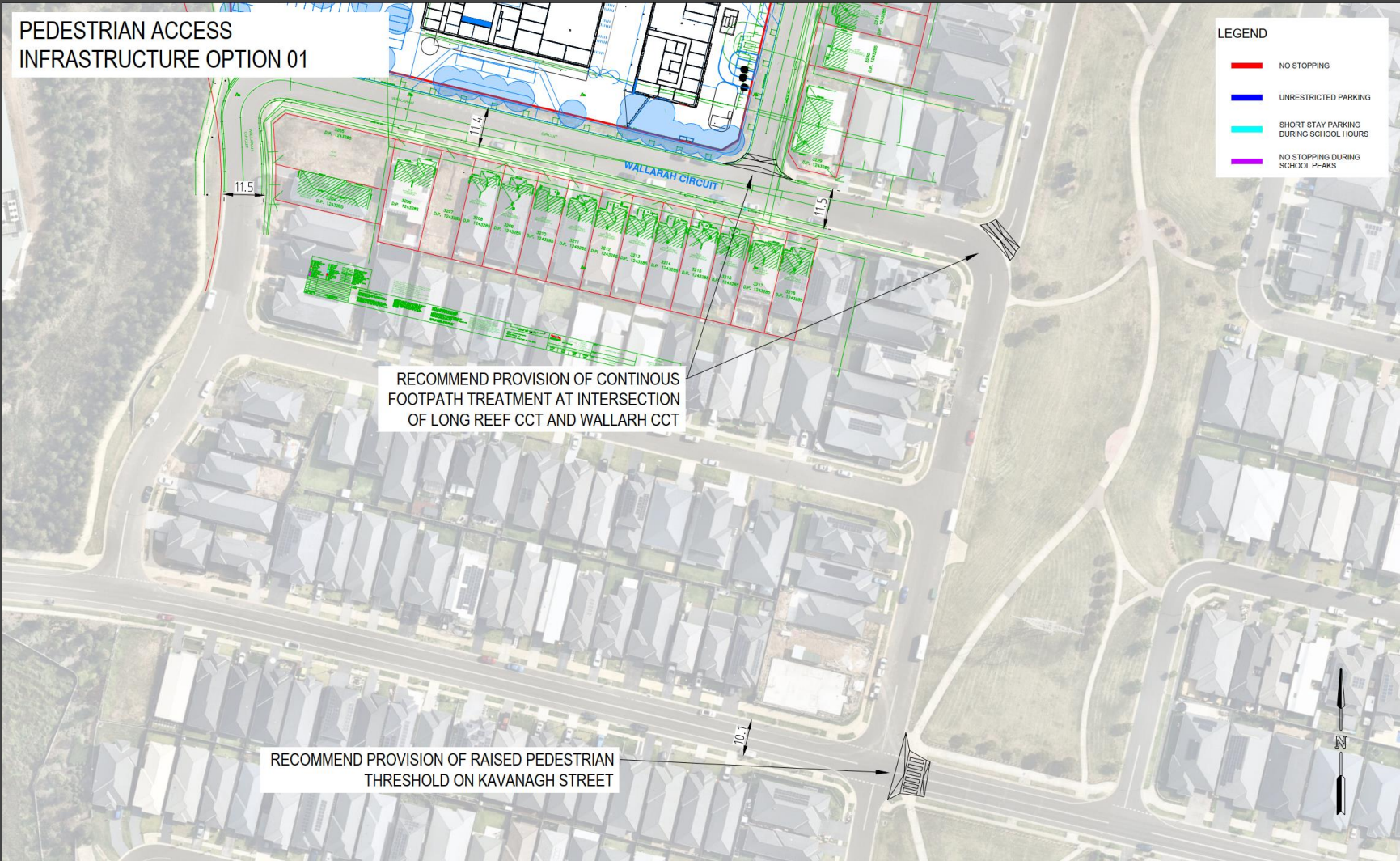
Proposed Parking Restrictions Option 02



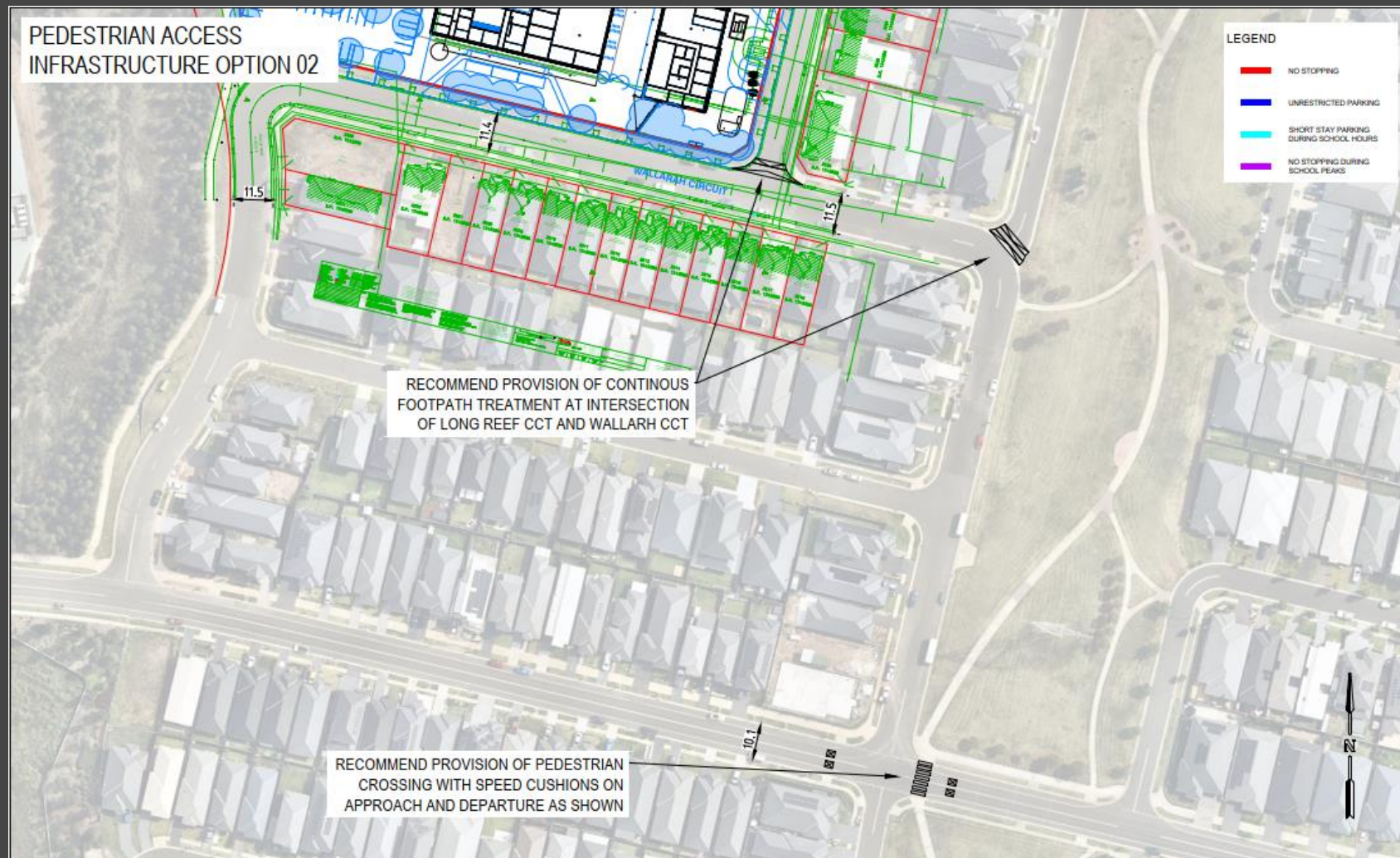
Proposed Pedestrian Infrastructure Summary

- Long Reef Circuit
 - Continuous footpath proposed on Long Reef Circuit at intersections with Wallarah Circuit to facilitate access to / from school from the park
- Kavanagh Street
 - Option 01: raised pedestrian threshold (wombat crossing) on Kavanagh Street east of Wallarah Circuit
 - Option 02: pedestrian crossing (zebra crossing) on Kavanagh Street east of Wallarah Circuit with rubber speed humps on approach and departure to the crossing
- Purpose
 - The new primary school in Gregory Hills is located to the north of the proposed enrolment catchment and is within walking distance to most students within the catchment.
 - Signalised crossing infrastructure is in place across Gregory Hills Drive and Village Circuit to allow students from the north and west to cross safely to school
 - A roundabout with pedestrian crossing facilities is located at intersection of Village Circuit and Healy Avenue to allow students from the west and south west to cross to the Town Centre then walk safely to school
 - The safe crossing location on Kavanagh Street has been selected east of Wallarah Circuit to connect the shared paths in the park and access to the bus stop on Kavanagh Street (between Wallarah Circuit and Junee Street) for students from south of the catchment
 - The safe crossing locations on Long Reef Circuit will connect the school to the park and students from east of the catchment.

Proposed Pedestrian Infrastructure Option 01



Proposed Pedestrian Infrastructure Option 02



New Primary School in Gregory Hills

Transport Working Group 01

Date: 30 June 2022

Reference: P1998p0 Version: v01

Distribution: SINSW, Camden Council, TfNSW

Agenda

- Introductions and Apologies
- Transport Working Group Meeting Purpose
- Background
- Transport Strategy Session:
 - New School Concept Plan
 - Catchment Analysis
 - Parking Restriction Options
 - Pedestrian Infrastructure Options
 - Next Step

Meeting Attendees

Organisation	Name	Role
SINSW	Laukik Rane Shay Bergin Rebecca Lehman Sarah Kelly Bill Kabbout Jarred Statham	Project Director (Delivery) Senior Project Director (Delivery) Sustainable Transport Advisor Principal Planner Associate Project Director (Infrastructure Delivery) Senior Statutory Planning Officer (Business Enablement)
Jacobs	Marisa Sidoti Nick Marcovich Alastair Burdon-Jones	Senior Project Manager Project Manager Graduate Project Manager
DFP Planning	Natasha Bartley	Principal Planner
Camden Council	Michelle Kramer Tom Allen Roy El Kazzi	Road Safety Officer Team Leader: Traffic and Road Safety Traffic Engineer
TfNSW	Bikram Singh	Network and Safety Officer (Western Parkland City)
Ason Group	Dora Choi Wendy Zheng	Principal Lead: Traffic Management & Operations Senior Traffic Engineer
Apologies	TfNSW: Daryl Ninham DFP Planning: Ellen Robertshaw	Senior Manager Network and Safety Services (Western Parkland City) Director

Transport Working Group - Meeting Purposes

- The Transport Working Group (TWG) has been established to enable SINSW to share project information with both council (abbreviation) and Transport for New South Wales (TfNSW) in order to:
 - Increase awareness of upcoming projects in the planning phase to minimize surprises when planning applications are made
 - Identify potential issues related to projects
 - Work through solutions to risks and problems raised in the TWG forum to enable improved planning applications that respond to the needs of all parties in a transparent and positive way
- The working group is intended to cover projects within the council under the SINSW delivery program of works. It will also involve other projects from across the SINSW portfolio that are located within the council boundary.
- The School Community Group area is from eagle eye and the Asset Management Unit contact is from eagleeye.
- The TWG is initially formed to review school project name and may consider the road safety, school and public bus service planning and active transport planning for additional projects within the LGA or region as required.

Background

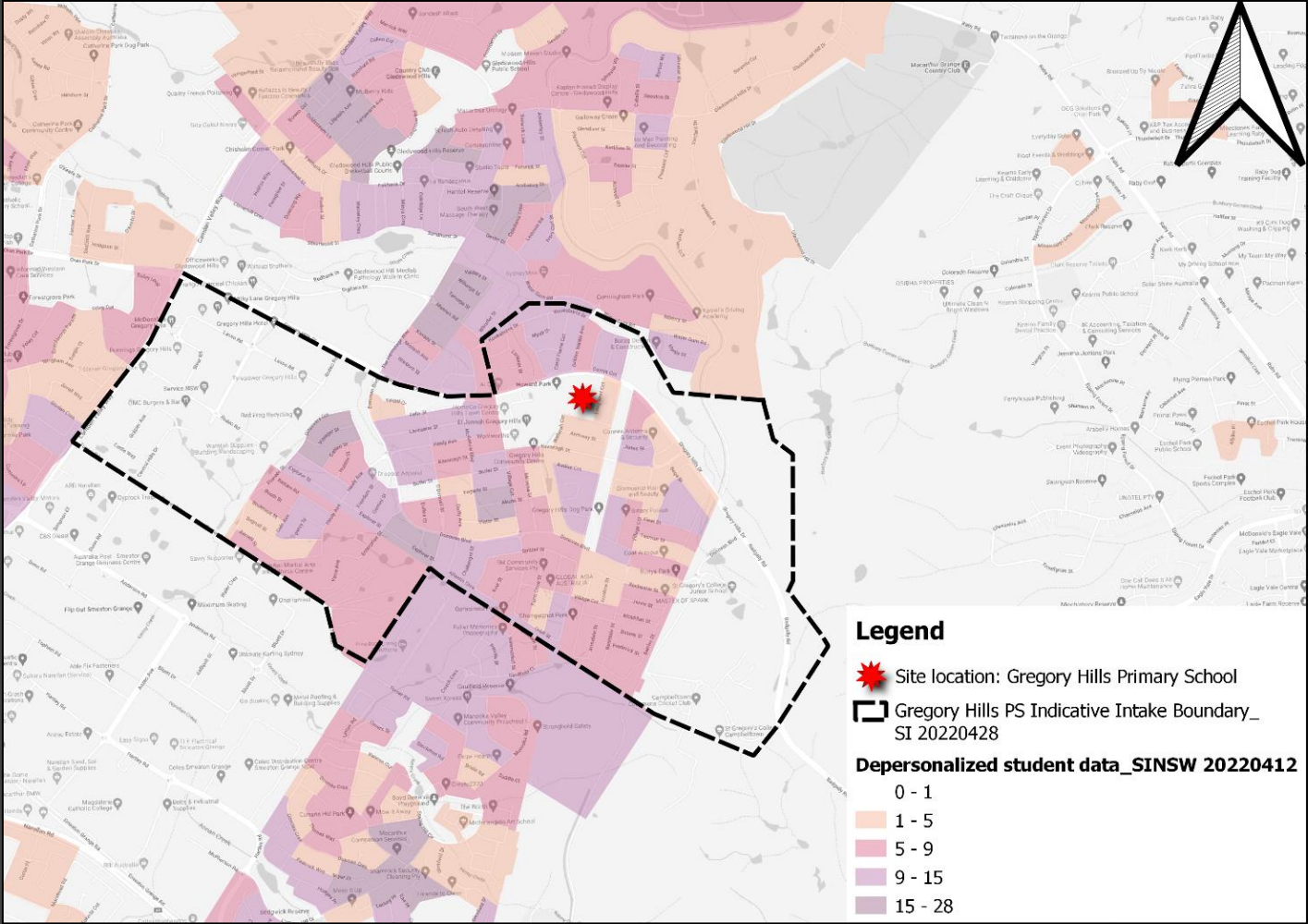
- Gregory Hills is located in the South-West growth area
- A new CORE35 primary school has been proposed for the area to cater for the population growth
 - 1,012 students
 - 44 Learning Spaces
 - 60 bicycle parking spaces
 - 60 staff parking spaces
 - 3 SELU drop off / pick up spaces
 - 10 indented short stay parking spaces on Long Reef Circuit
 - Waste Pad and associated access driveway and circulation area to enable forwards in / forwards out
 - Footpath (3.0m wide) along the Long Reef Circuit and Wallarah Circuit frontages of the school
- The development is for a new public school located on land bound by Gregory Hills Drive, Long Reef Circuit and Wallarah Circuit, Gregory Hills.
- On 27th April 2022, the Secretary of the of the DPE issued Secretary's Environmental Assessment Requirements (SEARs) for SSDA Application No. SSD-41306367. This report has been prepared to address the SEARs requirements.



New Primary School Concept Plan



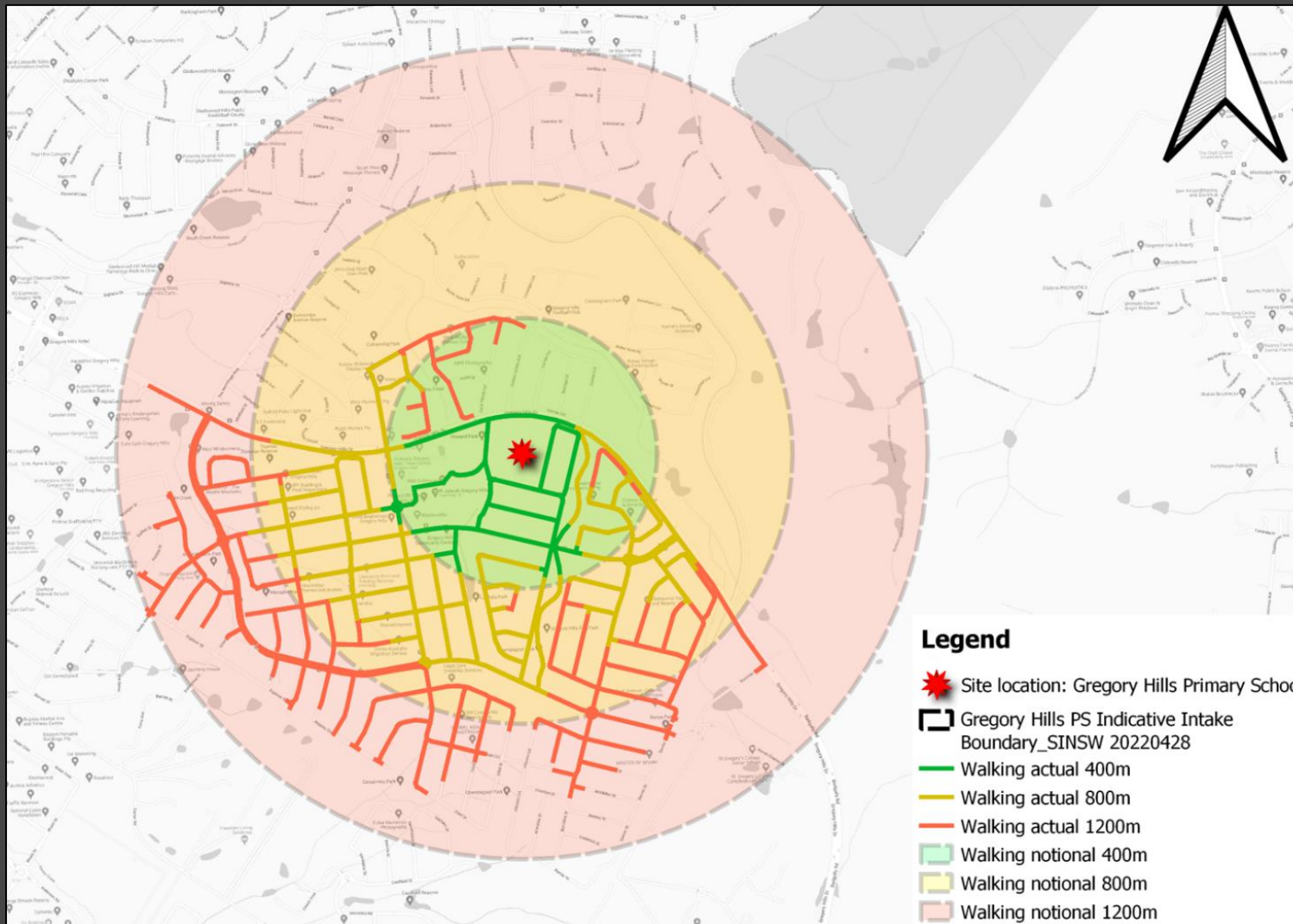
Proposed School Catchment



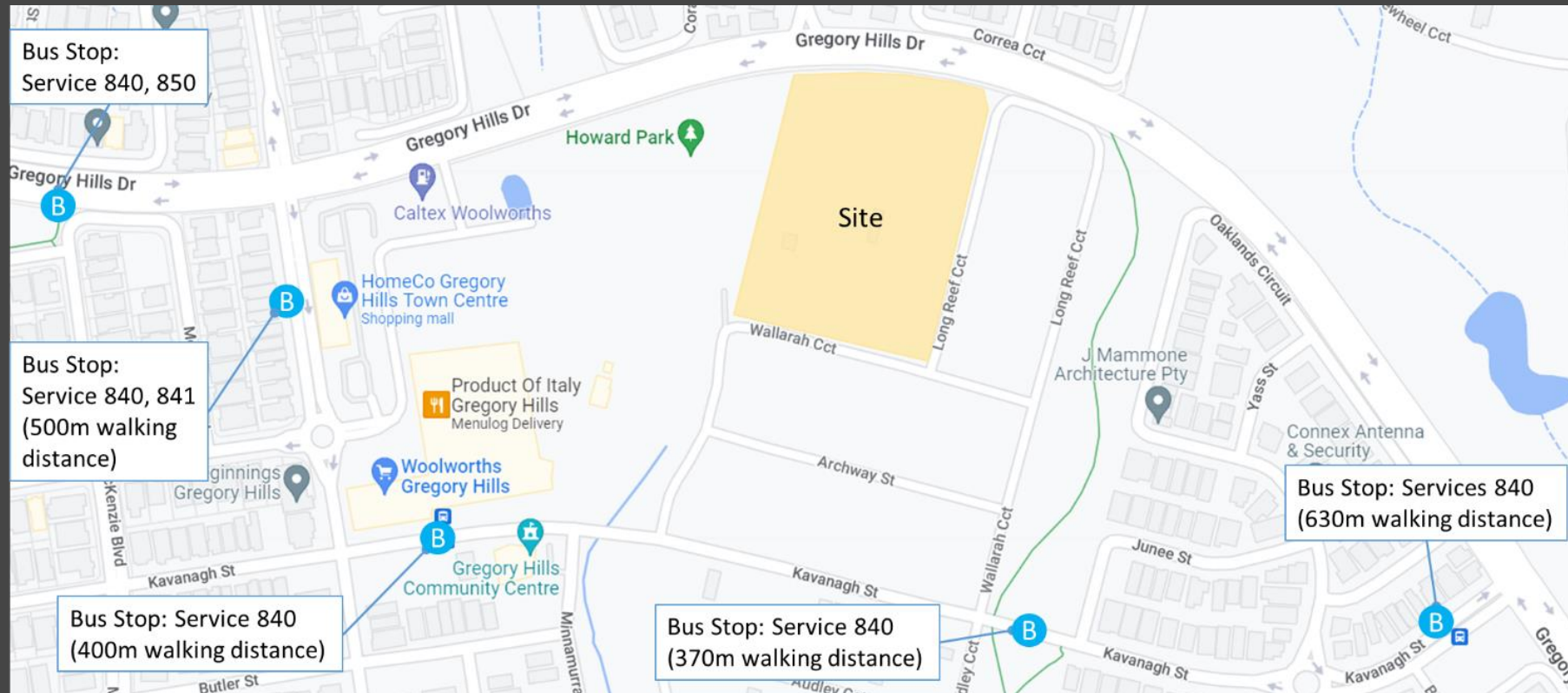
Depersonalized Student Data Catchment Analysis

Catchment Analysis	Notional (within crow flies)		Actual (on path / using road network as a proxy)	
1-400m (5-min walk)	89	18%	16	3%
401m-800m (10-min walk)	176	36%	152	31%
801m-1200m (15-min walk)	169	35%	192	39%
Total number of students within walking distance to school	434	89%	360	74%
1201m-1600m crow flies / 2300m on path (excl from SSTS Primary)	49	10%	127	26%
Total number of students not eligible for free SSTS	483	99%	487	100%
Within 400m of public transport stop / station / wharf that brings them closer to school	380	78%	310	64%
Within 800m of public transport that brings them closer to school	487	100%	434	89%
# outside SSTS zone, with PT access with no PT option	4	1%	0	0%
# outside SSTS zone, with PT access	0	0%	0	0%
OOSH placements				
No. of students north of Gregory Hills Dr	56		56	
Total No. of students within indicative enrolment boundary	487		487	

Walking Catchment



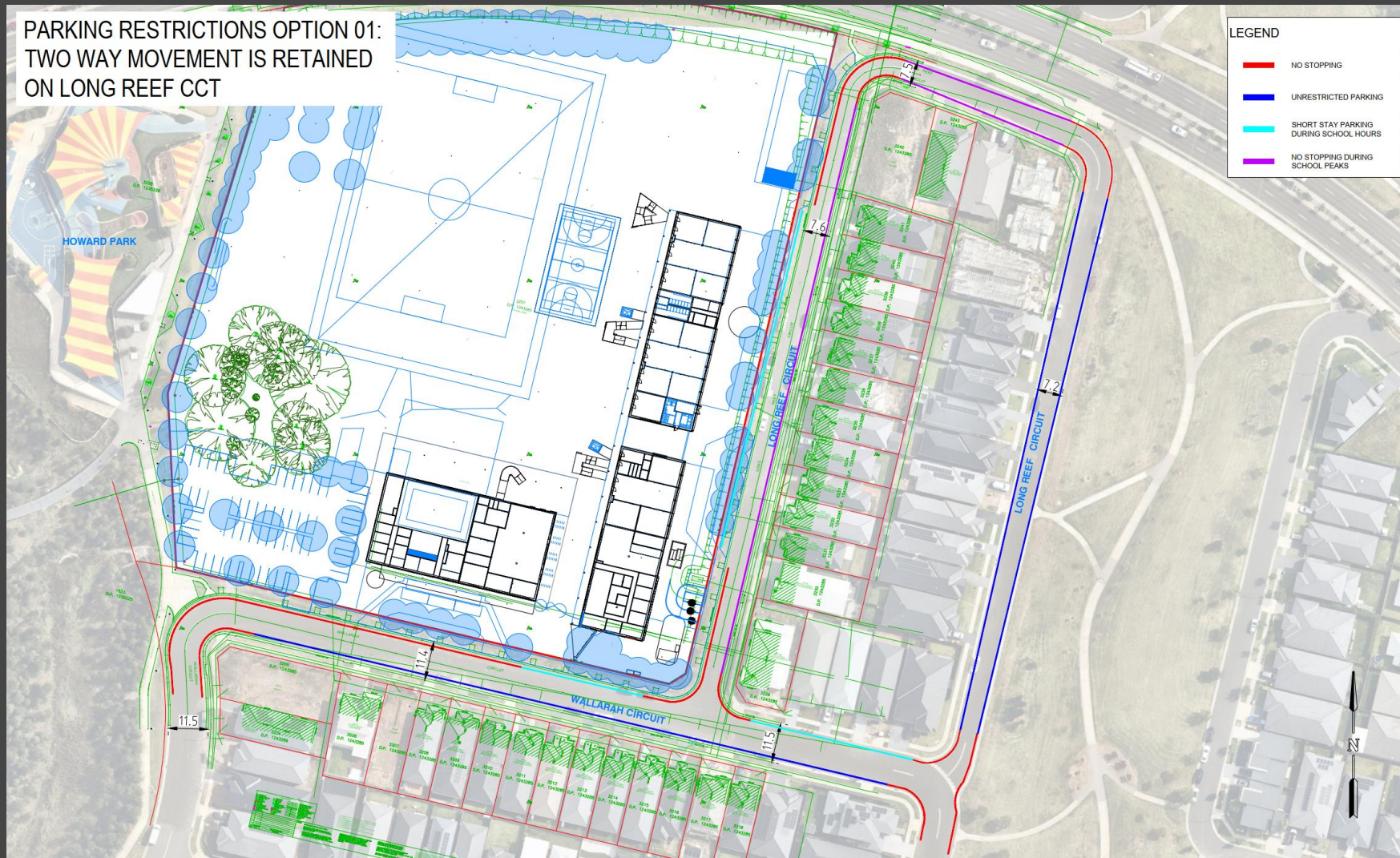
Existing Bus Stop Locations



Proposed Parking Restrictions Option 01

- Parking Restriction Option 01:
 - 36m of short term parking retained on Wallarah Circuit school frontage east of support learning drop off bay
 - Existing unrestricted parking on Wallarah Circuit between school and park retained as short term parking during school hours
 - 100m of short term parking provided on western side of Long Reef Circuit (school frontage)
 - Two way traffic flow is retained on Long Reef Circuit
 - Existing unrestricted parking retained on western side of Long Reef Circuit (residential side)
 - No stopping restrictions during school hours applied on eastern side of Long Reef Circuit (school frontage and park frontage)
 - No stopping restrictions during school hours applied on both sides of Long Reef Circuit (northern section)
- Constraints:
 - Width of Long Reef Circuit being 7.2-7.6m face of kerb to face of kerb
 - No stopping restrictions on Wallarah Circuit and Long Reef Circuit will reduce the amount of parking available to existing residents on weekdays
 - Residents living on the school frontage section of Long Reef Circuit will lose unrestricted all day parking in front of their residence

Proposed Parking Restrictions Option 01



Proposed Parking Restrictions

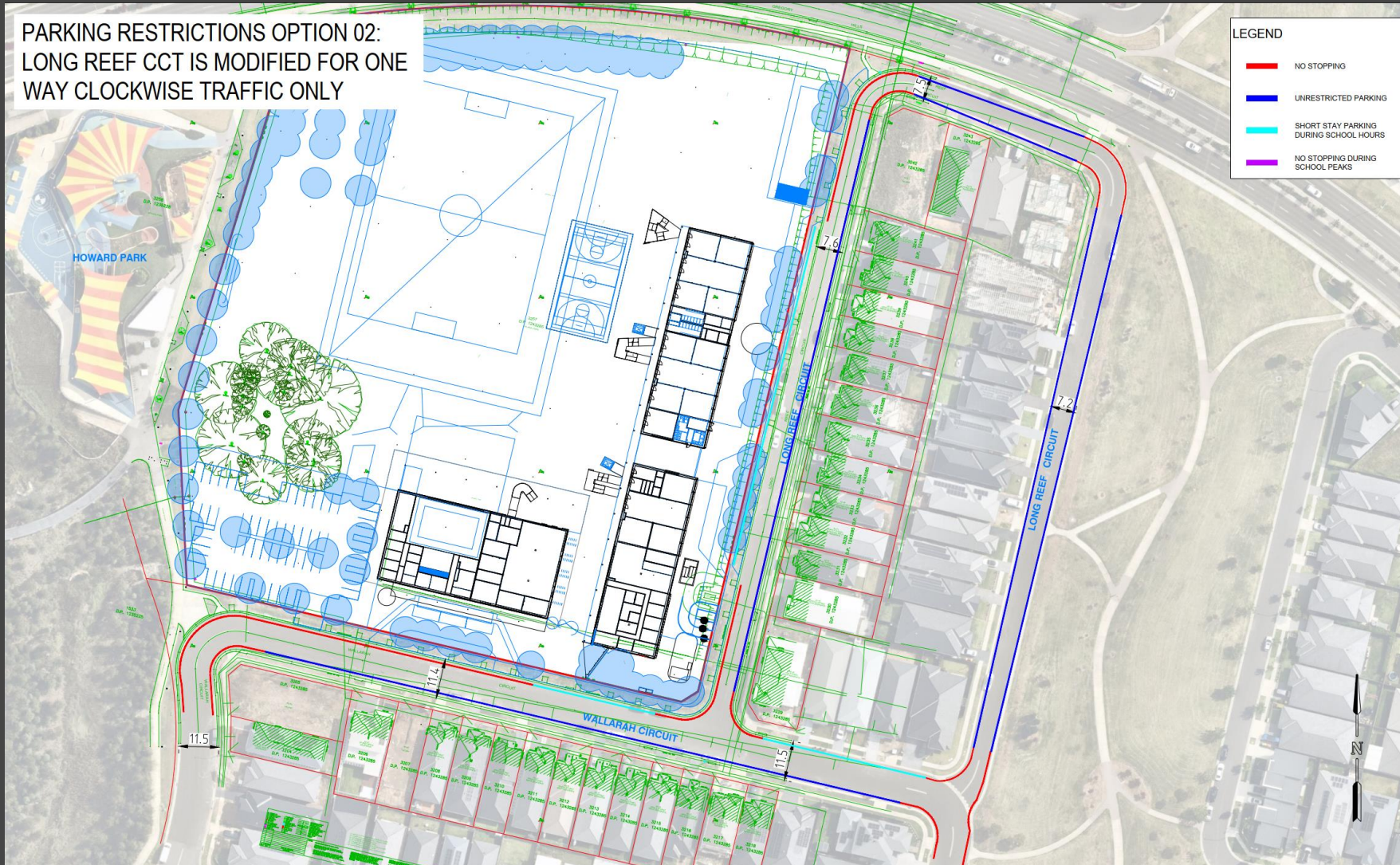
➤ Parking Restriction Option 02:

- 36m of short term parking retained on Wallarah Circuit school frontage east of support learning drop off bay
- Existing unrestricted parking on Wallarah Circuit between school and park retained as short term parking during school hours
- 100m of short term parking provided on western side of Long Reef Circuit (school frontage)
- One way clockwise traffic flow is proposed on Long Reef Circuit
- Existing unrestricted parking on Long Reef Circuit is retained on residential frontage
- No stopping restrictions during school hours applied on both sides of Long Reef Circuit (northern section)

➤ Constraints:

- Width of Long Reef Circuit being 7.2-7.6m face of kerb to face of kerb
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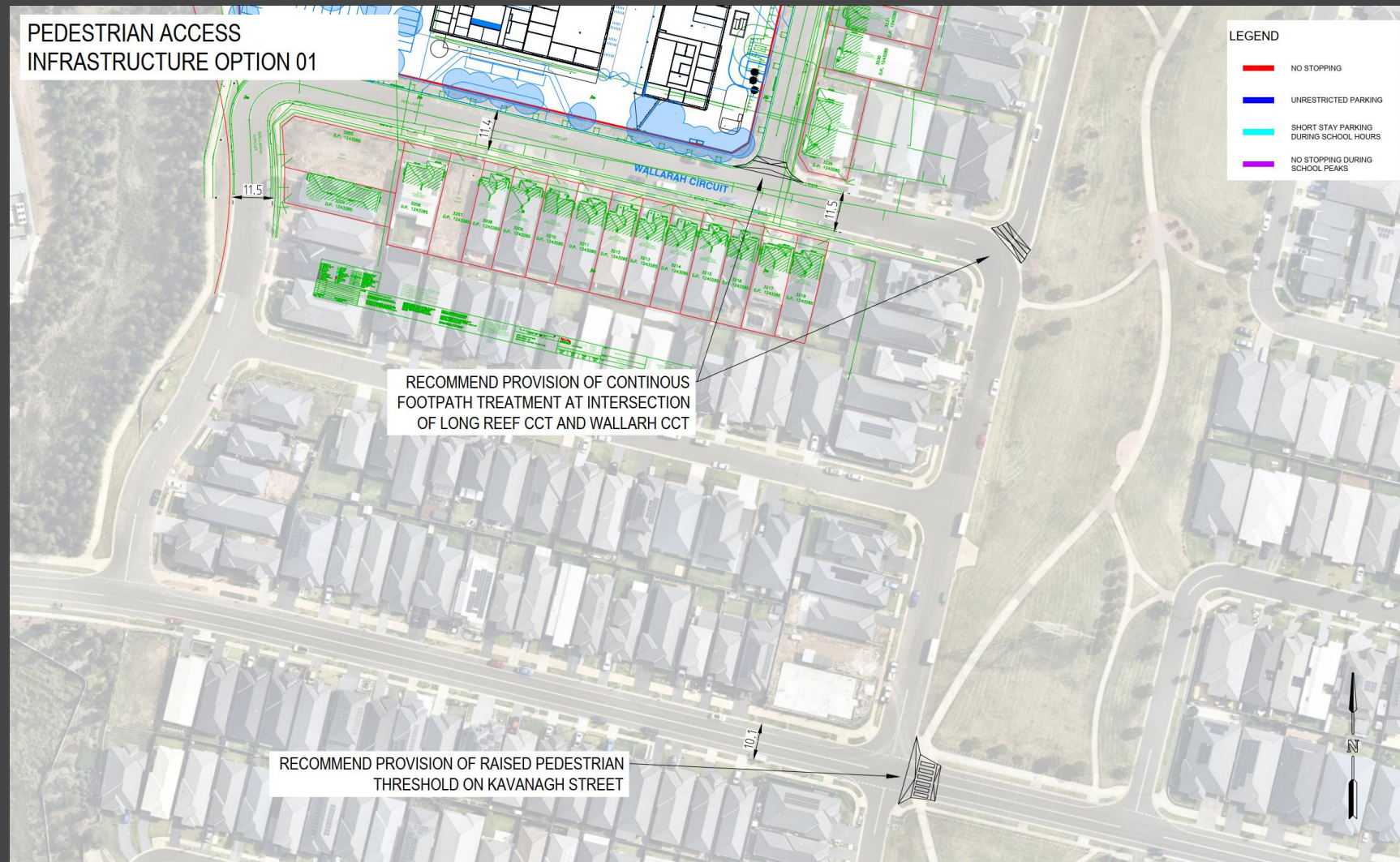
Proposed Parking Restrictions Option 02



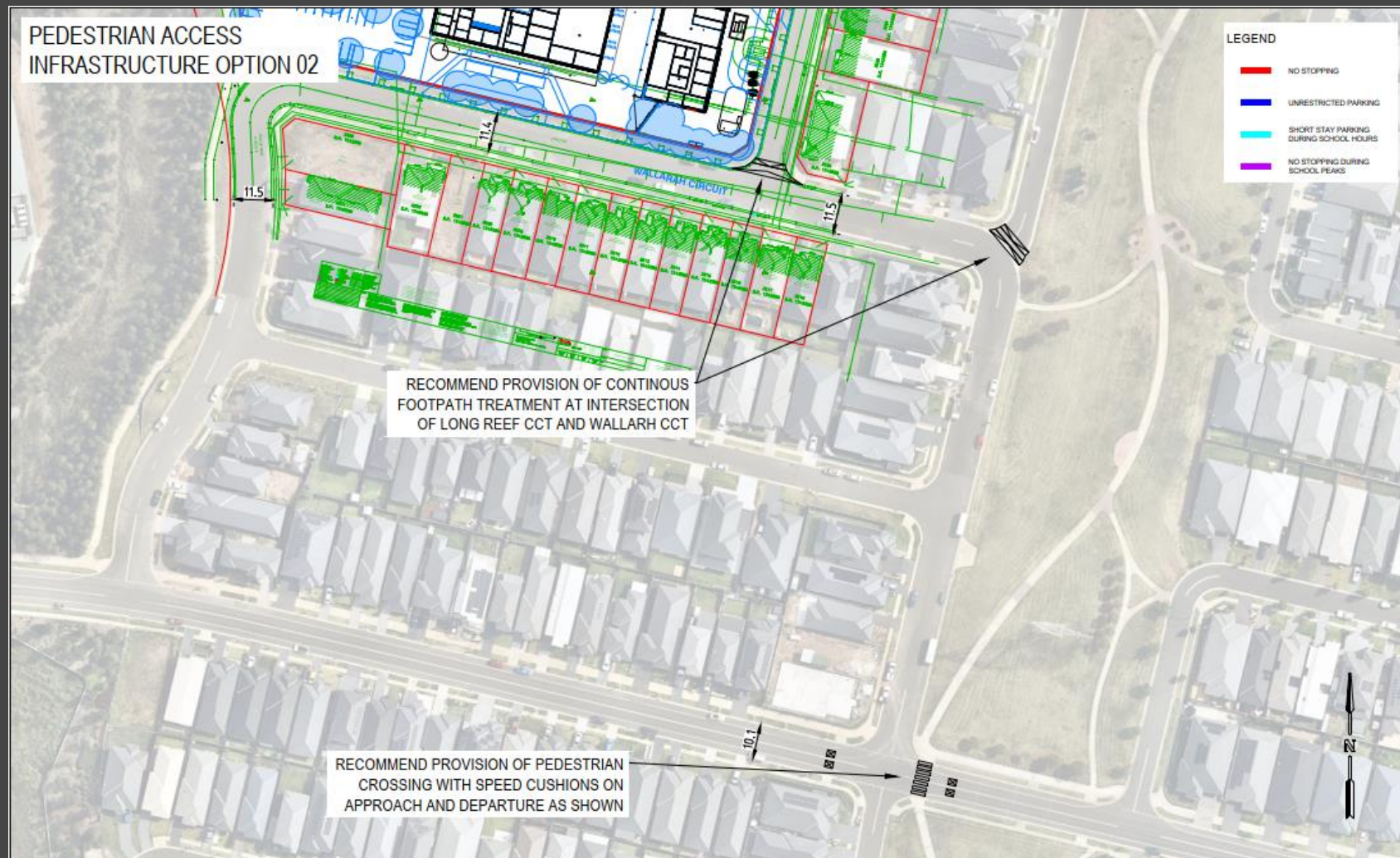
Proposed Pedestrian Infrastructure Summary

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Proposed Pedestrian Infrastructure Option 01



Proposed Pedestrian Infrastructure Option 02



New Primary School in Gregory Hills

Transport Working Group 02

Date: 18 July 2022

Reference: P1998p04

Version: v01

Distribution: SINSW, Camden Council, TfNSW

Agenda

- Introductions and Apologies
- Overview of Transport Working Group 01 meeting outcome
- Depersonalised student data analysis
- Parking Restriction options
- Sightline Assessment (staff carpark)
- Preliminary Bus Service Discussion

Meeting Attendees

Organisation	Name	Role
SINSW	Laukik Rane Shay Bergin Rebecca Lehman Sarah Kelly Bill Kabbout Jarred Statham	Project Director (Delivery) Senior Project Director (Delivery) Sustainable Transport Advisor Principal Planner Associate Project Director (Infrastructure Delivery) Senior Statutory Planning Officer (Business Enablement)
Jacobs	Nick Marcovich Pedro Franchi Alastair Burdon-Jones	Senior Project Manager Project Manager Graduate Project Manager
DFP Planning	Natasha Bartley	Principal Planner
Camden Council	Michelle Kramer Tom Allen Roy El Kazzi	Road Safety Officer Team Leader: Traffic and Road Safety Traffic Engineer
Lipman	Joshua Chapman	Design Manager
Ason Group	Dora Choi Wendy Zheng	Principal Lead: Traffic Management & Operations Senior Traffic Engineer
Apologies	Bikram Singh Daryl Ninham	Network and Safety Officer (Western Parkland City)

Overview of Transport Working Group 01 meeting outcome

Depersonalized Student Data Catchment Analysis

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No. of students north of Gregory Hills Dr	56		56	
Total No. of students within indicative enrolment boundary	487		487	

Proposed Parking Restrictions Option 01

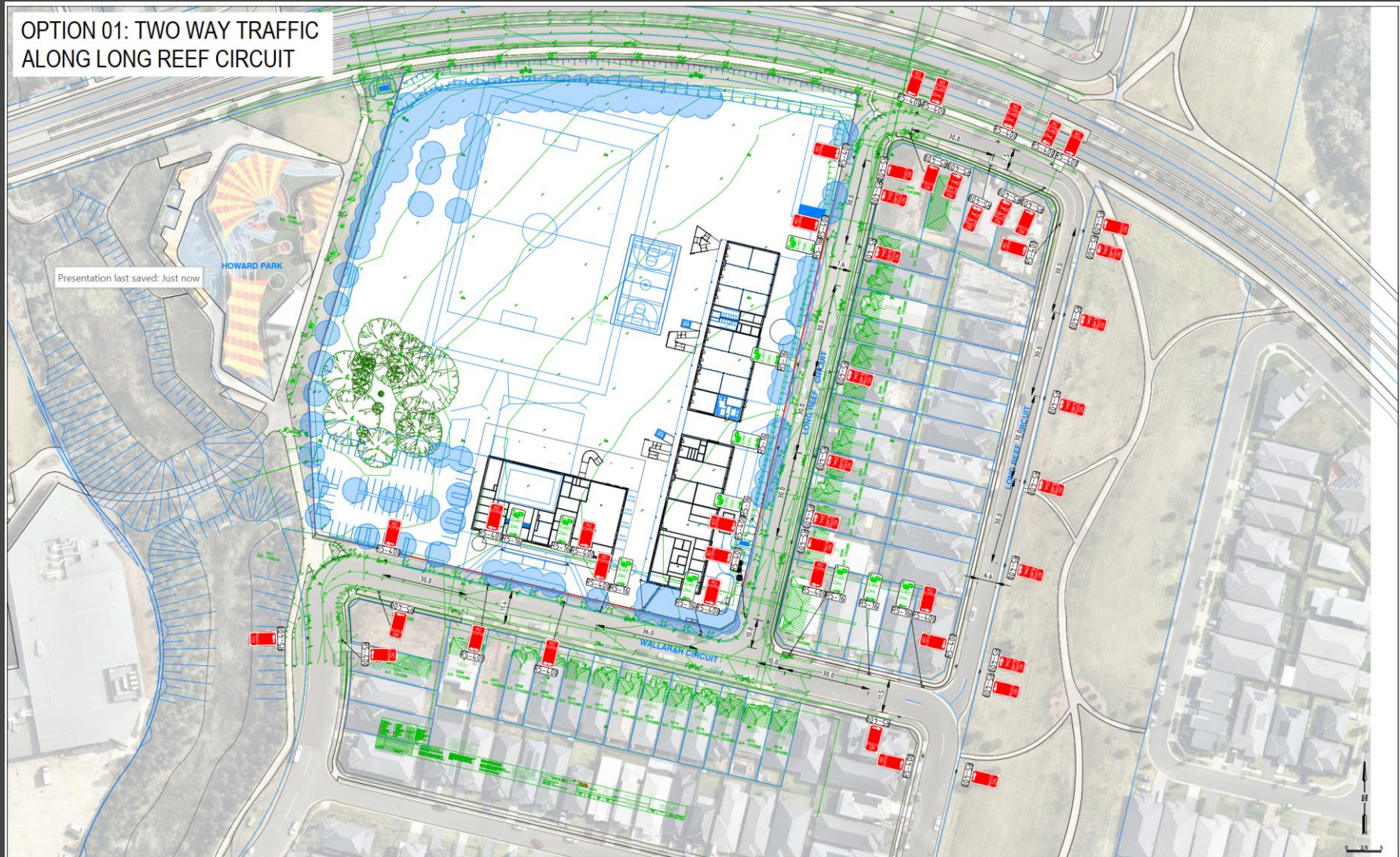
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Proposed Parking Restrictions Option 01



Proposed Parking Restrictions

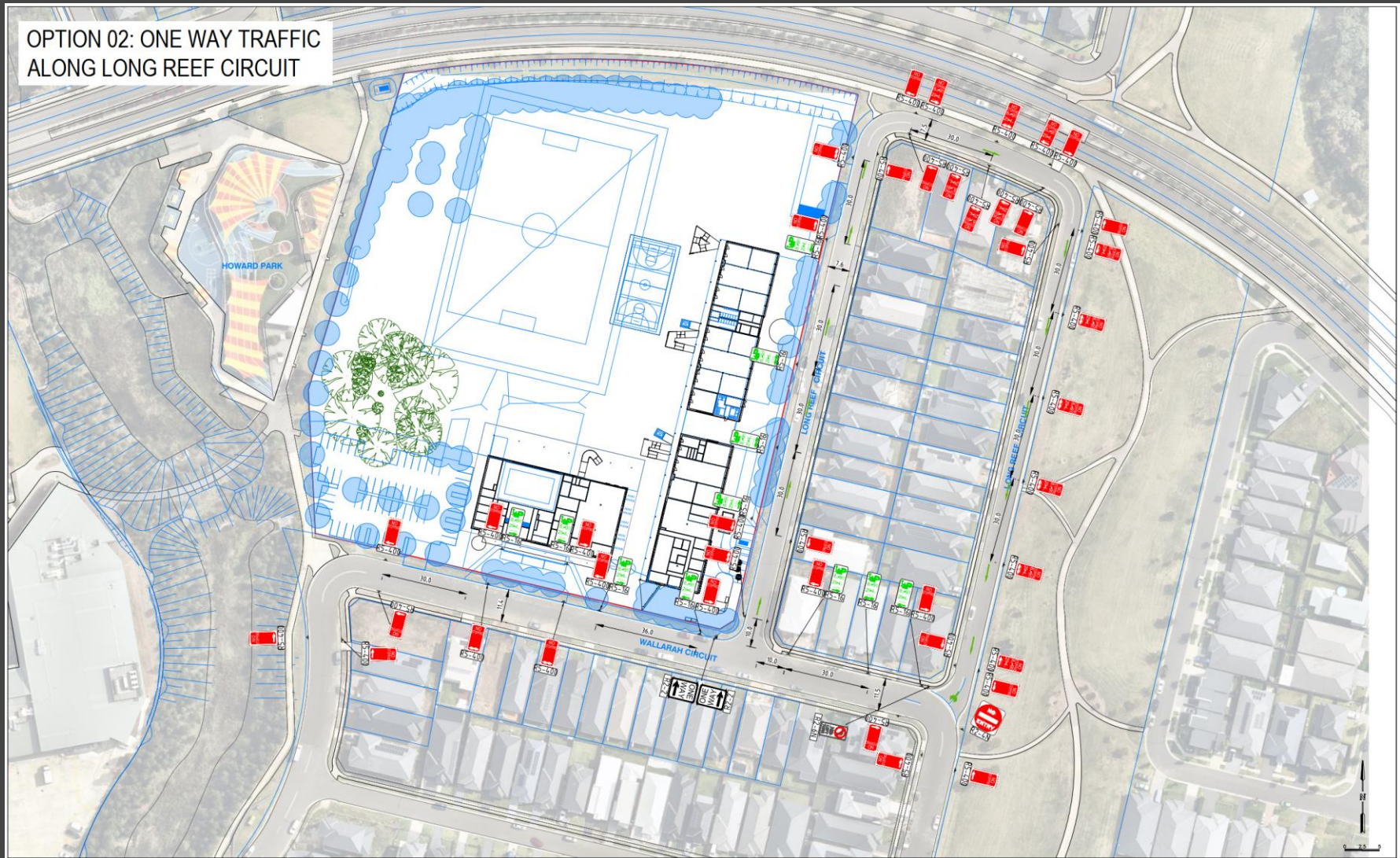
➤ Parking Restriction Option 02:

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- No stopping restrictions on Wallarah Circuit and Long Reef Circuit will reduce the amount of parking available to existing residents on weekdays
- Council waste pick up would be unable to service residents on the school frontage

Proposed Parking Restrictions Option 02



Staff Carpark Access – Sightline Assessment

- Staff carpark access is proposed to be on Wallarah Circuit, adjacent to the vehicle access to Howard Park
- Due to the location a sightline assessment was requested to assess for safety
- Sightline from the carpark has been assessed in accordance to AS2890.1:2004 for a comfortable distance of 69m
- Sightline to the carpark access from Wallarah Circuit (northbound) has been assessed in accordance to Austroads Guide to Road Design Part 3: 2021 – Line of sight on horizontal curves

Staff Carpark Sightline Assessment



Preliminary Bus Service Discussion

Level 7, 177 Pacific Highway
North Sydney, NSW 2060
PO Box 632
North Sydney, NSW 2059
Australia
T +61 2 9928 2100
F +61 2 9928 2444

Subject Transport Working Group (TWG) Mtg No 1

Project School Infrastructure NSW Gregory Hill Primary School

Project No. IW269600 File MM - 220704 - GHPS - TWG Meeting Minutes No. 1

Prepared by Alastair Burdon-Jones Phone No.

Location MS Teams Date/Time 04 July 2022

Participants

Name	Initial	Organisation and Role	Email	Attend /Apology (A/G)
Tom Allen	TA	Camden Council – Team Leader: Traffic and Road Safety	Tom.Allen@camden.nsw.gov.au	A
Michelle Kramer	MK	Camden Council - Road Safety Officer	Michelle.Kramer@camden.nsw.gov.au	A
Roy El Kazzi	REK	Camden Council - Traffic Engineer	Roy.Kazzi@camden.nsw.gov.au	A
Bikram Singh	BS	TfNSW – Network and Safety Officer (Western Parkland City)	bikram.singh2@transport.nsw.gov.au	A
Darryl Ninham	DN	TfNSW - Senior Manager Network and Safety Services	Daryl.Ninham2@transport.nsw.gov.au	G
Shay Bergin	SB	SINSW – Senior Project Director Delivery	Shay.Bergin1@det.nsw.edu.au	A
Laukik Rane	LR	SINSW – Project Director Delivery	Laukik.Rane@det.nsw.edu.au	A
Jarred Statham	JS	SINSW - Senior Statutory Planning Officer	jarred.statham3@det.nsw.edu.au	A
Sarah Kelly	SK	SINSW - Principal Planner	Sarah.kelly97@det.nsw.gov.au	A
Bill Kabbout	BK	SINSW – A Project Director Delivery	Bill.Elkabbout@det.nsw.edu.au	A
Dora Choi	DC	Ason - Principal Lead - Traffic Mgt & Operations	dora.choi@asongroup.com.au	A
Wendy Zheng	WZ	Ason - Senior Traffic Design Engineer	wendy.zheng@asongroup.com.au	A
Natasha Bartley	NB	DFP - Principal Planner	nbartley@dfpplanning.com.au	A

Name	Initial	Organisation and Role	Email	Attend /Apology (A/G)
Marcus Trimble	MT	Bennett and Trimble - Architect	marcus@bennettandtrimble.com	A
Nick Marcovich	NM	Jacobs - Project Director	nick.marcovich@jacobs.com	
Marisa Sidoti	MS	Jacobs - Project Manager Design	Marisa.Sidoti@jacobs.com	A
Brendan Madders	BM	Jacobs - Senior Project Manager	Brendan.Madders@jacobs.com	G
Alastair Burdon-Jones	ABJ	Jacobs - Assistant Project Manager	Alastair.burdonjones@jacobs.com	A

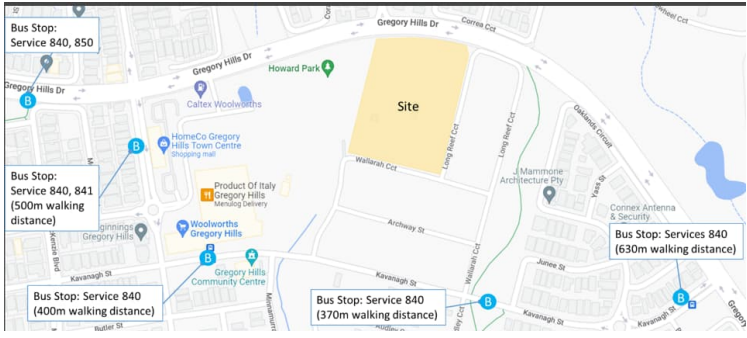
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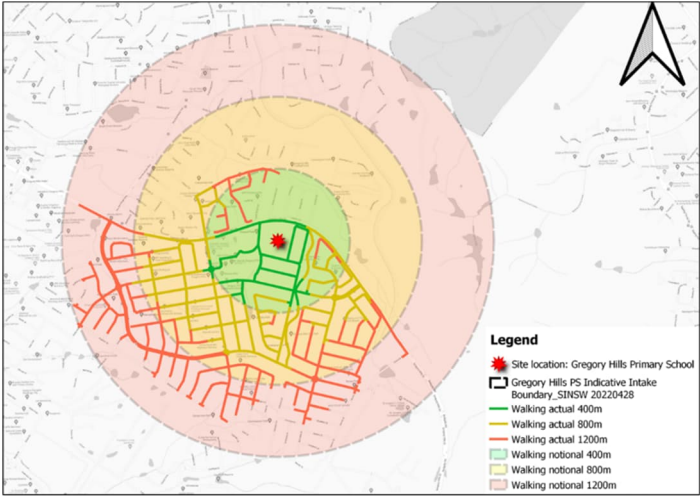

 Sophie le Mauff – WSP sophie.lemauff@wsp.com


 Jessica Walker – WSP Jessica.Walker@wsp.com

 Rebecca Lehman - SINSW rebecca.lehman@det.nsw.edu.au

Notes	Action
<p>1 Presentation and Context</p> <p>Ason (DC) introduced the project, general objectives and inclusions, and approximate program. See attached copy of the presentation for reference.</p> <p>On 27 April 2022, Secretary's Environmental Assessment Requirements (SEARs) response for SSDA Application No. SSD-41306367 was received.</p> <p>The team is working towards preparing documents for the pending SSDA application and to address the SEARs requirements.</p>	Note
<p>2 Project Overview - Key Items and Actions</p> <p>Gregory Hills is located in the South-West growth area. The development is for a new primary school located on land bound by Gregory Hills Drive, Long Reef Circuit and Wallarah Circuit, Gregory Hills. A new CORE35 primary school is proposed for the area to cater for the population growth. The scope is:</p> <ul style="list-style-type: none"> • 1,012 students • 44 Learning Spaces • 60 bicycle parking spaces 	Note

Notes	Action
<ul style="list-style-type: none"> 60 staff parking spaces Support Unit drop off / pick up spaces 10 indented short stay parking spaces on Long Reef Circuit Waste Pad and associated access driveway and circulation area to enable forwards in / forwards out Footpath (3.0m wide) along the Long Reef Circuit and Wallarah Circuit frontages of the school 	Note
<p>3 Transport Working Group – Meeting Purpose</p> <p>The Transport Working Group (TWG) is established to enable SINSW to share project information with both Camden Council (Council) and Transport for New South Wales (TfNSW) to:</p> <ul style="list-style-type: none"> Increase awareness of upcoming projects in the planning phase to minimize surprises when planning applications are made Identify potential issues related to projects Work through solutions to risks and problems raised in the TWG forum to enable improved planning applications that respond to the needs of all parties in a transparent and positive way 	Note
<p>4 Travel Mode Analysis</p> <p>Ason (DC) advised:</p> <ul style="list-style-type: none"> The school does not qualify for school bus services, this will inform the bus parking requirements in and around the school There are several public bus stops surrounding the school, which are expected to be used by parents in on-going journeys after dropping their kids off at the school – refer to image extracted below. 	Note
	Note

Notes	Action
<p>An assessment of students' home locations around the Gregory Hills site has shown a large proportion of students are within the 800m walking distance of the school; it is expected this will be one of the major ways students will travel to the school. Routes shown in the image extracted below:</p> 	<p>Note</p>
<p>5 Parking Options</p> <p>Identified parking provided the south-west corner of the site, this is parking space limited in size by several protected trees just north of the car park.</p> <p>Two options were proposed:</p> <p>Option 1: Convert Long Reef Circuit into a one-way route. Provision of a continuous footpath at the intersection of Long Reef CCT and Wallarah CCT that is 3 m Wide.</p> <p>Implications: No stopping restrictions to West and North of the site/Long Reef CCT. Restricted parking suggested during school peak times only</p> 	<p>Note</p> <p>Note</p>

Notes	Action
<p>Option 2: Reconfigure Long Reef Circuit Long Reef CCT is modified for one-way clockwise traffic only. Implications: This option maintains more parking for dwellings. Restricted parking suggested during school peak times only</p>  <p>Feedback from Camden Council: Council (MK) noted that Option 2 would not be viable clockwise as residents' bin collection can only occur from the Left-Hand Side (LHS) of the disposal truck.</p> <p>Council (MK) agreed with the indented parking, however raised a concern that it may not be sufficient as a large amount of this parking would be occupied by minibuses. It was suggested that additional indented parking could be introduced along Wallarah CCT.</p> <p>Council (TA) noted that the proposed parking restrictions along these roads would be difficult to implement for established housing, as residents are likely to object. Not all houses necessarily have space to park their cars off the public road. Council would unlikely approve parking restrictions as they wouldn't want pass restrictions that were against public opinion.</p> <p>Council (MK) requested a letter describing the two options in greater detail to Council, they will provide feedback in the next TWG meeting.</p>	<p>Note</p> <p>Ason to explore and provide comments</p> <p>Note</p> <p>Ason (DC) to provide Camden council with an options letter</p>
<p>6 Bus Stops and Vehicular Access</p> <p>Ason (DC) explained there is no parking for large buses at the school; it was proposed use of shopping centre bus stop (already well established and sheltered) located on Village CCT be used for school excursions. This requires collaboration and discussions with school principal to develop procedure to</p>	<p>Ason (DC) Jacobs SINSW</p>

Notes	Action
<p>safely move students from the school to the shopping centre bus terminal.</p> <p>It was also explained that swept paths and bends are not suitable for regular bus movements - manoeuvring may be difficult.</p> <p>Council (TA) suggested that firm protocols be written, advocated, and implemented by DoE to ensure bus routes are well understood and communicated to ensure access to the one way/narrow streets are avoided.</p>	<p>Note</p> <p>SINSW, Ason</p>
<p>7 Mini-Bus Parking</p> <p>Minibuses will be used to transport students for OSCH (pre and after school care) and used for Support Units.</p> <p>To alleviate school, start and finish times, as well as drop off and pick up of students staying at OSCH, Ason (DC) suggested that their arrival/departure times are staggered.</p> <p>Council (MK) suggested an alternative solution to consider indented parking at Wallarah CCT parallel to Riparian way (north/south) as bus zone to be used for minibuses to drop off students.</p> <p>Council (MK) also noted that minibus pick up/drop off points to be sign posted as a bus zone. Activity is expected to increase over the long term as the school is more established.</p> <p>To be investigated further by Ason and the project team.</p>	<p>Note</p> <p>Ason</p> <p>Bennett and Trimble</p> <p>Jacobs</p> <p>SINSW</p>
<p>8 Pedestrian Crossings</p> <p>Ason (DC) presented locations for two pedestrian wombat crossings:</p> <ul style="list-style-type: none"> • Corner of Long Reef and Wallarah CCTs • Corner Kavanagh St and Wallarah CCT <p>This was generally supported by Council.</p>	<p>Note</p>
<p>9 Gregory Hills Drive – Signal Crossing</p> <p>Ason (DC) noted that they have observed during their traffic survey several parents crossing the main Gregory Hills Drive between 7:30-8:30am.</p> <p>This is flagged as a <i>major risk</i>, but as there are (currently) only 30 students north of the Gregory Hills Drive thus insufficient student numbers to justify the construction of a signal crossing. Council noted this, and this issue is to be further discussed at the next TWG.</p>	<p>Note</p>
<p>10 Next Steps</p> <p>DC will submit a letter to council outlining the proposed two options in further detail to get feedback from Camden Council.</p> <p>Ason (DC) advised that survey data that can be shared with Council or other relevant groups on request.</p>	<p>DC to issue letter to Camden Council.</p>

Notes		Action
11	Presentation A copy of the presentation prepared by Ason is attached to these meeting minutes for reference	Note
12	Next Meeting TWG No 2 is to be held in two weeks - 18 th July 2022.	Note

Appendix B. Drivers' Code of Conduct

- Driver Code of Conduct -

Drivers Code of Conduct

Safe Driving Policy for a new Primary School at Gregory Hills

Objectives of the Drivers Code of conduct

- Minimise conflict with other road users;
- Minimise road traffic noise; and
- Ensure minibuses and bus drivers use specified routes.

Code of Conduct

All vehicle operators accessing the Site must:

- Take reasonable care for his or her own personal health and safety.
- Not adversely, by way of actions or otherwise, impact on the health and safety of other persons.
- Notify their employer if they are not fit for duty prior to commencing their shift.
- Obey all applicable road rules and laws at all times.
- In the event an emergency vehicle behind your vehicle, pull over and allow the emergency vehicle to pass immediately.
- Obey the applicable driving hours in accordance with legislation and take all reasonable steps to manage their fatigue and not drive with high levels of drowsiness.
- Obey all on-site signposted speed limits and comply with directions of traffic control supervisors in relation to movements in and around temporary or fixed work areas.
- Ensure all loads are safely restrained, as necessary.
- Operate their vehicles in a safe and professional manner, with consideration for all other road users.
- Hold a current Australian State or Territory issued driver's licence.
- Notify their employer or operator immediately should the status or conditions of their driver's license change in any way.
- Comply with other applicable workplace policies, including a zero tolerance of driving while under the influence of alcohol and/or illicit drugs.
- Not use mobile phones when driving a vehicle or operating equipment. If the use of a mobile device is required, the driver shall pull over in a safe and legal location prior to the use of any mobile device.
- Advise management of any situations in which you know, or think may, present a threat to workplace health and safety.
- Drive according to prevailing conditions (such as during inclement weather) and reduce speed, if necessary.
- Have necessary identification documentation at hand and ready to present to security staff on entry and departure from the Site, as necessary, to avoid unnecessary delays to other vehicles.

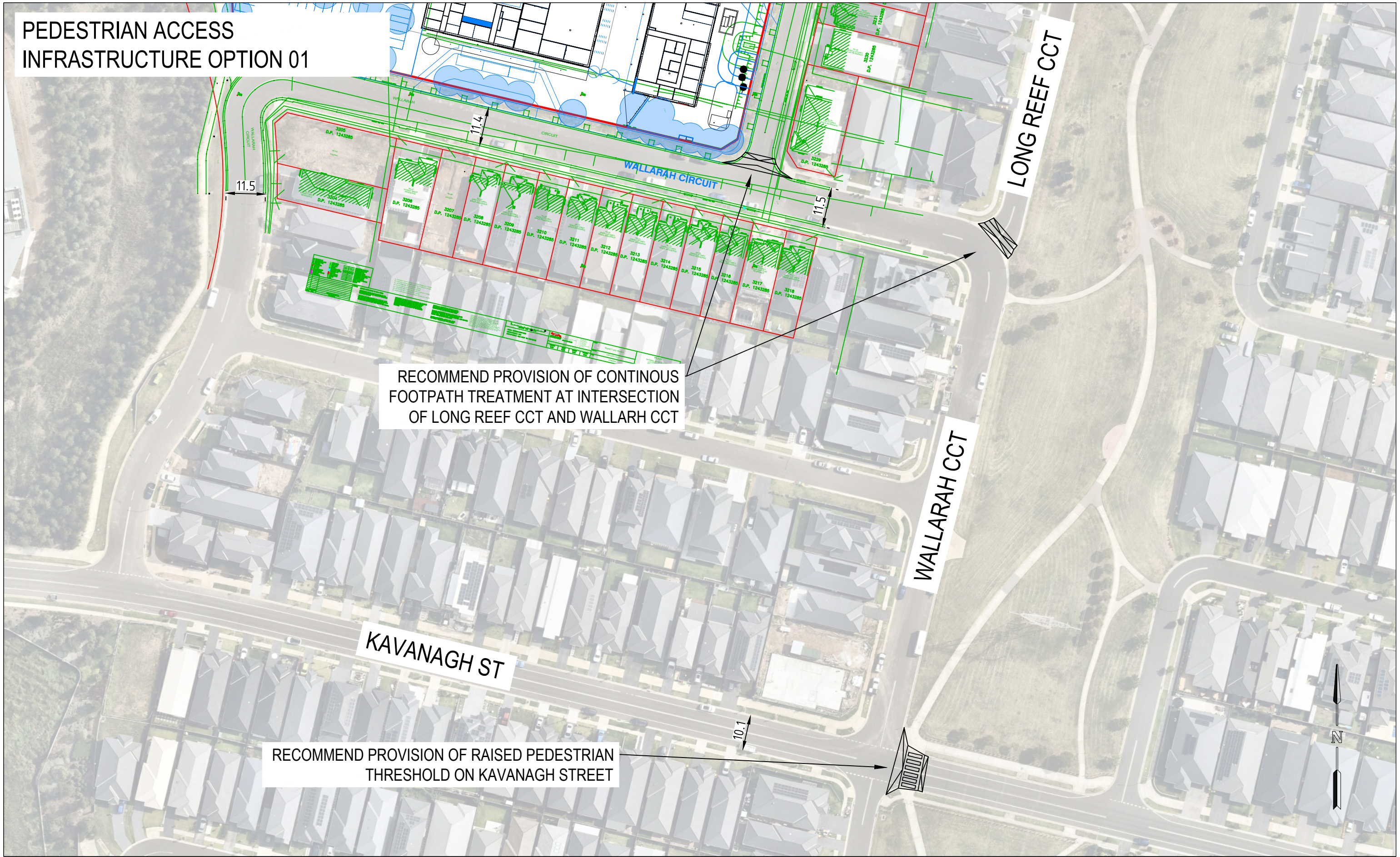
Crash or incident Procedure

- Stop your vehicle as close to it as possible to the scene, making sure you are not hindering traffic. Ensure your own safety first, then help any injured people and seek assistance immediately if required.
- Ensure the following information is noted:
- Details of the other vehicles and registration numbers
- Names and addresses of the other vehicle drivers

- Names and addresses of witnesses
- Insurers details
- Give the following information to the involved parties:
 - Name, address, and company details
 - If the damaged vehicle is not occupied, provide a note with your contact details for the owner to contact the company.
- Ensure that the police are contacted should the following circumstances occur:
 - If there is a disagreement over the cause of the crash.
 - If there are injuries.
 - If you damage property other than your own.
- As soon as reasonably practical, report all details gathered to your manager.

Appendix C. Pedestrian Facility Concept Design

PEDESTRIAN ACCESS
INFRASTRUCTURE OPTION 01



RECOMMEND PROVISION OF CONTINOUS
FOOTPATH TREATMENT AT INTERSECTION
OF LONG REEF CCT AND WALLARH CCT

RECOMMEND PROVISION OF RAISED PEDESTRIAN
THRESHOLD ON KAVANAGH STREET

GENERAL NOTES
This drawing is provided for information purposes only and should not be used for construction.
Base Plan (blue) prepared by Bennett and Trimble, received 22.06.22, survey (green) provided by Jacobs, received 28.03.22.
Long Reef Circuit has a posted speed limit of 50km/hr.
Swept path assessments completed at 5km/hr internally and 10 km/h externally and 300mm clearance.
Design vehicle: MRV Check Vehicle: MRV

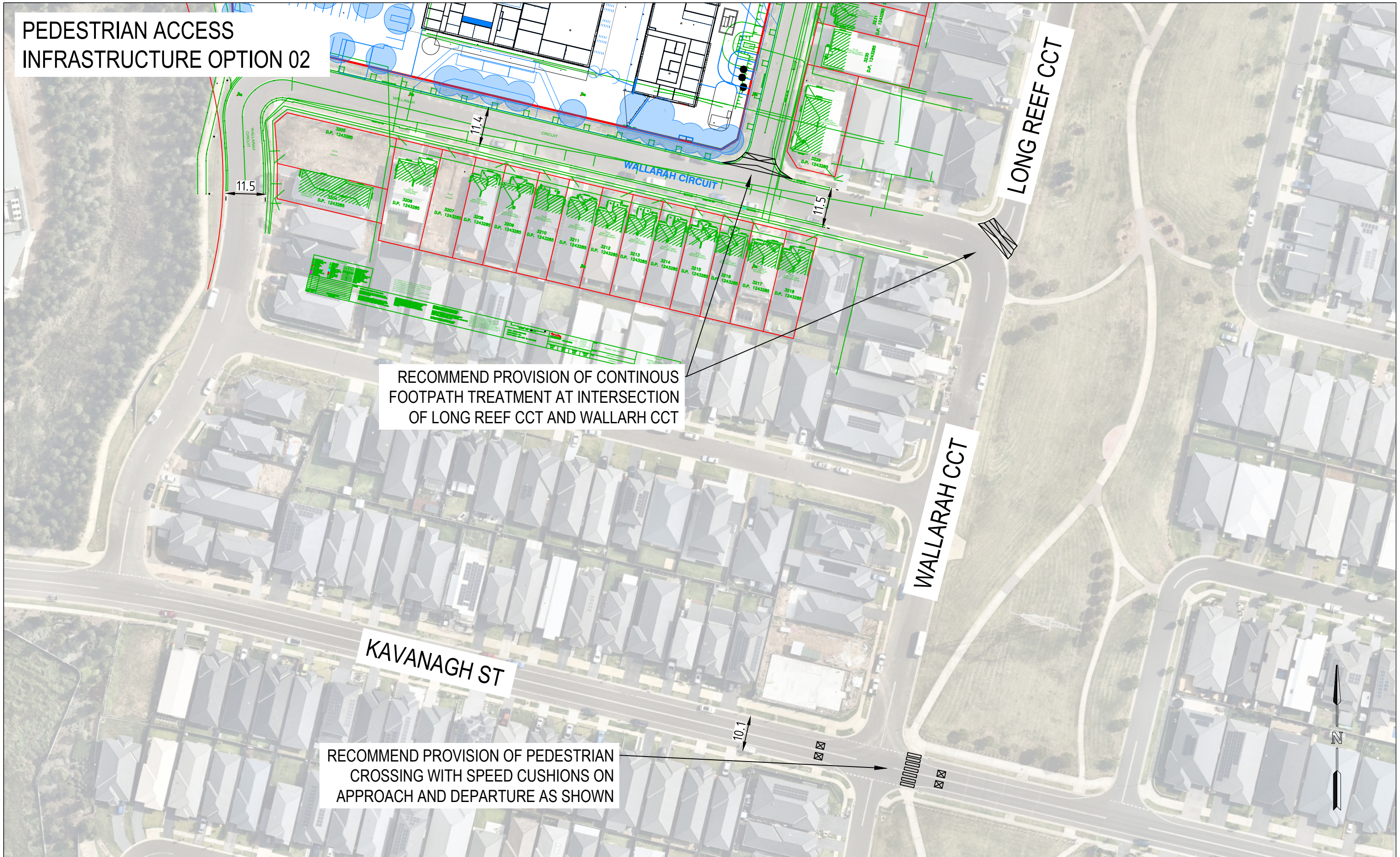
DESIGNED Wendy Zheng	PAPER SIZE A3	CLIENT SINSW
APPROVED BY X.XXXX	DATE 06.09.2022	PROJECT 1998
SCALE 1:1	0 2.5 5	NEW PRIMARY SCHOOL AT GREGORY HILLS

DOCUMENT INFORMATION	
CONCEPT DESIGN	
PEDESTRIAN ACCESS	
FILE NAME AG1998-05-v02.dwg	SHEET AG01

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PEDESTRIAN ACCESS
INFRASTRUCTURE OPTION 02



RECOMMEND PROVISION OF CONTINOUS
FOOTPATH TREATMENT AT INTERSECTION
OF LONG REEF CCT AND WALLARH CCT

RECOMMEND PROVISION OF PEDESTRIAN
CROSSING WITH SPEED CUSHIONS ON
APPROACH AND DEPARTURE AS SHOWN

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DESIGNED Wendy Zheng	PAPER SIZE A3	CLIENT SINSW
APPROVED BY X.XXXX	DATE 06.09.2022	PROJECT 1998
SCALE 1:1	0 2.5 5	NEW PRIMARY SCHOOL AT GREGORY HILLS

DOCUMENT INFORMATION	
CONCEPT DESIGN	
WASTE PAD ACCESS	
FILE NAME AG1998-05-v02.dwg	SHEET AG02



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