

No.	SEARS Details	TPA Approach/Response
4	Measures to integrate the development with the existing/future public transport network	A detailed Green Travel Plan (GTP) has been prepared in this regard identifying how students/staff/parents/carers/regular visitors could access to the existing/future transport services.
5	The impact of trips generated by the development on nearby intersections, including the key intersections: Kent Road/Herring Road, Herring Road/Epping Road, Kent Road/Lane Cove Road, and Herring Road/Agincourt Road (traffic modelling is to be undertaken using SIDRA network modelling for current and future years)	The traffic volumes at the nominated intersections are all recorded in the surveys. The existing and future operational performance of 4 key intersections has been assessed using the requested SIDRA Network model (v8.0). The outcome of the traffic modelling is detailed in the traffic report.
6	Consideration of the cumulative impacts from other approved developments in the vicinity, and the need for, and details of, upgrades of road improvement works, if required	This is not considered to be required given that the traffic generation outcome of the proposal represents a minute increment of only some 0.5% of the total traffic load at the Epping Road/Herring Road intersection.
7	The identification of infrastructure required to ameliorate any impacts on traffic efficiency and road safety impacts associated with the proposed development, including details on improvements required to the affected intersections, additional school bus routes along bus capable roads (i.e. minimum 3.5m wide travel lanes), additional bus stops or bus bays	The existing bus shelter, zones and services for the School are assessed to be adequate. A review of a 5-year crash data indicates that there are no significant pedestrian hazards/risks along the adjacent Kent Road and Herring Road. However, it is recommended that the existing pedestrian crossing along Herring Road be converted to a wombat crossing. As per item 6, new road infrastructure is not deemed necessary in the context of this development scale.
8	Details of travel demand management measures to minimise the impact on general traffic and bus operations, including details of a location specific sustainable travel plan and the provision of facilities to increase the non-car mode share for travel to and from the site	As per item 4, this is addressed in the GTP which forms a part of the traffic assessment.
9	The future pedestrian and cyclist desire lines, the proposed walking and cycling access arrangements consistent with City of Ryde Bicycle Strategy and connections to public transport services	The existing pedestrian and cycle facilities which are consistent with the City of Ryde provisions/strategies are to be retained.
10	The proposed access arrangements, including car and bus pick up and drop off facilities including consideration of internal pick up and	The development scheme proposes 1 service vehicle only access at Kent Road. The existing carpark access at Herring Road is to be retained.

No.	SEARS Details	TTPA Approach/Response
	drop off zones, and measures to mitigate any associated traffic impacts and impacts on public transport, pedestrian and bicycle networks, including pedestrian crossings and refuges and speed control devices and zones	The assessed demand for set-down and pick-up reveals a need to extend the existing facility by 3 additional spaces to accommodate the anticipated new students. The need for internal drop off is not considered necessary in this context given that: - the additional demand is only minor - the existing SD/PU is operating quite satisfactorily - internalising the SD/PU would introduce unnecessary vehicle movements in the School which would increase safety hazard for pedestrians (student) - internalising the SD/PU is not consistent with the CPTED principles. The assessment also recommended that the existing pedestrian crossing at Herring Road is raised to heighten pedestrian safety.
11	A review of road geometry, along Herring Road, Kent Road and any other roads used for pick-up and drop-off, with consideration of the existing and future on-street parking environment and bus movements	The existing roads geometries are reviewed at a high level during the site inspection. There is no apparent bus movement and/or parking issue identified in the nominated road frontages. As per item 10, the assessed demand for set-down and pick-up reveals a need to extend the existing facility by 3 additional spaces to accommodate the anticipated new students.
12	Proposed bicycle parking provision, including end of trip facilities, in secure, convenient, accessible areas close to main entries incorporating lighting and passive surveillance	The School proposes to encourage the integration of bicycle uses with the surrounding infrastructure by increasing the on-site bicycle provision from 16 to 60 spaces. These are to be provided in appropriately illuminated areas within the School campus.
13	Proposed number of on-site car parking spaces for teaching staff and visitors and corresponding compliance with existing parking codes and justification for the level of car parking provided on-site	The proposed parking provision of 38 spaces for staff is consistent with the requirements outlined in the City of Ryde DCP. The visitor parking demand would be accommodated within the on-street parking spaces, consistent with the existing arrangement. It is apparent based on the surveyed outcome that there are ample on-street parking spaces in convenient vicinity of the School site.

No.	SEARS Details	TTPA Approach/Response
14	An assessment of the cumulative on-street parking impacts of cars and bus pick up and drop off, staff parking and any other parking demands associated with the development	The on-street parking circumstance within 400m radial catchment of the School is indicated by the survey undertaken as part of this study (and as required by City of Ryde). The survey outcome reveals ample spare capacities in the surrounding streets during the School peaks. Based on the traffic generation outcome of this proposal it is assessed that the surrounding on-street parking is unlikely to be adversely affected.
15	An assessment of road and pedestrian safety adjacent to the proposed development which considers children crossing Herring Road and Kent Road to access the School and the details of required road safety measures and personal safety in line with CPTED	The assessment in this regard recommended raising the Herring Road pedestrian crossing to heighten pedestrian safety. Matters in relation to CPTED are also dealt with in the traffic report.
16	Emergency vehicle access, service vehicle access, delivery and loading arrangements and estimated service vehicle movements (including swept path analysis of largest vehicle, vehicle type and the likely arrival and departure times)	All garbage collection and loading activities related to deliveries, courier activity, maintenance etc. are to remain to be carried out at the School's car park and/or the new loading bay provided at the Kent Road frontage. These vehicle movements are infrequent in nature (by virtue of the development type) and details of the vehicle and associated turning diagrams are also appended to the traffic report. The fire and rescue NSW and ambulance would access the site at all times via the accesses along Kent Road and Herring Road.
17	The preparation of a preliminary Construction Traffic and Pedestrian Management Plan to demonstrate the proposed management of the impact in relation to construction traffic addressing the following: • Assessment of cumulative impacts associated with other construction activities (if any) • An assessment of road safety at key intersection and locations subject to heavy vehicle construction traffic movements and high pedestrian activity	A detailed CTPMP is incorporated in the traffic report addressing each of the dot points.

No.	SEARS Details	TTPA Approach/Response
	- Details of construction program detailing the anticipated construction duration and highlighting significant and milestone stages and events during the construction process - Details of anticipated peak hour and daily construction vehicle movements to and from the site - Details of on-site car parking and access arrangements of construction vehicles, construction workers to and from the site, emergency vehicles and service vehicle and - Details of temporary cycling and pedestrian access during construction.	
	Council's Additional Comments	
18	Existing parking utilisation surveys on streets within 400m radius of the site on a typical weekday between 8am and 9.30am and 2.30pm and 4pm.	The parking utilisation surveys have been undertaken and included in the assessment.
19	To investigate one-way internal road option to provide on-site pick up/drop off facilities	This has been assessed and responded to per item 10.
20	Compliance with the parking requirements contained in the City of Ryde DCP 9.3 Parking Controls	This has been complied with and responded to per item 13.
21	Reduction of existing car parking spaces for TAFE due to the proposed school buildings and proposed location of reallocated TAFE car parking spaces	It is not anticipated that the proposal will adversely affect TAFE's carparking circumstances, given its relative distance from the School.
22	Include swept path diagrams of largest vehicle showing forward in and forward out movements	This has been provided and appended to the traffic report.

From: Internet_Mail_Gateway@rms.nsw.gov.au
Sent: Tuesday, August 28, 2018 6:39 PM
To: meg@ttpa.com.au
Subject: Acknowledgement from Development.sydney@rms.nsw.gov.au: RE: SSD 9344 - Kent Road Public School Redevelopment

THIS IS A SYSTEM GENERATED EMAIL.
PLEASE DO NOT REPLY TO THIS EMAIL.

Roads and Maritime Services has received your email and it will be forwarded to the appropriate officer for attention. Roads and Maritime is committed to responding to your email within 21 days.

If you have any questions, please contact Roads and Maritime on (02) 8849 2490.

Regards,

Land Use
Sydney Division

Before printing, please consider the environment

IMPORTANT NOTICE: This e-mail and any attachment to it are intended only to be read or used by the named addressee. It is confidential and may contain legally privileged information. No confidentiality or privilege is waived or lost by any mistaken transmission to you. Roads and Maritime Services (RMS) is not responsible for any unauthorised alterations to this e-mail or attachment to it. Views expressed in this message are those of the individual sender, and are not necessarily the views of RMS. If you receive this e-mail in error, please immediately delete it from your system and notify the sender. You must not disclose, copy or use any part of this e-mail if you are not the intended recipient.

From: meg@tpa.com.au
Sent: Monday, September 3, 2018 9:51 AM
To: 'Development.sydney@rms.nsw.gov.au'
Cc: 'Ross Gardner'; 'Bernard Lo'
Subject: RE: SSD 9344 – Kent Road Public School Redevelopment

Good morning Aleksandar, Rachel,

Hope you had a good weekend.

I would like to follow up if you have had the opportunity to review our responses for the SEARs requirements of the Kent Road Public School Redevelopment.

If you have no further comments, we will proceed to documenting our transport and traffic report for submission.

Thanks in advance for your response.

Kind regards,

Meg Kong | Associate

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

Established 1994

Suite 502, Level 5, 282 Victoria Avenue, Chatswood NSW 2067
P (02) 9411 5660 F (02) 9904 6622 W tpa.com.au



From: meg@tpa.com.au <meg@tpa.com.au>
Sent: Tuesday, August 28, 2018 6:39 PM
To: 'Development.sydney@rms.nsw.gov.au' <Development.sydney@rms.nsw.gov.au>
Cc: 'Ross Gardner' <rg@gardnerwetherill.com.au>; 'Bernard Lo' <bernard@tpa.com.au>
Subject: RE: SSD 9344 – Kent Road Public School Redevelopment

Hi Aleksandar, Rachel,

As required by the SEARs requirements, I attach herewith our tabulated approach and responses to the relevant SEARs items (including Council's recommended amendments) which briefly demonstrate how we intend to address the detailed traffic assessment for this proposal.

I invite you to contact myself at 9411 5660 should you require further clarification to the attached details.

Kind regards,

Meg Kong | Associate

meg@ttpa.com.au

From: Internet_Mail_Gateway@rms.nsw.gov.au
Sent: Monday, September 3, 2018 9:51 AM
To: meg@ttpa.com.au
Subject: Acknowledgement from Development.sydney@rms.nsw.gov.au: RE: SSD 9344 - Kent Road Public School Redevelopment

THIS IS A SYSTEM GENERATED EMAIL.
PLEASE DO NOT REPLY TO THIS EMAIL.

Roads and Maritime Services has received your email and it will be forwarded to the appropriate officer for attention. Roads and Maritime is committed to responding to your email within 21 days.

If you have any questions, please contact Roads and Maritime on (02) 8849 2490.

Regards,

Land Use
Sydney Division

Before printing, please consider the environment

IMPORTANT NOTICE: This e-mail and any attachment to it are intended only to be read or used by the named addressee. It is confidential and may contain legally privileged information. No confidentiality or privilege is waived or lost by any mistaken transmission to you. Roads and Maritime Services (RMS) is not responsible for any unauthorised alterations to this e-mail or attachment to it. Views expressed in this message are those of the individual sender, and are not necessarily the views of RMS. If you receive this e-mail in error, please immediately delete it from your system and notify the sender. You must not disclose, copy or use any part of this e-mail if you are not the intended recipient.

From: AMIN Ahsanul <Ahsanul.AMIN@rms.nsw.gov.au>
Sent: Friday, September 14, 2018 2:53 PM
To: meg@ttpa.com.au
Cc: 'Ross Gardner'; 'Bernard Lo'; Kelly Yoon; 'Harry Muker'; 'Sandra Bailey'
Subject: RMS response for SYD18/00936/02 & SYD18/00936/03 - further comments requested on SEARs requirements for Kent Road Public School Redevelopment - 126 Kent Road - Marsfield - SSD 9344
Attachments: 20180613 - RMS response for SYD18_00936_01 - SEARs request for Kent Road....pdf
Importance: High
Follow Up Flag: Follow up
Flag Status: Flagged

Dear Meg

I refer to your following submission requesting Roads and Maritime to provide comments on proposed traffic study methodology for re-development of Kent Road Public School in Kent Road, Marsfield.

Roads and Maritime has reviewed your submitted documentation and have no further comments for inclusion, subject to satisfy Council's requirements as subject development will be within Local Road network, and if Council have any concern in terms of local traffic/parking issues.

I have attached RMS-SEARs response FYI.

Should you have any further enquiries regarding the above please do not hesitate to contact me on 02-8849 2762 or e-mail at development.sydney@rms.nsw.gov.au.

Kind regards,

Ahsanul Amin
A/Senior Land Use Planner
Sydney Division | North West Precinct
T 02 8849 2762 | M 0427 941 329
www.rms.nsw.gov.au
Every journey matters

Roads and Maritime Services
Level 5, 27 Argyle Street, Parramatta, NSW 2150

From: meg@ttpa.com.au [mailto:meg@ttpa.com.au]
Sent: Tuesday, 28 August 2018 6:39 PM
To: Development Sydney
Cc: 'Ross Gardner'; 'Bernard Lo'
Subject: RE: SSD 9344 - Kent Road Public School Redevelopment

Hi Aleksandar, Rachel,

As required by the SEARs requirements, I attach herewith our tabulated approach and responses to the relevant SEARs items (including Council's recommended amendments) which briefly demonstrate how we intend to address the detailed traffic assessment for this proposal.

I invite you to contact myself at 9411 5660 should you require further clarification to the attached details.

Kind regards,

Meg Kong | Associate

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

Established 1994

Suite 502, Level 5, 282 Victoria Avenue, Chatswood NSW 2067

P (02) 9411 5660 F (02) 9904 6622 W ttpa.com.au



Before printing, please consider the environment

IMPORTANT NOTICE: This email and any attachment to it are intended only to be read or used by the named addressee. It is confidential and may contain legally privileged information. No confidentiality or privilege is waived or lost by any mistaken transmission to you. Roads and Maritime Services is not responsible for any unauthorised alterations to this email or attachment to it. Views expressed in this message are those of the individual sender, and are not necessarily the views of Roads and Maritime Services. If you receive this email in error, please immediately delete it from your system and notify the sender. You must not disclose, copy or use any part of this email if you are not the intended recipient.



13 June 2018

Our Reference: SYD18/00936/01 (A22694862)
Department Ref: SSD 9344

Acting Team Leader
Social and Other Infrastructure Assessments
Department of Planning & Environment
GPO Box 39 SYDNEY NSW 2001

Attention: Eleanor Parry

Dear Sir/Madam,

**SEARS REQUEST FOR PROPOSED RE-DEVELOPMENT OF KENT ROAD PUBLIC SCHOOL
126 KENT ROAD, MARSFIELD**

Reference is made to the Department's correspondence dated 8 June 2018, regarding the abovementioned Application which was referred to Roads and Maritime Services (Roads and Maritime) for comment in accordance with the *State Environmental Planning Policy (Infrastructure) 2007*.

Roads and Maritime has reviewed the submitted draft SEARs and notes that the proposal is to redevelop the existing Kent Road Public School (K to 6) to increase number of students from 750 to 996 and staff from 58 to approximate 75 and the development also would include 30 permanent home bases, administration & staff facilities, library, special program areas, hall extension and canteen.

Roads and Maritime would require the following issues to be included in the transport and traffic impact assessment of the proposed development:

1. Daily and peak traffic movements likely to be generated by the proposed development including the impact on nearby intersections and the need/associated funding for upgrading or road improvement works (if required). The key intersections to be examined / modelled include:
 - Kent Road/Herring Road,
 - Herring Road/ Epping Road,
 - Kent Road/Lane Cove Road, and
 - Herring Road/Agincourt Road.

Roads and Maritime Services

2. Details of the proposed accesses and the parking provisions associated with the proposed development including compliance with the requirements of the relevant Australian Standards (i.e.; turn paths, sight distance requirements, aisle widths, etc.).
3. Proposed number of car parking spaces and compliance with the appropriate parking codes.
4. Details of service vehicle movements (including vehicle type and likely arrival and departure times).
5. Roads and Maritime requires the EA report to assess the implications of the proposed development for non-car travel modes (including public transport use, walking and cycling); the potential for implementing a location-specific sustainable travel plan (e.g.; Green Travel Plan, 'Travelsmart' or other travel behaviour change initiative); and the provision of facilities to increase the non-car mode share for travel to and from the site. This will entail an assessment of the accessibility of the development site by public transport.
6. To ensure that the above requirements are fully addressed; Roads and Maritime requests that a Traffic Management and Accessibility Plan (TMAP) be undertaken for the proposed redevelopment of the existing Kent Road Public School to properly ascertain the cumulative regional traffic impacts associated with development. The TMAP process provides an opportunity to identify a package of traffic and transport infrastructure measures required to support future development. Regional and local intersection and road improvements, vehicular access options for adjoining sites, public transport needs, the timing and cost of infrastructure works and the identification of funding responsibilities associated with the development should be identified.
7. Roads and Maritime requires an assessment of the likely toxicity levels of loads transported on arterial and local roads to / from the site and, consequently, the preparation of an incident management strategy for crashes involving such loads, if relevant.
8. Roads and Maritime will require in due course the provision of a traffic management plan for all demolition/construction activities, detailing vehicle routes, number of trucks, hours of operation, access arrangements and traffic control measures.

Should you have any further inquiries in relation to this matter, please do not hesitate to contact me on 02-8849 2762 or by email at development.sydney@rms.nsw.gov.au.

Yours sincerely,



Ahsanul Amin
A/Senior Land Use Planner
Sydney Division – North West Precinct