

David Way
Department of Planning, Industry and Environment
GPO Box 39
SYDNEY NSW 2001

Dear Mr. Way,

New East Leppington Primary School (SSD 9476) (Campbelltown)
Response to Submissions

Thank you for your correspondence via Major Projects Planning portal (ref: PAE-2914) on 24 April 2020, requesting Transport for NSW (TfNSW) to review and comment on the Response to Submissions for the subject State Significant Development (SSD) Application.

Legislation came into effect on the 1 December 2019 that brings Roads & Maritime Services and Transport for NSW together into one organization.

The Response to Submissions and supporting documentation provided in support of the SSD has been reviewed, and detailed comments are provided in **ATTACHMENT A**.

Thank you again for the opportunity to provide feedback on the above development application. Should you require clarification of any issue raised, please don't hesitate to contact Robert Rutledge, Principal Transport Planner, Land Use Planning and Development at Robert.rutledge@transport.nsw.gov.au.

Yours sincerely



11/5/2020

Mark Ozinga
Principal Manager, Land Use Planning & Development
Customer Strategy and Technology

CD20/03469

ATTACHMENT A

Construction traffic impact

Comment

A high-level Construction Traffic Management Plan (CTMP) has been provided. The final CTMP should be developed in consultation with the relevant council.

Recommendation

Prior to any works commencing on-site, a final Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council for approval.

Site Access and Internal Circulation

Comment

Swept path analysis provided as part of the documentation indicates that some changes to the design of driveways, internal roads and car parking are required to accommodate the type of vehicles anticipated to access the site.

Recommendation

Prior to commencement of construction, a plan is to be submitted to the relevant certifying authority demonstrating that site access and internal circulation can be achieved by the types of vehicles anticipated to access the site. In this regard, a swept path diagram of the longest vehicle (including garbage trucks, building maintenance vehicles and removalists) entering and exiting the subject site, as well as manoeuvrability through the site, in accordance with AUSTRROADS, should be indicated on the plan.

Green Travel Plan

Comment

A framework Green Travel Plan (GTP) has been prepared associated with the transport assessment. The following items should be further considered:

- include a Transport Access Guide to staff, students and parent/carers about the range of travel modes, access arrangements and supporting facilities that service the site;
- identify which party is responsible for the delivery of each action in the GTP and advise when each action will be delivered;
- analyse the likely travel origins and modes of travel based on the school catchment and aggregate residential post code analysis of enrolled students, once known;
- liaise with TfNSW about any proposed transport service improvements in the area and/or the need for any additional services that may be required, based on the projected demand identified above.

Recommendation

Prior to the issue of an Occupation Certificate, the applicant shall prepare a comprehensive Travel Plan (or amend and expand the existing framework GTP) in consultation with TfNSW to address the above.

School Zone signs and associated markings

Comment

A significant number of vehicles and pedestrians will access the site at the start and end of the school day. School Zones must be installed along all roads with a direct access point (either pedestrian or vehicular) from the school. School Zones must not be provided along roads adjacent to the school without a direct access point. Road Safety precautions and parking zones should be incorporated into the neighbouring local road network and 40km/hr School Zones are to be installed in accordance with the conditions. The consent authority should ensure that parking, drop-off and pick-up zones and bus zones are incorporated in accordance with TfNSW standards. TfNSW is responsible for speed management along all public roads within the state of New South Wales and the only authorised organisation that can approve speed zoning changes and authorise installation of speed zoning traffic control devices on the road network within New South Wales.

Recommendation

The applicant must obtain written authorisation from Transport for NSW (TfNSW) to install School Zone signs and associated pavement markings, and/or remove/relocate any existing Speed Limit signs. To obtain authorisation, the applicant must submit the following for review and approval by TfNSW, at least eight (8) weeks prior to student occupation of the site:

- a. A copy of development Conditions of Consent
- b. The proposed school commencement/opening date
- c. Two (2) sets of detailed design plans showing the following:
 - i. School property boundaries
 - ii. All adjacent road carriageways to the school property
 - iii. All proposed school access points to the public road network and any conditions imposed/proposed on their use
 - iv. All existing and proposed pedestrian crossing facilities on the adjacent road network
 - v. All existing and proposed traffic control devices and pavement markings on the adjacent road network (including School Zone signs and pavement markings).
 - vi. All existing and proposed street furniture and street trees.

School Zone signs and pavement marking patches must be removed and installed in accordance with TfNSW approval/authorisation, guidelines and specifications. All School Zone signs and pavement markings must be installed prior to student occupation of the site. The applicant must maintain records of all dates in relation to installing, altering, removing traffic control devices related to speed.

Following installation of all School Zone signs and pavement markings the applicant must arrange an inspection with TfNSW for formal handover of the assets to TfNSW. The installation date information must also be provided to Transport for NSW at the same time.

Note: Until the assets are formally handed-over and accepted by TfNSW, TfNSW takes no responsibility for the School Zones/assets.