

Ms. Karen Harragon
Director
Social and Other Infrastructure Assessments
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Navdeep Shergill

Dear Ms. Harragon,

**Hurlstone Agricultural High School (Hawkesbury), Richmond,
Western Sydney University Campus, 2 College Street, Richmond (SSD 8614)
Notice of Exhibition**

Thank you for your letter dated 22 January 2018 requesting Transport for NSW (TfNSW) comment on the above State Significant Development (SSD) application.

The proposed redevelopment will provide a new high school campus with capacity for up to 1,500 students (with boarding accommodation for 300 students) and 110 staff. It is noted that approval will be sought under a separate application for:

- boarding accommodation and associated facilities; and
- modification of the existing campus car park (P47) to increase the car parking capacity from 142 to a total of 220 spaces and providing drop-off/pick-up zones for both car and buses.

TfNSW has reviewed the exhibited Environmental Impact Statement (EIS) supporting the proposed development and detailed comments are provided in **TAB A**.

In addition to the above, it is recommended that DP&E include the conditions of consent provided in **TAB B**.

Thank you again for the opportunity of providing advice for the above development application. If you require clarification of any issue raised, please don't hesitate to contact Ken Ho, Transport Planner, via email at ken.ho@transport.nsw.gov.au.

Yours sincerely



23/2/2018

Mark Ozinga
**Principal Manager, Land Use Planning and Development
Freight, Strategy and Planning**

Objective Reference: CD18/00539

TAB A – Detailed Comments on State Significant Development Application

The following comments have been provided based on the review of the exhibited Environmental Impact Statement.

Bicycle Parking

Comment

Section 3.7.2 of the EIS mentions the provision of approximately 75 bicycle parking spaces, however the Architectural Drawings in Appendix C does not clearly identify the proposed locations.

Recommendation

The Architectural Drawings should include the location of the proposed bicycle parking. Bicycle storage facilities should be designed in accordance with *AS 2890.3: Parking Facilities for Bicycle Parking (2015)* and Austroads Guidelines. This can be achieved by locating bicycle parking and end of trip facilities in secure, convenient, accessible areas which are close to main entrances and away from vehicles access, incorporating adequate lighting and passive surveillance.

Future Bus Services

Comment

The TfNSW Growth Services Program routinely monitors regular bus routes and improvements can be made, subject to demand and funding.

Recommendation

Prior to commencement of school operations, the proponent should provide additional data and the proposed student catchment area to determine the likely demands on the transport network (all modes). With particular regard to bus usage, data should also be provided on existing and expected patronage by route. This data could be obtained by travel surveys of staff and students (prior to transfer of students and new enrolments).

The student catchment area and travel data provided to TfNSW will assist with future service planning.

Modification of Western Sydney University Campus Car Park

Whilst it is noted that approval for the modification of the car park will be sought under a separate application, the following comments are provided for the Applicant's information.

1. Pick-up/Drop-off Zones

Comment

Section 6.3 – Transport and Accessibility of the EIS specifies the provision of 10-12 drop-off/pick-up spaces. However, the Architectural Drawings provided in Appendix C of the proposed modification to the existing WSU P47 car park, only includes 4 drop-off/pick-up zones.

Recommendation

Amend the architectural drawings to incorporate the additional proposed pick-up/drop-off zones.

2. Bus Bays

Comment

Section 6.3 – Transport and Accessibility of the EIS specifies the provision of 5 bus spaces. However, the Architectural Drawings provided in Appendix C of the proposed modification to the existing WSU P47 car park, only includes 3 bus spaces.

Recommendation

In support of strategic planning objectives in the *NSW Long Term Transport Master Plan 2012* and *Sydney's Bus Future 2013*, the proposed car park and pick-up/drop-off area should include provisions for 5 bus bays. The design plans should demonstrate appropriate bus turning path diagrams for the bus area, including buses accessing all 5 bus bays when the site is fully operational.

TAB B – Recommended Conditions of Approval

TfNSW requests that DP&E should include the following conditions if the proposed development is to be approved:

Green Travel Plan

Recommended Condition:

As part of the operation of the school, a detailed Green Travel Plan (GTP), which includes target mode shares for both staff and students to reduce the reliance on private vehicles, shall be prepared. The GTP must be implemented accordingly and updated annually.

Reason:

To ensure sustainable transport outcomes and achieve the overall strategic planning objectives in the:

- NSW Long Term Transport Master Plan 2012;
- Draft Future Transport 2056 Strategy;
- Sydney's Bus Future 2013;
- Sydney's Cycling Future 2013; and
- Sydney's Walking Future 2013.

Traffic and Parking Management Plan

Recommended Condition:

The Applicant shall prepare a Traffic and Parking Management Plan, which details the measures to safely manage the daily transport task to/from the school. Traffic management measures that need to be addressed include:

- kerbside vehicle pick-up/drop-off management and orderly vehicle queuing;
- maintaining bus accessibility and student waiting areas;
- safe parent and student behaviour during pick-up/drop-off; and
- safe pedestrian movements to the school entrances, minimising vehicle-pedestrian conflicts.

The plan shall also detail the responsibilities of various personnel executing the plan and include measures to monitor, review the performance and make improvements to the plan. This plan should be implemented as part of the ongoing operation of the school.

Reason:

To minimise the risk that the capacity of the proposed short-term parking and pick-up/drop-off zones would be insufficient and manage the high volume of traffic (vehicular and pedestrian) movements, which generally occur within a short timeframe before and after school hours.

Road Safety Evaluation

Recommended Condition:

A Road Safety Evaluation (RSE, refer to *NSW Centre for Road Safety Guidelines for Road Safety Audit Practices* and *Austroads Guide to Road Safety Part 6: Road Safety Audit*) shall be conducted on all relevant sections of road utilised for bus and private vehicle pick-up and drop-off.

Appropriate road safety measures and/or traffic management measures shall be implemented based on the outcomes of the RSE.

Reason:

The traffic and parking demands associated with the proposed land use has the potential to adversely impact road safety and exacerbate any existing road safety issues.