

Mr. Andrew Beattie
Team Leader
School Infrastructure Assessments
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Attention: Jason Maslen

Dear Mr. Beattie,

**Loreto Normanhurst School Redevelopment (Concept Proposal and Stage 1)
91-93 Pennant Hills Road, Normanhurst (SSD-8996)
Notice of Exhibition**

Thank you for your letter dated 24 June 2019 inviting Transport for NSW (TfNSW) to comment on the subject State Significant Development (SSD) application.

Roads and Maritime Services will provide a separate response.

TfNSW has reviewed the relevant environmental assessments and provide the Department of Planning, Industry and Environment (DPIE) with the following comments in **TAB A**, overleaf.

Upon review of the Applicant's Response to Submissions, further comments, advice and suggested, where necessary, would be provided to DPIE.

If you require clarification of any issues raised, please contact Ken Ho, Transport Planner, via email at ken.ho@transport.nsw.gov.au.

Yours sincerely



29/7/2019

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

CD19/05267

TAB A – Detailed Comments on SSD-8996

TfNSW has assessed the SSD application and provide the following detailed comments, which expand upon the summary provided previously.

Trip distribution and assignment of additional traffic

Comment

Section 4.5-4.6 of the TA provides an indication of the percentage of staff, students and parents/guardians utilising surrounding local roads or school grounds to travel to/from school based on travel surveys. It is stated that movements occur on Mount Pleasant Avenue, Osborn Road and Normanhurst Road. However, the TA assigns all traffic generated by the development to the intersection of Pennant Hills Road with Osborn Road, which is not reflective of existing access preferences by staff, students and/or parents/guardians.

Recommendation

The Applicant should consider the existing travel preferences and availability of on-street parking, pick-up or drop-off in the surrounding local road network to estimate trip assignment. Intersection analysis of all impacted intersections should be revised or undertaken accordingly.

Managing school traffic volumes at Pennant Hills Road with Mount Pleasant Avenue

Comment

The analysis of historical data at Section 5.4 of the TA indicates a number of vehicle crashes associated with vehicles turning into or out of Mount Pleasant Avenue (three instances of right-through crashes and one instance of left-near crash). A fatal crash was also recorded at this intersection.

The intersection analysis of the Pennant Hills Road with Mount Pleasant Avenue at Section 5.3 of the TA indicates average delays in excess of 90 seconds, which would be associated with right-turning movements in/out of Mount Pleasant Avenue during the surveyed periods. Excessive delays indicate that there are few available safe gaps for vehicles to turn in/out of Mount Pleasant Avenue, potentially resulting in drivers accepting unsafe gaps. Section 4.5-4.6 of the TA indicates that vehicles associated with the school utilise the subject intersection.

It is recognised that 40km/h school zone periods would be operational, reducing through-flow speeds on Pennant Hills Road at the school site. However, as indicated by the travel surveys undertaken as part of the TA, there are a number of student and staff arrivals/departures that occur outside of school zone periods whereby through-flow speeds would be 70km/h.

Recommendation

Having regard for the above, DPIE should consider requesting an investigation into traffic management measures or development design to mitigate potential increases in the occurrence of crashes due to existing and additional pick-up/drop-off movements and on-street parking on Mount Pleasant Avenue associated with the school.

Pick up and drop off analysis required

Comment

Section 7.1.3 of the TA describes the likely additional pick-up/drop-off demands generated by the increase in student population on the existing facilities for the 2027 and 2047 scenarios. However, no analysis has been undertaken to determine the adequacy of the facilities to accommodate the likely demands.

It is advised that any pick-up/drop-off facility should be designed and managed to accommodate all demands generated by the school population operating at capacity, without subsequent on-street queuing.

Recommendation

The TA should include analysis to determine the suitability of the existing pick-up/drop-off facility to accommodate the future school population.

Should it be determined that the existing facility is deemed inadequate to manage the incoming demand, the Applicant should consider provisions to redesign the facility in future stages of development.