

Mr David Gibson
Team Leader
Social Infrastructure Assessments
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Dear Mr Gibson

**Kellyville South Public School (SSD 7787)
Notice of Exhibition**

Thank you for your letter dated 10 March 2017 requesting Transport for NSW (TfNSW) comment on the above proposal.

Roads and Maritime Services will provide a separate response.

TfNSW has assessed the relevant documentation provided and requests additional information to undertake our assessment. Key comments on the State Significant Development are provided below with detailed comments included in **TAB A**.

- The proposed school catchment zone should be identified and provided to TfNSW. The identification of a catchment zone would assist in planning for transport services for the proposed school
- No school bus route(s) have been proposed to achieve the 10% trips by bus. It is requested that the proponent considers the use of school bus services as an effective measure to encourage modal shift from private vehicle usage for pick-up and drop-off
- TfNSW does not support the proposed bus stop design as it increases the potential conflicts between students, bus operations and general traffic. It is requested that the proposed bus zone arrangement is revised to accommodate an indented bus zone along the Fairway Drive school frontage. The indented bus zone should have a width of 3.0m and be capable of accommodating four buses. A detailed design plan of the proposed drop-off/pick-up zone should be provided to TfNSW for evaluation
- The parking provided at the Balmoral Road Reserve should be for the sole use of park visitors and not for staff parking. The proposed use of the public car park for staff parking would unacceptably reduce the availability of car parking for park visitors and is generally unsupported.
- The TIA recommends that bicycle facilities should be installed to assist with parking demand reduction. However, no mention is made of the location, type and quantity of end-of-trip facilities. It is requested that the proponent clarifies the location, type and quantity of end-of-trip facilities to be provided.

- It is requested that supporting survey data/analysis be provided to demonstrate that the adopted traffic generation assumptions (travel modes and arrival/ departure patterns) are appropriate.

TfNSW requests that the applicant consults with TfNSW in relation to issues identified in this letter. Suggested Conditions of Consent are provided in TAB B, with detailed request for further information/clarification can be found in TAB A. TfNSW would be pleased to consider any further material forwarded from the applicant.

If you require clarification of any issues raised, please contact Ken Ho, Transport Planner on 8202 2426 or via email at ken.ho@transport.nsw.gov.au.

Yours sincerely



11/5/17

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

CD17/03163

TAB A – Request for Further Information/Clarification

Transport Access Strategy

Comment

The TIA makes no reference to the catchment zone of the proposed Public School. The land uses covered within the catchment zone would determine the likely origins of future students. As such, the catchment zone would influence the mode choice of future students through factors such as distance from the school, suitable walking routes and the availability of public transport services to/from the school. The identification of a catchment zone would better assist in transport planning and access strategy for the proposed school.

Furthermore, the TIA identifies a mode share target of 10% of all trips through both public buses and school buses (Section 9.3.1) to reduce the reliance on private vehicles to access the site. However, no school bus route(s) have been proposed through the catchment zone to achieve this target. TfNSW argues that a proposed school with capacity for 1,000 students would implement a transport access strategy which envisages multiple school bus routes. The use of school bus services is strongly considered as an effective measure to encourage modal shift from private vehicle usage for pick-up and drop-off and reduce the impact on the road network.

Recommendation

TfNSW requests that the proponent:

- Provides TfNSW with the catchment zone of the proposed school site, so that TfNSW can undertake an assessment of the transport access strategy.
- Identifies and considers school bus routes through the catchment area. This would include an assessment of the impact of the school bus services on achieving modal shift. For a site that proposes over 1,000 students, TfNSW believes that the 10% bus mode share target is considerably low and a higher target should be designated.

Bus Stop Design & Operation

Comment

Two bus zones have been proposed along Fairway Drive at the site's eastern frontage. The proposed bus zones have been designed as follows:

- Both bus zones have been designed with a width of 2.4m and length of 30m, capable of accommodating two buses at each stop.
- One bus zone is to be located on the western side of Fairway Drive, with vehicle entry/exit facing the school.
- A second bus zone is to be located on the eastern side of Fairway Drive, with vehicle entry/exit facing the eastern side of Fairway Drive. This arrangement requires passengers to/from the school to cross the road to board and alight from buses waiting at this stop.

TfNSW does not support this design outcome as it increases the potential conflicts between students, bus operations and general traffic.

Recommendation

TfNSW requests that:

- The proposed bus zone arrangement is revised to accommodate an indented bus zone along the Fairway Drive school frontage allowing unconstrained access for students moving between the school and the bus zone.
- The indented bus zone should have a width of 3.0m and be capable of accommodating four buses. A detailed design plan of the proposed drop-off/pick-up zone should be provided to TfNSW for evaluation.
- The bus zone should be positioned after the proposed pedestrian crossing and positioned away from the private vehicle pick-up/drop-off area.

Parking Strategy

Comment

It is proposed that staff would utilise the public car park (indicated to accommodate 81 spaces) to be provided as part of the Balmoral Road Reserve to the northwest of the site with a frontage to Free Settlers Drive. The proposed use of the public car park for staff parking would unacceptably reduce the availability of car parking for visitors and is generally unsupported. In addition, the use of on-street kerbside parking for staff is generally unsupported as it would negatively impact staff safety (as staff must enter and exit their vehicles from the roadside) and bus movements through Fairway Drive and Free Settlers Drive.

TfNSW advises that dedicated staff car parking should be provided to accommodate the expected parking demand.

Recommendation

TfNSW requests that the proponent:

- Provide adequate dedicated (on-site or off-site) car parking for staff.

End-of-Trip Cycling Facilities

Comment

Section 6.1.4 of the TIA recommends that bicycle facilities should be installed to assist with parking demand reduction. Furthermore, the TIA has assessed the requirement for 58 bicycle parking spaces per the Hills Shire Council's DCP. However, no mention is made of the location, type and quantity of end-of-trip facilities that would be provided in response to the recommendations provided in the TIA.

Recommendation

TfNSW requests that:

- The proponent clarifies the location, type and quantity of end-of-trip facilities to be provided in response to the recommendations of the TIA.
- The proposed bicycle facilities should be located in secure, convenient, accessible areas close to main entries, incorporating adequate lighting and passive surveillance and in accordance with Austroads guidelines.

Traffic Generation

Comment

Section 7.2 of the TIA states that traffic assessments have been or are currently being undertaken of six public junior schools. It has also been indicated that traffic surveys have been completed to justify the travel modes, vehicle occupancy rates and arrival/departure periods described in Table 16 and Table 17 of the TIA. However, no supporting survey data/analysis has been provided demonstrating that the adopted assumptions are appropriate.

Recommendation

TfNSW requests that the TIA be revised to:

- Provide supporting survey data/analysis demonstrating that the travel mode and vehicle occupancy rates are valid assumptions.

TAB B – Recommended Conditions of Approval

In response to the findings of the TIA, we recommend that the DP&E include the following conditions should the proposed development be approved:

Construction Traffic Management Plan

Recommended Condition

Prior to the commencement of any construction works, a Construction Traffic Management Plan (CTMP) shall be prepared, approved by Council and submitted to the satisfaction of the Certifying Authority. The CTMP must specify, but not be limited to, the following:

- a) Location on proposed work zones;
- b) Haulage routes;
- c) Construction vehicle access arrangements;
- d) Swept paths of the longest vehicle (to service the site) entering and existing the site, as well as manoeuvrability through the site, in accordance with Austroads requirements;
- e) Proposed construction hours;
- f) Estimated number of construction vehicle movements;
- g) Construction program;
- h) Consultation strategy for liaison with surrounding stakeholders;
- i) Any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction of the proposed development;
- j) Should any impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should clearly be identified and included within the CTMP.

Reason:

To appropriately manage and minimise construction traffic impacts on the surrounding road network and local community.

Green Travel Plan

Recommended Condition

Prior to the final occupation of the development, the applicant is to submit a Green Travel Plan for the Kellyville South Public School for the Secretary's approval, prepared by a suitably qualified person, addressing the following requirements:

- Measures and initiatives to promote and encourage cycling, walking, public transport and carpooling as alternative transport modes.
- Provision of a travel access guide, which would be issued to new students, parents and staff.
- Methods to monitor the effectiveness and uptake of sustainable travel measures.

Reason:

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

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