

Mr Dominic Crinnion  
Acting Director  
Social and Other Infrastructure Assessments  
Department of Planning and Environment  
GPO Box 39  
Sydney NSW 2001

Attention: Peter McManus

Dear Mr Crinnion

**North Kellyville Public School, 120-126 Hezlett Road, Kellyville (SSD 8344)  
Notice of Exhibition**

Thank you for your letter dated 18 September 2017 requesting Transport for NSW (TfNSW) comment on the above State Significant Development Application (SSD).

Roads and Maritime Services will provide a separate response.

TfNSW has assessed the relevant documentation and provide the following comments:

- The proposed school seeks to vary the North Kellyville Indicative Layout Plan (ILP) by not providing for roads that traverse the site. No provisions have been made for vehicles (such as Council's waste truck) to turn around within the Thorogood Boulevard publicly accessible road reserve. A publicly accessible turnaround facility (all hours) should be provided at the end of the terminus of Thorogood Boulevard.
- The EIS should be revised with the estimated total staffing requirements for the school, including non-teaching staff.
- The proposed pick-up/drop-off facility along Hezlett Road would extend along the site's eastern frontage and would require bus layovers. This would require the completion of the planned widening of Hezlett Road for two lanes in each direction along the site's frontage. TfNSW recommends that the EIS identify the timing for the widening of Hezlett Road (along the site's frontage) and the responsible organisation to deliver the road widening.
- The EIS should provide a concept plan for the signage and linemarking required to accommodate pick-up/drop-off, bus layover and any other traffic or parking control devices.
- The Department of Planning & Environment (DP&E) should implement a condition requiring that Hezlett Road is to be widened prior to commencement of school operations. This is to ensure that there are adequate pick-up/drop-off facilities and suitable provisions for bus layovers.
- The EIS should identify a suitable location and provide a concept design plan for the proposed children's crossing along Hezlett Road. Furthermore, it is noted that any crossing facility (children's or pedestrian) can only be installed along a carriageway with one lane in each direction. Therefore, road blister islands must accompany any crossing.

Detailed comments regarding the request for further information/clarification can be found in **TAB A** and suggested Conditions of Consent provided in **TAB B**.

TfNSW would be pleased to consider any further material forwarded from the applicant.

If you require clarification of any issues raised above, please contact Ken Ho, Transport Planner on (02) 8202 2426 or via email at [ken.ho@transport.nsw.gov.au](mailto:ken.ho@transport.nsw.gov.au).

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Mark Ozinga', with a circular flourish at the end.

23/10/17

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

CD17/10744

## **TAB A – Detailed Comments on State Significant Development Application**

### **Variation to North Kellyville Indicative Layout Plan**

#### Comment

The proposed school seeks to vary the North Kellyville Indicative Layout Plan (ILP) by not providing for roads that traverse the site, i.e. Thorogood Boulevard, Wickham Place and an access lane for properties fronting Hezlett Road.

Based on aerial imagery (7 September 2017), a cul-de-sac has been constructed at Wickham Place, providing a turnaround facility for this public roadway. An easement is to be implemented on the northeastern portion of the site, presumably to allow for vehicles along the access lane to circulate. However, no provisions have been made for vehicles (such as Council's waste truck) to turn around within the Thorogood Boulevard publicly accessible road reserve.

#### Recommendation

TfNSW advises that a publicly accessible turnaround facility (all hours) should be provided at the end of the terminus of Thorogood Boulevard. This turnaround facility should be designed to Council's requirements.

### **Description of Proposed Development Operations**

#### Comment

The EIS does not adequately identify the likely staffing requirements for the school. It is noted that the EIS documents a provision of 40 teaching spaces, however, does not identify non-teaching staff such as administration, maintenance, etc. This has the potential to result in the underestimation of the impacts of the development, such as trip generation and parking demand.

#### Recommendation

TfNSW advises that the EIS should be revised with the estimated total staffing requirements for the school, including non-teaching staff.

### **Hezlett Road Pick-up/Drop-off and Bus Servicing Provisions**

#### Comment

Currently, Hezlett Road operates with one lane in each direction with no provisions for kerbside parking, bus stops or footpaths.

The proposed pick-up/drop-off facility along Hezlett Road would extend along the site's eastern frontage and would require bus layovers. This would require the completion of the planned widening of Hezlett Road for two lanes in each direction along the site's frontage. It is unclear within the EIS as to when this would occur and the responsible organisation to deliver the road widening.

#### Recommendation

TfNSW recommends that the EIS identify the timing for the widening of Hezlett Road (along the site's frontage) and the responsible organisation to deliver the road widening.

Furthermore, the EIS should provide a concept plan for the signage and linemarking required to accommodate pick-up/drop-off, bus layover and any other traffic or parking control devices. The bus zone should only be in operation for the morning and afternoon school pick-up/drop-off periods.

TfNSW advises that the Department of Planning & Environment (DP&E) should implement a condition requiring that Hezlett Road must be widened prior to commencement of school operations. This is to ensure that there are adequate pick-up/drop-off facilities and suitable provisions for bus layovers.

### **Location of Children's Crossing**

#### Comment

The EIS does not identify a suitable location for the proposed children's crossing along Hezlett Road. Furthermore, it is noted that any crossing facility (children's or pedestrian) can only be installed on a carriageway with one lane in each direction. Therefore, road blister islands must accompany any crossing.

#### Recommendation

TfNSW advises that the EIS should identify a suitable location and provide a concept design plan for the proposed children's crossing along Hezlett Road.

## **TAB B – Recommended Conditions of Approval**

TfNSW recommends that DP&E include the following conditions in any issued consent:

### **Road Safety Audit**

#### Recommended Condition:

Prior to issue of construction certificate, an independent Detailed Design Road Safety Audit (RSA, refer to *NSW Centre for Road Safety Guidelines for Road Safety Audit Practices*) shall be undertaken of the proposed modifications to the operation to Hezlett Road, which includes the proposed pick-up/drop-off locations, children's crossing and bus layovers. The proposed design shall address any deficiencies identified within the RSA.

#### Reason:

To minimise the road safety risk associated with the implementation of the pick-up/drop-off facilities, children's crossing and bus layovers.

### **Green Travel Plan**

#### Recommended Condition:

As part of the ongoing operation of the school, a School Green Travel Plan (GTP) must be implemented accordingly and updated annually. The GTP must develop a package of initiatives aimed at reducing car travel, encourage greater use of public transport, walking and cycling by staff and students and include the following key tasks (as recommended within the traffic assessment):

- Establish a Workplace Travel Plan Working Group to coordinate specific actions and track the progress of key initiatives.
- Set SMART targets (specific, measurable, achievable, relevant and timed) i.e. 50 percent of the new students will walk / cycle to school by 2020.
- Audit recommended walking and bicycle riding routes.
- Prepare a survey to identify barriers to active transport utilisation.
- Provide information to students, teachers and parents/guardians of public transport options and services.
- Develop an action plan that details strategies to address barriers to active transport utilisation.
- Become involved in activities/programs such as the National Walk Safely to School Day, TravelSmart and Ride2School.
- Run classroom and curriculum activities to promote active and safe transport.
- Prepare a funding strategy to implement a Workplace Travel plan.
- Undertake regular communication with parents about WTP initiatives using the school's newsletter and smartphone applications.

#### 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.