



Mr Peter McManus  
Team Leader  
School Infrastructure Assessments  
Department of Planning and Environment  
GPO Box 39  
Sydney NSW 2001

Attention: Iona Cameron

Dear Mr McManus

**New Kellyville North Public School (SSD 8344)  
Response to Submissions**

Thank you for your letter dated 14 December 2017 requesting Transport for NSW (TfNSW) comment on the Applicant's Response to Submissions (RtS) Report, addressing the comments and matters raised during the exhibition of the subject State Significant Development (SSD) Application.

TfNSW has reviewed the relevant documents and provide the Department of Planning and Environment (DP&E) with following comments.

TfNSW concurs with the DP&E view that the construction of Hipwell Avenue and community car parking will be required prior to opening of school and should be made into a condition that must be satisfied prior to occupation. An appropriate temporary turnaround facility should also be provided at the end of Hipwell Avenue to assist school student drop-offs. The turnaround facility could be located at the future intersection of Hipwell Avenue and Prentice Avenue and be removed once Prentice Avenue is connected.

Hipwell Avenue and the surplus land have the potential to accommodate interim pick-up/drop-off requirements until such time that Hezlett Road is widened. The use of Hipwell Avenue will negate the need to undertake pick-up/drop-off within the cul-de-sac of Thorogood Boulevard, which will likely be signposted as "No Stopping" and inadequately accommodate the demand generated by the initial student population. Pick-up/drop-off provisions should be restricted along Hezlett Road until road widening and parking infrastructure has been provided.

The implementation of school bus stops along the Hezlett Road frontage and access to/from the bus stop to the pedestrian entrance must be designed in accordance with the relevant disability access standards. As the bus stops will be used for school routes only, bus zone signage should be limited for the morning and afternoon school pick-up/drop-off periods only. The implementation of the school bus stop should be provided prior to commencement of the school operations.

The need for any interim pick-up/drop-off arrangements and uncertainty regarding adequate school bus provisions could be circumnavigated should Hezlett Road be widened. The RtS Report states that *"it is anticipated that Council will construct the continuation of Mossop Way in conjunction with its major upgrade works of Hezlett Road that are planned for completion in early 2019"* (pg. 4). As such, at a minimum, localised widening of Hezlett Road could be provided as

part of the major upgrade works by commencement of school operations in January 2019. This localised widening should provide for kerbside parking, signage, an appropriate crossing and bus stops and form part of the Heads of Agreement with Council.

Given that the widening of Hezlett Road does not form part of this application, design and construction for the majority of the works could be undertaken prior to any approval. Should the Applicant and Council come to agreeance regarding the timely delivery for the widening of Hezlett Road, the Heads of Agreement should be drafted to the satisfaction of DP&E, prior to approval.

If you require clarification of the above, please contact Ken Ho, Transport Planner via email at [ken.ho@transport.nsw.gov.au](mailto:ken.ho@transport.nsw.gov.au).

Yours sincerely



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Freight, Strategy & Planning**

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