

Mr Peter McManus  
Director  
Social and Other Infrastructure Assessments  
Department of Planning and Environment  
GPO Box 39  
SYDNEY NSW 2001

Attention: Scott Hay

Dear Mr McManus

**Smalls Road Public School, 3B Smalls Road, Ryde (SSD 8372)**

Thank you for your letter dated 30 October 2017 inviting Transport for NSW (TfNSW) to comment on the subject application. Roads and Maritime Services will provide a separate response.

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

- Proposed widening of Smalls Road along the full length of the site and across the frontage of the reserve for the proposed provision of drop-off and pick-up facilities;
- Details of the proposed drop-off and pick-up facilities along Smalls Road
- Proposed pedestrian accesses on Lavarack Street;
- Service and loading;
- Preliminary Green Travel Plan; and
- Construction traffic

Detailed comments regarding the above 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.

For further information or clarification regarding this matter, please contact Billy Yung, Senior Transport Planner on 8202 3291 or [Billy.Yung@transport.nsw.gov.au](mailto:Billy.Yung@transport.nsw.gov.au).

Yours sincerely



20/11/17

**Mark Ozinga**

Principal Manager, Land Use Planning and Development  
Freight, Strategy and Planning

CD17/12031

**Proposed widening of Smalls Road along the full length of the site and across the frontage of the reserve for the proposed provision of drop-off and pick-up facilities**

*Issue:*

The Transport and Accessibility Impact Assessment report has identified the need for widening Smalls Road to provide the drop-off and pick-up facilities, however, the submitted documents do not provide details of delivering the work.

*Recommendation:*

The EIS should identify the timing for the widening of Smalls Road for the provision of drop-off and pick-up facilities and the responsible organisation to deliver such work. A suggested condition could be that Smalls Road is to be widened together with the provision of the proposed drop-off and pick-up facilities to be in place prior to commencement of school operation.

**Details of the proposed drop-off and pick-up facilities along Smalls Road**

*Issue:*

The proposed site plan (Appendix C Architectural Plans) indicates 5-minute parking zone while the Transport and Accessibility Impact Assessment report assessed the proposed drop-off and pick-up facilities based on 10-minute parking zone.

*Recommendation:*

The above content should be clarified and the assessment should be revised as necessary. The EIS should provide a concept plan for the signage and line-marking required to accommodate pick-up/drop-off, bus layover and any other traffic or parking control devices.

**Proposed pedestrian access on Lavarack Street**

*Issue:*

The proposed site layout indicates two pedestrian accesses through Henry Durant Park on Lavarack Street: one for school pick-up and drop-off and the other serves as separate after hours oval access. There is currently no footpath provided on Lavarack Street.

*Recommendation:*

The EIS should review the operational requirements for the proposed pedestrian accesses and provide any required mitigation measures to ensure the pedestrian safety on Lavarack Street.

*Issue:*

The Transport and Accessibility Impact Assessment report indicates that the traffic volume on Lavarack Street is generally limited as it does not provide for through traffic, However, on-street parking is typically observed on both sides of the street and results in a narrow width allowing for only single lane passage of traffic. The report suggests that this access will not be used for vehicle drop-off and pick-up activities but there is no guarantee that will be the case. As pointed out in the transport assessment report, there is a deficit of kerb side space for pick up and drop off requirements (pg 28 of the report

## **TAB A – Detailed comments on Smalls Road Public School SSD8372**

indicates 70% of the demand could be accommodated by the proposed facilities on Smalls Road while 30% or 118 vehicles would likely use other local roads for drop-off/pick-up). The proposed pedestrian access for school pick-up and drop-off is therefore very likely to attract additional traffic to Lavarack Street during the school peak periods. The current traffic condition on Lavarack Street, as identified in the transport report, will get worse with additional traffic.

### *Recommendation:*

Consideration should be given to the existing traffic conditions along Lavarack Street as outlined above and the impact of additional vehicle movements and associated pedestrian conflicts. The EIS should review the potential impact on Lavarack Street resulting from the proposed pedestrian access for school pick-up and drop-off and propose necessary mitigation measures to ensure the pedestrian safety is not compromised.

## **Service and loading**

### *Issue:*

The Transport and Accessibility Impact Assessment report does not include any swept path analysis to demonstrate the adequacy of the service and loading area to cater for anticipated service vehicles.

### *Recommendation:*

A swept path analysis should be included in the report.

### *Issue:*

A delivery zone is proposed to be provided within the car park and the report states that “*School deliveries are typically scheduled to occur outside peak hours where possible, and it is expected that this site would follow this system*”.

### *Recommendation:*

It is suggested to condition the development that school deliveries be restricted during peak school periods to ensure minimum interference with the regular flow of vehicles and pedestrian around the site.

## **Preliminary Green Travel Plan**

### *Issue:*

TfNSW acknowledges that the submitted Green Travel Plan for the proposed development is considered preliminary in nature.

### *Recommendation:*

The subject application should be conditioned to provide and implement a comprehensive Green Travel Plan that includes the involvement of the School management and input from the local community as part of ongoing operation of the school.

## **School bus services**

### *Issue:*

Smalls Road at the school site has two bus stops for the four school services that operate along Smalls Road. Currently there is no dedicated bus stop infrastructure (shelter/signage) for either of these stops.

### *Recommendation:*

It is recommended to provide bus stop infrastructure to be constructed for future bus services along Smalls Road and upgrades to footpaths surrounding the site to accommodate future Active Transport (walking/cycling) traffic along Smalls Road. Consideration should be given to school bus services during construction and liaison with the local bus operator is recommended so as services can be managed through this area effectively.

## **Construction traffic**

### *Issue:*

The Construction Management Plan indicates that limited on-site parking will be available. The draft Construction Traffic Management Plan estimates that 3 to 5 car parking spaces would be lost along Small Roads when a construction Works Zone is established along the Small Road frontage.

### *Recommendation:*

The draft Construction Traffic Management Plan has preliminarily demonstrated the potential operation of the construction site. A detailed Construction Traffic Management Plan must be completed to the local councils satisfaction prior to the commencement of any construction activities on-site to address including but not limited to the issues identified in the draft Construction Traffic Management Plan and provide mitigation measures for implementation during construction.

## **TAB B – Suggested Conditions of Consent**

TfNSW recommends that the following conditions be included in any issued consent:

### **Proposed widening of Smalls Road and provision of drop-off and pick-up facilities**

Small Road is to be widened together with the provision of drop-off and pick-up facilities as proposed in the Transport and Accessibility Impact Assessment at Appendix Q of the Environmental Impact Statement for Smalls Road Public School, prepared by Taylor Thomson Whitting (NSW) Pty Ltd (18 October 2017), to be in place prior to commencement of school operation.

### **Service and Loading**

As part of the ongoing operation of the school, school deliveries should be restricted during peak school periods to ensure the operational safety and minimize interference with the regular flow of vehicles and pedestrian around the site.

### **Road Safety Audit**

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 modification to 1) Smalls Road, which includes the proposed pick-up/drop-off facilities, pedestrian crossings and bus layovers 2) Lavarack Street, which the proposed pedestrian access through Henry Durant Park for school pick-up and drop-off. The proposed design shall address any deficiencies identified within the RSA.

### **Green Travel Plan**

As part of the ongoing operation of the school, the actions identified in the Green Travel Plan at Appendix Q of the Environmental Impact Statement for Smalls Road Public School, prepared by Taylor Thomson Whitting (NSW) Pty Ltd (18 October 2017), must be implemented accordingly and updated annually.

### **Detailed Construction Pedestrian and Traffic Management Plan**

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

- (a) assessment of cumulative impacts associated with other construction activities (if any);
- (b) assessment of road safety at key intersections and locations subject to heavy vehicle movements and high pedestrian activity;
- (c) details of construction program, the anticipated construction duration and milestones and events during the construction process;

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- (d) details of anticipated peak hour and daily truck movements to and from the site;
- (e) details of access arrangements for workers to/from the site, emergency vehicles and service vehicle movements;
- (f) details of temporary cycling and pedestrian access during construction;
- (g) details of proposed construction vehicle access arrangements at all stages; and
- (h) traffic and transport impacts during construction and how these impacts will be mitigated for any associated traffic, pedestrian, cyclists, parking and public transport, including the preparation of a draft Construction Traffic Management Plan to demonstrate the proposed management of the impact (which must include vehicle routes, number of trucks, hours of operation, access arrangements and traffic control measures for all demolition/construction activities).