

Ms. Karen Harragon  
Director  
Social and Other Infrastructure Assessments  
Department of Planning and Environment  
GPO Box 39  
SYDNEY NSW 2001

Attention: Navdeep Shergill

Dear Ms. Harragon

**Alterations and Additions to Fairvale High School,  
1 Thorney Road, Fairfield West (SSD 8677)  
Notice of Exhibition**

Thank you for your letter dated 11 December 2017 requesting Transport for NSW (TfNSW) comment on the subject State Significant Development (SSD) application.

Roads and Maritime Services will provide a separate response.

The relevant Environmental Impact Statement (EIS) documentation was assessed and the following comments are provided:

- The scope of the proposed redevelopment should include expanding the bus waiting area on the south side of Thorney Road in response to existing and future bus travel demands. The traffic assessment indicates that there is high demand for bus services and that the future increase in student population will likely travel to/from school via bus.
- Expanding the bus waiting area would improve and maintain pedestrian footpath accessibility and minimise the existing and future impacts associated with student travel.
- It has been stated that *'the school will provide additional bicycle parking based on future demand from students by monitoring the existing supply of bicycle parking.'* However, the quantity, location and existing demand of bicycle parking spaces within the school (and maintained post-development) have not been stated within the EIS.
- The proposed redevelopment should include provisions for end-of-trip and additional/improved bicycle parking facilities to encourage cycling to work/school for students and staff. At a minimum, the proposal should identify and reserve floor area within the school that could be used to implement bicycle parking. This would provide flexibility should demand increase beyond current provisions and be consistent with the objectives of the Green Travel Plan, which advocates for increased cycling travel.

Furthermore, suggested conditions of approval have been included 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, 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.

24/1/2018

Mark Ozinga

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

CD17/13725

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

TfNSW recommends that the DP&E include the following conditions should the proposed development be approved:

### **Construction Pedestrian Traffic Management**

#### Recommended Condition:

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;
- (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).

#### Reason:

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

### **Green Travel Plan**

#### Recommended Condition:

As part of the ongoing operation of the school, the Green Travel Plan(s) described within Section 5 of the *Traffic and Transport Assessment – Fairvale High School*, prepared by Arup (20 November 2017), must be implemented accordingly and updated annually.

#### Reason:

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

- NSW Long Term Transport Master Plan 2012;
- Draft Future Transport 2056 Strategy;
- Sydney's Bus Future 2013;
- Sydney's Cycling Future 2013; and
- Sydney's Walking Future 2013.