

Andrew Beattie  
Team Leader – School Infrastructure Assessments  
Department of Planning & Environment  
GPO Box 39  
Sydney NSW 2001

**Attention: Aditi Coomar**

Dear Mr. Beattie,

**Notice of Exhibition  
Redevelopment of Parramatta West Public School (SSD 8790)  
Auburn Street and Young Street, Parramatta**

Thank you for your letter dated 18 September 2018 requesting Transport for NSW (TfNSW) comment on the subject State Significant Development (SSD) application. The application proposes for the redevelopment of Parramatta West Public School to accommodate 961 students (107 additional) and eight additional staff.

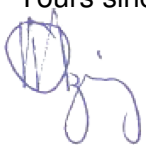
TfNSW has reviewed the exhibited documentation provided and has the following comments:

- The Applicant should consult with Roads and Maritime Services and Council regarding the status of the funding application for the proposed pedestrian facilities. along Franklin Street at the intersection with Railway Street. There could also be merit to revisiting the funding application given the proposed expansion of the school.
- The scope of the signage and linemarking changes associated with the proposed development should include the installation of “Bus Zone” signs along Crimea Street to address the potential impact of on-street parking on regular bus operations.
- The proposed truck routes indicate that trucks intend to utilise part of the Liverpool-Parramatta T-Way fronting Parramatta Railway Station. The use of the transit way is limited to authorised vehicles and public bus services only. The proposed construction vehicle routes should be revised having regard for access restrictions on certain roads within the area.

Further detailed comments on the above have been provided in **TAB A**. In addition to the above, recommended draft conditions of consent and advice in the preparation of a Green Travel Plan for the school is provided in **TAB B**.

If you require any further information regarding this matter, please do not hesitate to contact Ken Ho, Transport Planner, via email, at [ken.ho@transport.nsw.gov.au](mailto:ken.ho@transport.nsw.gov.au).

Yours sincerely



15/10/2018

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

CD18/08450

## **TAB A – Comments on State Significant Development application SSD 8790**

### **Proposed pedestrian crossing**

#### Comment

The Section 3.5 of the Transport Assessment (Arup, Aug 2018) identifies future pedestrian crossing facilities (1x pedestrian refuge and 1x pedestrian crossing) along Franklin Street at the intersection with Railway Street, which were approved by the Holroyd City Council in 2015. It was resolved that the implementation would be subject to funding obtained from Roads and Maritime Services.

The status of the application for funding should be provided as part of the EIS. There could also be merit to revisiting the funding application given the proposed expansion of the school.

#### Recommendation

The Applicant should consult with Roads and Maritime Services and Council regarding the status of the funding application for the proposed pedestrian facilities.

### **Bus zone signage**

#### Comment

There is currently a pair of bus stops located on Crimea Street (TSN 215052 and TSN 215064, adjacent to No. 47 and 49 Franklin Street, respectively). Based on imagery provided by Google Maps (Aug 2017), no formal “Bus Zone” signage is provided alongside these bus stops.

It is anticipated that the proposed expansion of the school into Burra Reserve and new frontage along Crimea Street (with pedestrian access) would likely increase the attractiveness of Crimea Street as a pick-up and drop-off point. The Transport Assessment also details observations of parents already utilising Crimea Street as follows:

*“Due to the unrestricted nature of the parking in surrounding local streets and a lack of formal drop-off bays, some parents were found to park further away on surrounding local streets, such as Crimea Street, and walk to the school with their children.” (p.22)*

Given the increase utilisation of Crimea Street as a pick-up/drop-off point (particularly pick-up period), there is the potential that vehicles would park within the vicinity of the existing bus stops, potentially blocking their availability for the general public.

#### Recommendation

That the scope of the signage and linemarking changes associated with the proposed development includes the installation of “Bus Zone” signs along Crimea Street to address the potential impact of on-street parking on regular bus operations.

### **Nominated construction traffic**

#### Comment

With reference to Figure A3 of the Transport Assessment, the proposed truck routes indicate that trucks intend to utilise part of the Liverpool-Parramatta Transitway fronting Parramatta Railway Station. The use of the transit way is limited to authorised vehicles and public bus services only.

#### Recommendation

The proposed construction vehicle routes should be revised having regard for access restrictions on certain roads within the area.

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

TfNSW requests that DP&E should consider the following draft conditions should the development be approved.

### **Green Travel Plan**

#### Recommended Condition:

As part of the ongoing operation of the school, a detailed Green Travel Plan (GTP), which includes target mode shares for both staff and students to reduce the reliance on private vehicles, shall be prepared in consultation with Parramatta City Council. The GTP must be implemented accordingly and updated annually.

#### Reason:

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

- Future Transport 2056 Strategy;
- Sydney's Bus Future 2013;
- Sydney's Cycling Future 2013; and
- Sydney's Walking Future 2013.

#### Advice on the preparation further development of the Green Travel Plan

The following additional advice is provided to the Applicant in the provision of the GTP.

- The structure of the document should provide step-by-step guidance for the school to effectively lead the development, implementation and maintenance of a site specific GTP.
- The GTP should be developed in close collaboration with the school community, including students. Existing and known future users and stakeholders should be given the opportunity to develop goals, objectives, targets, measures, strategies and initiatives.
- The support of the Principal/Senior Management of the existing school should be sought at this early stage of the development proposal. Following this, it is recommended that a Travel Plan Working Group is established, to include the Principal, Senior management and staff representative, relevant NSW Government agencies and Council.
- A nominated Travel Plan Coordinator should lead the development of the GTP on behalf of the school with this role transitioning to the school when appropriate. The option of a TP Coordinator serving several schools within a school cluster may be an approach the Department of Education and Communities may wish to consider.
- The content of the document needs to be concise and of relevance to a school development and more specifically this school development. Some of the text in the current GTP is very general to organisational GTPs.
- It is recommended that a baseline travel survey is undertaken of existing school community, the results of which will help inform the development of site specific objectives, strategies, initiatives, targets, measures, monitoring and evaluation, promotion, etc.
- A comparison of modal shift targets achieved at similar school developments elsewhere is also recommended and will serve as an incentive for the school to understand that modal shift is achievable and to demonstrate benefits of GTP initiatives.
- An Action Plan should be developed with timeline for implementation and person/agency responsible for actioning initiatives.

## **Traffic and Parking Management Plan**

### Recommended Condition:

The Applicant shall prepare a Traffic and Parking Management Plan, which details the measures to safely manage the daily transport task to/from the school. Traffic management measures that need to be addressed include:

- kerbside vehicle pick-up/drop-off management and orderly vehicle queuing;
- maintaining bus accessibility and student waiting areas;
- safe parent and student behaviour during pick-up/drop-off; and
- safe pedestrian movements to the school entrances, minimising vehicle-pedestrian conflicts.

The plan shall also detail the responsibilities of various personnel executing the plan and include measures to monitor, review the performance and make improvements to the plan. This plan should be implemented as part of the ongoing operation of the redeveloped school.

### Reason:

To manage the high volume of traffic (vehicular and pedestrian) movements, which generally occur within a short timeframe before and after school hours.

## **Signage and Linemarking Plan**

### Recommended Condition:

The Applicant shall prepare a detailed signage and linemarking plan of the proposed changes to kerbside parking restrictions to accommodate the various vehicle movements to/from the development within the local road network.

The preparation of the plan should be made in consultation with and approved by Parramatta City Council. The approved kerbside parking restrictions must be implemented to the satisfaction of Council, prior to commencement of expanded school operations.

### Reason:

To ensure that pick-up/drop-off parking management measures are provided prior to the commencement of the expanded school operations.

## **Road Safety Audit**

### Recommended Condition:

A Road Safety Audit (RSA, refer to NSW Centre for Road Safety Guidelines for Road Safety Audit Practices and Austroads Guide to Road Safety Part 6: Road Safety Audit) shall be conducted on all relevant sections of road utilised for bus and private vehicle pick-up and drop-off, within the first three months of commencement of expanded school operations, a follow up RSA shall be conducted

Appropriate road safety measures and/or traffic management measures shall be implemented based on the outcomes of the RSA in consultation with Parramatta City Council.

### Reason:

The traffic and parking demands associated with the school has the potential to adversely impact road safety and exacerbate any existing road safety issues. The completion of a RSA will facilitate further road safety improvements, where identified, and contribute to the delivery of the Road Safety Plan 2021.

## **Construction Pedestrian and Traffic Management**

### Recommended Condition:

TfNSW requests that the applicant prepares a Construction Pedestrian and Traffic Management Plan in consultation with the Sydney Coordination Office (SCO) within TfNSW and be endorsed by the SCO prior to any construction activity on the site. The Construction Pedestrian and Traffic Management Plan (CPTMP) needs to include, but not be limited to, the following:

- Location of all proposed work zones;
- Haulage routes;
- Construction vehicle access arrangements;
- Proposed construction hours;
- Estimated number and type of construction vehicle movements including morning and afternoon peak and off peak movements for each stage of construction;
- Construction program highlighting details of peak construction activities and proposed construction 'Staging';
- 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 works;
- Cumulative construction impacts of projects in the Parramatta CBD including the Parramatta Light Rail (PLR); and
- Measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the draft CPTMP.

### Reason:

The Transport Assessment indicates proposed truck routes for the construction of the development which includes heavy vehicles travelling through the Parramatta CBD to/from the site.

It should be noted that several construction projects within the Parramatta CBD are likely to occur at the same time as this development. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and bus operations within the CBD, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

During the construction and operation phases of the Parramatta Light Rail Project (PLR) there will be intermittent, short and long term road closures, as well as material changes to road network operations. These changes may impact pedestrian, cyclist and vehicular access routes to the proposed development.