



Mr. Andrew Beattie  
Team Leader  
School Infrastructure Assessments  
Department of Planning and Environment  
GPO Box 39  
Sydney NSW 2001

**Attention:** Aditi Coomar

**Redevelopment of St Anthony of Padua Catholic School  
125-165 Tenth Avenue and 140-170 Eleventh Avenue, Austral (SSD 8865)  
Notice of Exhibition**

Dear Mr. Beattie,

Thank you for your letter dated 19 November 2018 requesting Transport for NSW (TfNSW) to provide comment on the subject State Significant Development (SSD) application at 125-165 Tenth Avenue and 140-170 Eleventh Avenue, Austral.

The proposal seeks concept approval for a new K-12 school for up to 2,480 students and 125-place child care centre. Also sought for approval is detailed Stage 1 works as detailed in the notification letter provided.

TfNSW has reviewed the Environmental Impact Statement and relevant documentation for the proposal. Comments on the exhibited documentation are provided in **TAB A** and recommended conditions of approval are provided in **TAB B** for consideration by the Department of Planning & Environment (DP&E).

If you have any further questions, please do not hesitate to contact Ken Ho, Transport Planner via email: [ken.ho@transport.nsw.gov.au](mailto:ken.ho@transport.nsw.gov.au). I hope this has been of assistance.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Mark Ozinga'.

17/1/2019

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

CD18/10801

## **TAB A – Comments on State Significant Development application (SSD 8865)**

### **Proposed traffic signals; justification and timing**

#### Comment:

The Transport and Accessibility Impact Assessment report prepared by Colston Budd Rogers & Kafes Pty Ltd (October 2018) provides likely timeframes for the signalisation of the intersections at Fourth Avenue with Tenth Avenue and Edmondson Avenue with Eleventh Avenue. It is unclear within the traffic report of the justification of the proposed traffic signals, which are beyond that envisaged for the Austral & Leppington North precinct.

Furthermore, it is unclear whether the proposed timing of the signalisation of the aforementioned intersections is suitable having regard for the expected growth of the precinct.

#### Recommendation:

Clarification should be provided regarding the justification for the proposed traffic signals and the timing for the delivery of the signals.

### **Active transport network**

#### Comment:

The Austral and Leppington North Precincts Development Control Plan identifies shared paths along Tenth Avenue along the site's frontage. The proposed works in this application includes the widening of Tenth Avenue. This widening should include provisions for shared paths on either or both sides of the road (per Council's specifications).

#### Recommendation:

The Applicant should note the above in the development of road design plans.

### **Staggering of school start/end times; trip generation assumptions**

#### Comment:

It is proposed that the school start/end times will be staggered between the junior and senior schools (Section 3.19 of the traffic report). Additional details should be provided regarding the likely start/end times for the respective schools. This will impact the traffic generation assumptions as the traffic report assumes that all trips to/from the school will occur uniformly over the peak hour. Reference should be made to a traffic assessment undertaken for the Lindfield Learning Village documented a survey of the arrival/departure profile of vehicles for Lindfield Public School (K-6). This survey indicated that the majority of vehicular movements occurred 20 minutes prior to the start and after the end of school.

Furthermore, the report should provide additional information justifying the estimated 1,500 vph during the morning and afternoon periods. A detailed description of the methodology should be included to explain how the estimated traffic generation volumes have been derived. It should be noted that the traffic generation rates per student varies across year groups; generally younger students would more likely to be picked-up or dropped-off by car.

#### Recommendation:

The Applicant should provide further information as recommended above.

## **Satisfaction of SEARs; non-car trips**

### Comment:

The SEARs provided by DP&E includes the following requirement:

*details of estimated total daily and peak hour trips generated by the proposal, including vehicle, public transport, pedestrian and bicycle trips based on surveys of the existing and similar schools within the local area;*

It is unclear within the EIS and/or traffic report whether the details of estimated public transport, pedestrian and bicycle trips have been provided. In particular, details of estimated public transport trips could inform the design of bus bays and the required bus service strategy to accommodate expected demands.

### Recommendation:

The Applicant should provide details of the estimated public transport, pedestrian and bicycle trips.

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

TfNSW requests that DP&E should include the following conditions if the proposed development is to be approved. Further conditions could be recommended based on the additional information provided as part of the Applicant's Response to Submissions.

### **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 with the objective to reduce the reliance on private vehicles and encourage active transport modes, shall be prepared. The GTP must be implemented accordingly and updated annually.

#### Reason:

To ensure the school contributes to sustainable transport outcomes and achieve the overall strategic planning objectives in the Future Transport Strategy 2056.

### **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 and parking management measures that need to be addressed include:

- 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 development and operation of the school.

#### Reason:

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

## **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 surrounding frontage roads upon completion of each subsequent stage of development. The focus of the RSA should be the pick-up and drop-off periods.

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

### Reason:

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