

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

**Attention: Iona Cameron**

Dear Mr. Beattie,

**Alex Avenue Public School (SSD 9368) – Farmland Drive, Schofields  
Notice of Exhibition**

Thank you for your letter dated 25 March 2019 requesting Transport for NSW (TfNSW) comment on the subject State Significant Development (SSD) application. The application seeks approval for the development of the Alex Avenue Public School to accommodate 1,000 students and 70 full-time staff.

TfNSW has reviewed the exhibited documentation provided. Comments on the SSD application are provided in **TAB A**.

Suggested 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



2/5/2019

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

CD19/02555

## **TAB A – Comments on SSD application for the Alex Avenue Public School**

### **Bus access**

#### Comment

Temporary school bus access would be necessary on Farmland Drive until Pelican Road is open. Bus access would be required for school excursion and sports buses, in addition to regular school buses. During the temporary period, it is anticipated that a limited number of buses would operate on Farmland Drive during daylight hours on school days only. No permanent bus services are planned for Farmland Drive.

#### Recommendation

Consideration should be given to:

- Accommodating a temporary school bus stop within the joint-use car park, with appropriate design for turning buses exiting at the Glacier Street temporary roundabout.
- Providing temporary bus zones on Farmland Drive with the use of nearby local roads to allow buses to return towards Alex Avenue.

The temporary bus stop and turning areas can be returned to car parking when bus services are relocated to Pelican Road.

### **Future bus service planning**

#### Comment

Bus services are planned to be expanded in the local area in coming years as roads are opened and development progresses. Future regular route bus services in the vicinity of the school are currently planned for Jerralong Drive and Pelican Road with increased bus services connecting to the Schofields town centre and railway station.

#### Recommendation

The Applicant and the Department of Planning & Environment should note the above.

### **Pedestrian/children's crossing on Farmland Drive**

#### Comment

A diverse range of parking demands would be generated by this school development. It is likely that there would be a proportion of parents who would use on-street parking along Farmland Drive or nearby streets to walk their child to the front gate and interact with staff and/or other parents. As such, there may be a need for a pedestrian/children's crossing on Farmland Drive.

#### Recommendation

A suitable pedestrian/children's crossing should be considered on Farmland Drive to accommodate walking movements from the north of the site due to on-street parking demands and walking trips to the school. This should be considered in consultation with Blacktown City Council.

## **TAB B – Suggested conditions of consent**

TfNSW suggests the inclusion of the following conditions of consent 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 Blacktown 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

While the proposed school has yet to recruit a Principal and executive management it is recommended that a Steering Group (led by Department of Education/SINSW) is formed to oversee the development of the Travel Plan until the school is staffed.

The GTP should provide a statement demonstrating the future school's commitment to the on-going development and management of a Travel Plan. It is recommended that a one page summary of key components of the Travel Plan is provided to include:

- Statement demonstrating ongoing commitment of the future school to the:
  - Promotion of sustainable transport and operating practices.
  - Ongoing development, implementation, monitoring, evaluation, reporting and management of a site specific Travel Plan.
- Governance structure:
  - Details of Steering Group and intent to form a Working Group with a nominated Travel Plan coordinator following recruitment of Principal (interim arrangements need to be established prior to occupation).
- Agreed Action Plan:
  - As agreed by Steering Group, overview of Travel Plan outcomes, goals and objectives, mode share targets and action plan including proposed measures, initiatives, monitoring, evaluation, reporting and stakeholder engagement strategies with indicative timeline and individual / group / agency responsible to action.

Furthermore, it is recommended that:

- Monitoring of travel behaviour is undertaken upon occupation and at termly intervals rather than '12 months after opening' (GTP references: page 9, Section 4, Travel Targets and page 11, Section 5, Strategies Action 4). This will provide a better understanding of actual mode share and assist the Steering/Working Group identify potential Travel Plan initiatives to help influence increased use of sustainable modes before travel patterns become established.
- The travel survey should question users about existing and preferred mode. On-going

monitoring, education and awareness activities should be planned to promote sustainable travel from the outset and there is potential to incorporate weekly 'hands-up' surveys to maintain student interest.

- a Travel Information Pack (reference: page 9, Section 5 Strategies, Action 1) is prepared to inform known students, parents/carers, staff and visitors, community users prior to school opening/occupation. There is an opportunity to provide information to future users of the school for example during student registration, staff recruitment, procurement of servicing, maintenance, catering, cleaning, caretaking, regular deliveries, OOSH operator/staff/users, community groups/members upon registration to use school premises.
- The Steering Group establishes a stakeholder engagement strategy as soon as possible, identifying and consulting with key partners at the earliest opportunity to assist with the progression of identified actions prior to occupation e.g. State government, local council, local community, transport operators.

### **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:

- 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 new 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.

### **Road Safety Audit**

#### Recommended Condition:

A Road Safety Audit (RSA), refer Austroads Guide to Road Safety Part 6 and Part 6a, shall be conducted for all the proposed measures including any traffic management facilities, bus and private vehicle pick-up and drop-off arrangements, and signage and line-marking plan, prior to the issue of construction certificate.

The findings of the RSA need to be incorporated into the proposed measures mentioned above in consultation with Blacktown City Council.

Note: the audit needs to be undertaken by an independent TfNSW accredited auditor.

#### 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 implementation of the road safety audit findings will facilitate road safety outcomes, and contribute to the delivery of the Road Safety Plan 2021.