

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

Attention: Navdeep Shergill

Dear Mr Beattie

**Waitara Public School Redevelopment, 48-58 Myra Street, Wahroonga (SSD 8574)
Notice of Exhibition**

Thank you for your letter dated 26 March 2018, requesting Transport for NSW (TfNSW) review and comment on the above.

TfNSW comments are provided below.

Assessment of Safety and Operation Issues for the Existing School

Comment

Section 1.3 of the Traffic Impact Assessment (TIA) prepared to support the development application provides the following information:

- No site inspection was undertaken, the study involved a desktop assessment only; and
- The conditions of the surrounding network are based on information either supplied by the traffic surveys and Google Maps / Street View.

It is advised that site inspections during the school opening and closing periods are vital to identify existing traffic operational and traffic / pedestrian safety issues adjacent to the school and the information provided in the Google Maps is not generally up to date.

Recommendation

TfNSW requests that the TIA includes any existing traffic operational and traffic / pedestrian safety issues (if any) and mitigation measures for the identified issues.

A formal road safety audit should be undertaken and included in an updated TIA as part of the response to submissions. This road safety audit needs to be undertaken for all operational aspects of the school including servicing arrangements in accordance with *Austroads Guide to Road Safety Audit Part 6: Road Safety Audit* by an independent TfNSW accredited road safety auditor. Based on the results of the Road Safety Audit, the TIA needs to include proposed safety measures to improve the safety of school operation.

Pick up/Drop off Zone

Comment

The following information is provided in the TIA in relation to the pick up / drop off zone:

- The vehicle pick up/drop off zone (of approximately 40 m) is provided on the eastern kerb of Myra Street; and
- Unrestricted parking on the east side of Myra Street (adjacent to the north of the existing facility) with a length of approximately 40 m that could potentially be converted into a drop off facility.

Recommendation

TfNSW requests that the applicant needs to demonstrate that:

- The extension of pick up / drop off zone would not have impact on the operation of Edgeworth David Avenue and Myra Street intersection as potential queuing expected to occur to access the pick up / drop off zone; and
- The proposed pick up / drop off zone would be adequate to cater for the proposed expansion of school.

Note that any changes to on-street parking provision and management needs to be approved by the local council.

Proposed Service Vehicle Access

Comment

The Transport Impact Assessment states the following in relation to service vehicle movements:

- Service vehicle access is proposed from Highlands Avenue;
- Details of the type and frequency of vehicles expected to access/egress the school is not currently available. However it is assumed it will occur outside of peak school activity; and
- Upon completion of the school master plan a swept path analysis will be undertaken to ensure the design service vehicle can enter the school, manoeuvre internally and exit in a forward direction.

Recommendation

TfNSW requests that the applicant be conditioned to prepare a Service Vehicle Management plan that includes the following:

- Details of the type and frequency of service vehicle movements to the site;
- Safety assessment for the service vehicle movements at the site; and
- Swept path analysis for the design service vehicle.

As noted previously, a road safety audit should be prepared that includes (but not limited to) the operational aspects of servicing the school.

Construction Pedestrian and Traffic Management

Comment

Construction activities for the expansion of the school are expected to occur while students are on site. In addition, construction vehicle movements from the development could have the potential to impact on general traffic and bus operations within the vicinity of the School, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

Recommendation

It is requested that the applicant be conditioned to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP), in consultation with Hornsby Shire Council and Roads and Maritime Services, with specific reference to but not limited to:

- Location of the proposed work zone
- Haulage routes;
- Construction vehicle access arrangements;
- Proposed construction hours;
- Proposed measures to prevent students accessing the construction area;
- Estimated number of construction vehicle movements;
- Construction program;
- Any potential impacts to general traffic, cyclists, pedestrians, students and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works;
- Cumulative construction impacts of projects within the vicinity of the proposed development; and
- Proposed mitigation measures. Should any impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian, students and cyclist impacts should be clearly identified and included in the CPTMP.

The applicant shall submit a copy of the final plan to Hornsby Shire Council, prior to the commencement of any work on site.

Green Travel Plan

Comment

The TIA states that Green Travel Plans are particularly important in a schools context as schools are often located in residential areas where surrounding residents are negatively impacted by the significant peaks of traffic at school pick-up and drop-off time.

Recommendation

TfNSW requests that the applicant be conditioned to prepare a detailed Green Travel Plan (for staff and students) to encourage active and public transport modes and reduce the reliance on private vehicles.

Thank you again for the opportunity of providing advice for the above development application. If you require clarification of any issue raised, please don't hesitate to contact Para Sangar, Senior Transport Planner, Land Use Planning and Development on 0466 024 892.

Yours sincerely



24/4/2018

Mark Ozinga

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

Objective Reference CD18/02960