



4 December 2019

The Manager
Department of Planning Industry & Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Jason Maslin

SSD - 9494 – PROPOSED NEW PRIMARY SCHOOL, LOT 1 DP1253855, ESTELLA ROAD, ESTELLA.

I refer to your correspondence regarding the subject Application which was referred to Transport for NSW for assessment and comment.

From the information provided it is understood that the development proposal is for the establishment of a new primary school premises on the subject site. The submitted documentation indicates that the school will accommodate 480 students (from Kindergarten to Year 6), 24 teachers and 8 staff. The site is located adjoining to the campus for the Charles Sturt University to its north and west and to recreation grounds with sporting oval to its east. The subject site is located with frontage to Estella Road to its south within a 70 km/h speed zone. Estella Road is classed as a local road.

The development is supported by several documents including an Environmental Impact Statement (EIS) dated Oct 2019 prepared by Ethos Urban and a Traffic Impact Assessment (TIA) dated October 2019 prepared by Asongroup.

The location of the subject site is remote from the classified road network and therefore will represent minimal impact for that network. The Olympic Highway including the Gobbagumbalin Bridge, located approximately 1.5 kilometres south of the site, provides for access from the Estella and surrounding residential precincts to the southern side of the Murrumbidgee River and to the Central Business District. Direct property access to Estella Road has been denied by Council to maintain that road as a collector road. The function of Estella Road as a collector road should be maintained to encourage the desire lines for through traffic from the surrounding residential precincts rather than circulating through the residential streets within Estella.

The proposed school will be a destination for pedestrian and vehicular traffic, including buses. The traffic generation due to the proposed school in addition to the existing and resultant traffic due to the subdivision of the surrounding residential precincts will likely warrant the upgrade of the treatment of the intersection of Estella Road with Boorooma Street to the east of the subject site. The findings of the TIA acknowledge the need for works to this intersection and references findings from previous studies which indicate that the intersection will exceed capacity by 2030 and need upgrade to a roundabout, even without the School. The TIA fails to acknowledge that the location of the school as proposed will likely hasten the need for the upgrade of the intersection to cater for the potential additional traffic, particularly during peak hour periods.

The proposed school site is separated from the surrounding residential precincts by Estella Road. This will generate the need for pedestrian and cyclist movement across Estella Road. The school will also attract pedestrian movement from the residential precincts to the east and west of the subject site. A network of pedestrian/shared pathways needs to be established to allow for the safe movement of students to the school site. This is consistent with promotion of active transport modes. For road safety reasons these pathways should be located separate to the roadways, particularly Estella Road. The location of the pathways should also provide for passive surveillance from nearby dwellings to create a safe environment for students using the pathways.

The development provides for an on-site carpark catering for 22 parking spaces for staff and visitors and facilities for bicycle parking within the school grounds. A pick-up/drop-off zone and a bus bay with a capacity for 2 buses is proposed to be located within the road reserve of Estella Road. Estella Road is currently constructed as a rural road formation with a swale drain located along both sides of the road formation. The pick-up/drop-off zone and a bus bay are proposed to be located within the roadside currently occupied by the swale drain and opposite the intersection of Gunn Drive with Estella Road. The location of the bus bays to the east of the proposed school away from the school grounds may need to be further designed and managed to ensure appropriate supervision is available by school staff of children accessing the buses.

The pick-up/drop-off zone is proposed to be one-way east bound with exit from this facility to Estella Road to be located in close proximity to the approach side to the pedestrian crossing facility proposed across Estella Road. The proposed operation of the pick-up/drop-off zone needs to be managed to ensure the theoretical capacity of the facility as posed by the supporting documentation is achieved. The TIA in its assessment of the capacity of the pick-up/drop-off zone doesn't appear to consider the delay to vehicles exiting the facility caused by the use of the crossing facility or vehicles wishing to turn right from the facility or turn across Estella Road to Gunn Drive. It is noted that the TIA recommends that a Traffic and Pedestrian Management Plan (TPMP) be developed by the Department of Education and the School, to be reviewed on an annual basis to establish inefficiencies and areas for improvement, particularly in regard to the operation of the pick-up/drop-off zone. As a minimum the exit driveway from the pick-up/drop-off zone shall be designed to allow for a separate left and right turn lane.

The effective capacity of the on-site parking and the pick-up/drop-off zone will impact on the convenience for access to the school. This may generate the potential for parents parking within the surrounding public road network. The ad-hoc parking of vehicles along the roadside will narrow the available travel lanes for vehicles within the public roads and restrict the sight lines to school children. The parking of vehicles along Estella Road which has no kerb and gutter may also cause damage to the carriageway and roadside formation and require students to traverse the current swale drains and cross Estella Road at random locations. The current roadside formation and maintenance of Estella Road particularly on its northern side may be a potential hazard to students accessing the school.

From the submitted plans it appears that the proposed setback for the school is approximately 20 metres from the road reserve of Estella Road and the footprint of the school buildings appear to occupy only the southern part of the site. From the information available it appears that the footprint of the school buildings could be moved northward on the site to increase the setback from Estella Road. The potential for the location of the pick-up/drop-off zone and/or the bus bay within the school grounds and the relocation of the proposed driveways may aid to address a number of the issues outlined above.

The submitted documentation identifies the intention to provide facilities for pedestrians to cross both Gunn Drive and Estella Road. The standard of the crossing facilities will need to be considered against the relevant warrants for such facilities. A marked pedestrian crossing may not be warranted for Estella Road. However the development will require the installation of a new

school zone within Estella Road and Gunn Drive. Consideration should also be given the provision of appropriate road crossing facilities for pedestrians within Boorooma Street to the east and Pine Gully Road to the west.

Written authorisation is required from Transport for NSW to install the School Zone and any associated signs and pavement markings. The final details for the establishment of the school zone on Estella Road will need to be further discussed with Transport for NSW. (Email the Road User Safety Unit for the southwest region on RoadUserSafety-Southwest@transport.nsw.gov.au). Works required for the establishment of the new school zone are subject to concurrence from Transport for NSW prior to works commencing.

Transport for NSW emphasises the need to minimise the impact of the proposed development on the existing road network and maintain the level of safety, efficiency and maintenance along the road network for road safety reasons. Recognition of the

Transport for NSW has assessed the application based on the documentation provided and would raise no objection to the development however requests that the consent authority give consideration to the abovementioned issues in its assessment of the application to address road safety and the impact of the development on the surrounding road environment.

Please be advised that under the provisions of the Environmental Planning & Assessment Act it is the responsibility of the Consent Authority to assess the environmental implications, and notify potentially affected persons, of any development including conditions.

Any enquiries regarding this correspondence may be referred to the Manager, Land Use, Transport for NSW (South West Region), Maurice Morgan, phone (02) 6923 6611.

Yours faithfully



Per:

Lindsay Tanner
Director South West NSW