



Transport
for NSW

David Way
Department of Planning, Industry and Environment
GPO Box 39
SYDNEY NSW 2001

Dear Mr. Way,

New Catherine Field Primary School (SSD 9477)

Thank you for your correspondence via Major Projects Planning portal (ref: PAE-1104) on 8 November 2019, requesting Transport for NSW (TfNSW) to review and comment on the subject State Significant Development (SSD) Application. Legislation came into effect on the 1 December 2019 that brings Roads & Maritime Services and Transport for NSW together into one organisation. This response represents the views of the new organisation.

The Transport Impact Assessment in support of the subject SSD has been reviewed and the comments are outlined as follows:

- Provide details of the future Road 610 and 3301 including design, responsible delivery party, expected completion date and interim accessibility measures (if required), as specified in the issued SEARs.
- Proposed drop off and pick up (DOPU) facilities on O'Keefe Drive should give consideration to the function and characteristic of O'Keefe Drive as identified in the DCP of Catherine Fields (Part) Precinct.

These comments have been expanded upon and are provided in **TAB A** and the recommended conditions of consent are provided in **TAB B**.

Thank you again for the opportunity of providing advice for the above development application. If you require any further information, please don't hesitate to contact Billy Yung, Senior Transport Planner, via email at billy.yung@transport.nsw.gov.au. I hope this has been of assistance.

Yours sincerely

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

9/12/2019

Mark Ozinga

Principal Manager, Land Use Planning & Development
Customer Strategy and Technology

CD19/09038

TAB A – Detailed Comments on State Significant Application SSD 9477

Future Roads 610 and 3301

Comment

As stipulated in the SEARS, *details of the future Road 610 and 3301 including design, responsible delivery part(ies), expected completion date and interim accessibility measure (if required)* should be provided in the EIS documents. There is inadequate information provided in this regard.

The current proposal provides transport facilities, i.e. DOPU and pedestrian entries that are essential to serve the school site, on these two future roads. It is necessary to provide the aforesaid information in support of the proposal.

Recommendation

The information as requested in the SEARs should be provided as part of the Response to Submissions for further assessment.

Proposed transport facilities on O’Keefe Road

Comment

As shown in the Development Control Plan (DCP) and Indicative Layout Plan (ILP) of Catherine Fields (Part) Precinct, O’Keefe Drive is identified as a major collector road within the precinct with proposed regional or district bus routes. The current proposal indicates several facilities, i.e. car park access, DOPU and school bus bays, to be provided at the school frontage on O’Keefe Drive.

Recommendation

Further consideration should be given to the functionality of O’Keefe Drive, in particular:

- School car park access is going through the indented parking lane. Clarification should be provided on how this access will be managed in relation to the parking lane which has already be built on site.
- Impact of DOPU activities during school peak hours occurring on key collector road with (future) regular bus services operating on it.
- Pedestrian connectivity in relation to accessing (future) bus stops on both sides of O’Keefe Drive, having regard to the school traffic and DOPU activities during school peak hours, should be further reviewed in respect to road safety.

DOPU demand

Comment

The TIA report suggests that the proposed DOPU zone will be managed and time restricted to maximum 2 minutes. The report also acknowledges that a longer average standing time is required in the PM school peak as parents/carers would normally arrive prior to the end of school to wait for the students. It is evident that the analysis of DOPU movements is based on a 2-minute usage time over a 45 minute period without considering the demand of parents/carers waiting prior to end of school. It is also commonly observed at primary schools that some short-term parking demand would be generated by parents/carers of younger students who would stay till start of school in the AM school peak.

TAB A – Detailed Comments on State Significant Application SSD 9477

Recommendation

Further analysis should be provided in assessing the drop-off/pick-up demand, including short-term parking demand, around the school site and identify practical measures to alleviate the impact if necessary.

Transport operation

Comment

The statement of “*This queue could be accommodated in Road 610 Street adjacent to the School, feeding DOPU spaces in the southern end of O’Keefe Drive adjacent to the School.*” is noted.

Notwithstanding the earlier comment regarding DOPU demand, the above statement would mean DOPU traffic would first arrive on Road 610 for queuing and once school ends, make a U-turn on Road 610 and right turning onto O’Keefe Drive, U-turn at the roundabout on Benfield Drive to access the DOPU on the southbound of O’Keefe.

Recommendation

Further consideration should be provided to the practicality of such operations which would create significant circulation traffic. If the proposed operation is in place, clarification is needed on whether the traffic impact has taken into account this circulation traffic at the two assessed intersections. O’Keefe Drive will have regular bus service operation (including bus stops) and it is identified as a key collector road in the Catherine Fields (Part) Precinct ILP and DCP, which needs to be considered.

Traffic impact assessment

Comment

It is noted in Section 6.1.2 of the TIA report that only future intersection performance is shown.

Recommendation

A comparison of pre-development and post-development of intersection performance should be included in the TIA report to determine the impacts of the proposed development on the surrounding road network.

Construction traffic impact

Comment

A high-level Construction Traffic Management Plan (CTMP) has been provided. Details in relation to swept path of the largest vehicles entering and exiting the site (in a forward direction) should be included.

Recommendation

Swept path analysis detailing the above comment should be included in the Response to Submissions. The analysis should also be submitted for intersections involving O’Keefe Drive, Oran Park Drive, Peter Brock Drive, Camden Valley Way and the Northern Road.

TAB A – Detailed Comments on State Significant Application SSD 9477

Green Travel Plan

Comment

A framework Green Travel Plan (GTP) has been prepared in associated with the transport assessment. The following items should be further considered:

- include a Transport Access Guide to staff, students and parent/carers about the range of travel modes, access arrangements and supporting facilities that service the site;
- identify which party is responsible for the delivery of each action in the GTP and advise when each action will be delivered;
- analyse the likely travel origins and modes of travel based on the school catchment and aggregate residential post code analysis of enrolled students, once known;
- liaise with TfNSW about any proposed transport service improvements in the area and/or the need for any additional services that may be required, based on the projected demand identified above.

Recommendation

Prior to the issue of an Occupation Certificate, the applicant should prepare a comprehensive Travel Plan (or amend and expand the existing framework GTP) in consultation with TfNSW to address the above.

TAB B – Recommended Conditions of Consent for SSD 9477

School Zone signs and associated markings

The applicant must obtain written authorisation from Transport for NSW (TfNSW) to install School Zone signs and associated pavement markings, and/or remove/relocate any existing Speed Limit signs. To obtain authorisation, the applicant must submit the following for review and approval by TfNSW, at least eight (8) weeks prior to student occupation of the site:

- a. A copy of development Conditions of Consent
- b. The proposed school commencement/opening date
- c. Two (2) sets of detailed design plans showing the following:
 - i. School property boundaries
 - ii. All adjacent road carriageways to the school property
 - iii. All proposed school access points to the public road network and any conditions imposed/proposed on their use
 - iv. All existing and proposed pedestrian crossing facilities on the adjacent road network
 - v. All existing and proposed traffic control devices and pavement markings on the adjacent road network (including School Zone signs and pavement markings).
 - vi. All existing and proposed street furniture and street trees.

School Zone signs and pavement marking patches must be removed and installed in accordance with TfNSW approval/authorisation, guidelines and specifications. All School Zone signs and pavement markings must be installed prior to student occupation of the site. The applicant must maintain records of all dates in relation to installing, altering, removing traffic control devices related to speed.

Following installation of all School Zone signs and pavement markings the applicant must arrange an inspection with TfNSW for formal handover of the assets to TfNSW. The installation date information must also be provided to Transport for NSW at the same time.

Note: Until the assets are formally handed-over and accepted by TfNSW, TfNSW takes no responsibility for the School Zones/assets.

Reason for condition

A significant number of vehicles and pedestrians will access the site at the start and end of the school day. School Zones must be installed along all roads with a direct access point (either pedestrian or vehicular) from the school. School Zones must not be provided along roads adjacent to the school without a direct access point. Road Safety precautions and parking zones should be incorporated into the neighbouring local road network and 40km/hr School Zones are to be installed in accordance with the conditions below. The consent authority should ensure that parking, drop-off and pick-up zones and bus zones are incorporated in accordance with TfNSW standards. TfNSW is responsible for speed management along all public roads within the state of New South Wales. That is, TfNSW is the only authorised organisation that can approve speed zoning changes and authorise installation of speed zoning traffic control devices on the road network within New South Wales.

TAB B – Recommended Conditions of Consent for SSD 9477

Car Parking

The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements in relation to landscaping and/or fencing, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1- 2004, AS2890.6-2009 and AS 2890.2 – 2002 for heavy vehicle usage.

Construction Traffic Management Plan

A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to the relevant consent authority for approval prior to the issue of a Construction Certificate.

Swept path of the longest vehicle (including garbage trucks, building maintenance vehicles and removalists) entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTROADS. In this regard, a plan shall be submitted to Council for approval, which shows that the proposed development complies with this requirement.