



5 December 2019

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

Attention: Jason Maslen

**SSD-9671 – PROPOSED ADDITIONS TO YOUNG HIGH SCHOOL, CAMPBELL STREET, YOUNG.**

I refer to your correspondence regarding the subject application which was referred to Transport for NSW (TfNSW) for assessment and comment.

From the information provided it is understood that the proposed development is for additions to the existing school facility to construct a Library and Joint-Use Community Facility on the grounds of the Young High School. The subject site has frontage to Campbell Street, which forms part of the Olympic Highway through Young, and to Ripon, Berthong and Caple Streets within a 50 kmh speed zone.

The proposed development is supported by an Environmental Impact Statement dated November 2019 prepared by Ethos Urban and a Traffic Impact Assessment dated September 2019 prepared by Peter Meredith Consulting.

The proposed development involves the demolition of existing structures on the school grounds and the construction of a new 3 storey building to house the library and community facility. The building is located within the school grounds away from the frontage of the school to Campbell Street. The building is located with orientation to Ripon Street and is located adjoining the existing carpark which has access to Caple Street. This carpark is proposed to be expanded as part of the proposed development.

Section 5.6.4 refers to 2 options for loading and servicing for the library. One of these options is the use of an existing drop-off zone located in Campbell Street. The drop-off zone is not to be used as a designated delivery zone. An alternative is the use of the carpark with access from Caple Street as this can be altered to provide facilities for a delivery loading/unloading area.

Section 5.6.5 (page 53) of the EIS indicates that pedestrian and cyclist infrastructure will remain open and mostly unaffected by construction activities. Appropriate measures should be implemented to ensure that pedestrian and cycling movements along footways and cycleways are maintained at all time during constructions activities. If the development requires closure of either facility, the Construction Management should detail adequate safety and diversion measures to be implemented to limit time delay and detour distances.

The documentation identifies that 10 secure bicycle parking spaces to be provided, however the provision of end-of-trip facilities such as lockers and shower areas is not addressed. The inclusion of these facilities may encourage more active transport usage by staff. Bicycle parking facilities should be located in easily accessible locations and in line with Crime Prevention Through Environmental Design (CPTED) principles.

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 likely presence of vulnerable road users within and around the school grounds is required.

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 potential impact of the development on the surrounding road environment and road user.

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