

Mr. Andrew Beattie  
Team Leader  
School Infrastructure Assessment  
Department of Planning, Industry & Environment  
GPO Box 39  
SYDNEY NSW 2001

**Attention: Navdeep Shergill**

Dear Mr. Beattie,

**Proposed New Amity College  
85 Byron Road and 63 Ingleburn Road, Leppington (SSD 9227)  
Notice of Exhibition**

Thank you for requesting Transport for NSW (TfNSW) to provide comment on the subject State Significant Development (SSD) application.

TfNSW has reviewed the Environmental Impact Statement (EIS), prepared by Outline Planning Consultants, and relevant support documentation. Comments on the EIS is provided in **TAB A**, as attached.

Further comments and, where appropriate, suggested conditions of consent would be provided following review of the Applicant's Response to Submissions.

If you require any further information or wish to discuss, 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



4/10/2019

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

Objective reference: CD19/07416

## **TAB A – Detailed comments on SSD 9227**

The following comments are provided to DPIE to assist with the assessment of the subject SSD application.

### **Short-term bus accessibility**

#### Comment

The planned location of the school bus bays is on the northern side of Byron Road and as such access to the bus bays from the Camden Valley Way would be via Heath Road. Based on aerial imagery (04/09/19), Heath Road is a sealed road with a carriageway of approximately 6.5 metres with no kerbs. Furthermore, sections of Byron Road adjacent to Leppington Oval are also constrained with kerb-to-kerb widths in the order of 6 metres.

The constrained carriageway widths could impact the safe movement of buses and availability of buses to access the development until such time that the roads are upgraded.

#### Recommendation

DPIE should note that school bus access (for standard bus sizes) to the site may not be possible until such time that Byron Road and relevant sections of Heath Road are upgraded to reflect the intended design per the Camden Growth Centres Precincts Development Control Plan.

### **Bus bay length**

#### Comment

The Traffic Impact Assessment states that the proposed bus bay is suitable to accommodate up to five (5) buses. However, the swept path analysis only demonstrates adequate space for four (4) HRVs (12.5m) stopping within the bus bay. Furthermore, the swept path analysis should demonstrate the ability for any of the five buses to exit out of the bus bay independently without having to rely on the movement of adjacent stopped buses.

#### Recommendation

The swept path analysis should be revised to address the comment above and the design of the bus bay should be amended accordingly.

### **Bicycle parking provisions**

#### Comment

Section 5.3 of the Traffic Impact Assessment states that the development proposes 62 bicycle parking spaces. However, a review of the architectural drawings (Appendix C of the EIS) does not indicate the proposed location of these parking spaces.

#### Recommendation

It is recommended that the Applicant amends the development plans to include the proposed 62 bicycle parking spaces. The location of the spaces should be easily accessible from the site's pedestrian access points.

## **Footpath connections to public transport services**

### Comment

The Traffic Impact Assessment forecasts some 3.6% of students using public buses (regular route services) to travel to/from the school. The use of public transport should be supported and consideration should be made for the door-to-door experience of students and staff. Any customers using bus services would walk from the bus stops at Ingleburn Road to the school. This final footpath connection is not provided and not included in the development proposal. Furthermore, appropriate bus stop infrastructure (waiting areas, seats and shelters) should be provided.

### Recommendation

To support public transport demand from students and staff, the development proposal should include the provision of footpath connections from the bus stops on Ingleburn Road to the site and improvements to bus stop infrastructure.