

26 November 2020

TfNSW Reference: SYD20/01320/01
Departments Reference: SSD-11070211

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

Attention: Jenny Chu

Dear Ms Chu

REQUEST FOR SEARS - NEW PUBLIC SCHOOL IN MULGOA RISE - 1-23 FORESTWOOD DRIVE, GLENMORE PARK

Reference is made to the Department's correspondence dated 13 November 2020, requesting Transport for NSW (TfNSW) to provide details of key issues and assessment requirements regarding the abovementioned development for inclusion in the Secretary's Environmental Assessment Requirements (SEARs).

TfNSW has reviewed the submitted scoping report and other supporting documentation and provides the following advice for consideration to the draft SEARs in **Attachment A – Key Issues**.

Due to the Covid-19 Pandemic, counts undertaken at the moment may not be representative. Alternative approaches to understand the impact of Covid-19 on traffic patterns should be discussed with TfNSW.

It is suggested the applicant meet with TfNSW to discuss these issues and the options available prior to undertaking a traffic impact assessment.

If you have any further questions, Ms Laura van Putten would be pleased to take your call on (02) 8849 2480 or please email development.sydney@rms.nsw.gov.au. I hope this has been of assistance.

Yours sincerely



Pahee Rathan
Senior Land Use Assessment Coordinator
Transport for NSW

Attachment A – Key Issues

Transport and Accessibility

A detailed traffic impact assessment should be prepared and include, but not be limited to, the following:

1. Details of all traffic types and volumes likely to be generated by the proposed redevelopment during construction and operation, including:
 - a. Daily and peak traffic movements likely to be generated by the proposed development including the impact on nearby intersections on The Northern Road, and the need/associated funding for upgrading or road improvement works (if required).
 - b. Details of the proposed site access and the parking provisions associated with the proposed development including compliance with the requirements of the relevant Australian Standards (ie: turn paths, sight distance requirements, aisle widths, etc).
 - c. Detailing vehicle circulation, proposed number of car parking spaces and compliance with the appropriate parking codes.
 - d. Details of light and heavy vehicle movements (including vehicle type and likely arrival and departure times).
 - e. Swept path diagrams to demonstrate vehicles entering, exiting and manoeuvring throughout the site;
 - f. An assessment of the forecast impacts on traffic volume generated on road safety and capacity of road network including consideration of cumulative traffic impacts at key intersections using SIDRA or similar traffic model as prescribed by TfNSW. The traffic modelling should consider the scenarios of year 2026, 2031, 2036 and the year until the facility cease operation. These should include, but not be limited to:
 - i. The Northern Road/Bradley Street
 - g. Details plan of any proposed road upgrades, infrastructure works or new road required for the development;
 - h. To ensure that the above requirements are fully addressed, the cumulative traffic impact of the development on the surrounding roads and intersections in the context of any other approved planning proposals and developments in the precinct and surrounds, should be considered. Including the impact on nearby intersections and the need/associated funding for upgrading or road improvement works (if required); and
 - i. An assessment of the accessibility and provision of public transport and active transport. TfNSW requires the Environmental Impact Assessment report to address these implications.
 - j. The preparation of a preliminary Construction Pedestrian and Traffic Management Plan (CPTMP) to demonstrate the proposed management of the impact in relation to construction traffic addressing the following:
 - i. assessment of cumulative impacts associated with other construction activities (if any);
 - ii. an assessment of road safety at key intersection and locations subject to heavy vehicle construction traffic movements and high pedestrian activity;

- iii. details of construction program detailing the anticipated construction duration and highlighting significant and milestone stages and events during the construction process;
 - iv. details of anticipated peak hour and daily construction vehicle movements to and from the site;
 - v. details of on-site car parking and access arrangements of construction vehicles, construction workers to and from the site, emergency vehicles and service vehicle;
 - vi. details of temporary cycling and pedestrian access during construction.
- 2. The detailed traffic impact assessment should address the relevant planning provisions, goals and strategic planning objectives in the following:
 - a. Future Transport 2056 and supporting documents;
 - b. Guide to Traffic Generating Developments 2002(RTA);
 - c. TDT 2013/04a Guide to Traffic Generating Developments; and
 - d. Austroads Guide to Traffic Management Part 12: Traffic Impacts of Development.
 - e. NSW Planning Guidelines for Walking and Cycling

Access Points

- 3. Plans showing the main access points of the school (where school Children will enter/exit; where cars will enter/exit the school).

School Catchment

- 4. There are four existing public schools located within the vicinity of the new public school:
 - a. Regentville Public School
 - b. Glenmore Park Public School
 - c. Surveyors Creek Public School
 - d. Mulgoa Public School
 Details of the catchment for the new public school and the likely distribution from the existing nearby public schools are to be provided.

Length of bus zones

- 5. Assessment on length of bus zones to ensure clear pick up / drop off times and determine if school buses will be necessary.

Green Travel Plan

- 6. The development should facilitate sustainable modes of transport through travel demand management programs to increase sustainable transport in the form of a Green Travel Plan to be prepared in consultation with Transport for NSW.

Traffic Counts

- 7. TfNSW requests that any counts undertaken are not within close proximity to the school holidays/long weekend.

Counts undertaken within close proximity to these events may not indicate normal traffic conditions. Ideally vehicle counts should be undertaken during a typical day, to include

Thursday (or Wednesday) and Friday for the study (not near school/public holidays). This will provide the departments with an accurate understanding of the existing traffic conditions and the actual impact of this development application to the surrounding network.

Should the date of the counts be within a week either side of the above events, it will be recommended that new counts are undertaken at more appropriate dates and are to include a breakdown of light and heavy vehicles.