



Our ref: STH20/00129/01  
Contact: Andrew Lissenden 0418 962 703  
Your ref: SSD-8845345

25 August 2020

Dimitri Gotsis  
Department of Planning, Industry and Environment  
BY EMAIL: [information@planning.nsw.gov.au](mailto:information@planning.nsw.gov.au)

**REQUEST FOR SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS (SEAR'S) –  
RELOCATION AND UPGRADE OF THE BUDAWANG SCHOOL FOR SPECIAL PURPOSES - LOT 200  
DP1192140 (NO. 17) CROOBYAR ROAD, MILTON**

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Dear Dimitri

Transport for NSW (TfNSW) refers to the notification it received on 17 August 2020 regarding the above request for input into the SEAR's for the above.

TfNSW has completed a review of the information provided (report from Mecone dated 24/07/2020) while focussing on the impact to the state road network. For this development, the key state road is the Princes Highway.

TfNSW notes:

- Its input is requested by the Secretary under Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*; and
- Limited details are provided in the submitted report on transport and traffic-related issues. The impacts of traffic generated by the development (both from construction and ongoing operation) will need to be considered and mitigation measures detailed as part of the Environmental Impact Statement (EIS) lodged

Having regard for the above, TfNSW requests the issues outlined in **Attachment 1** be included in the SEAR's issued. Please note Attachment 1 does not intend to represent an exhaustive listing of all the items to be considered in the assessment of the traffic impacts associated with the proposed development.

If you have any questions, please contact Andrew Lissenden on 0418 862 703. Please ensure that any further email correspondence is sent to [development.southern@rms.nsw.gov.au](mailto:development.southern@rms.nsw.gov.au).

Yours faithfully

Andrew Lissenden  
Development Assessment Officer  
Community and Place | South Region  
  
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### 1. Traffic Impact Study (TIS):

A detailed TIS is required to consider the implications of the development. As a guide Table 2.1 of the RTA's *Guide to Traffic Generating Developments* outlines the key issues that should be considered in preparing a TIS. The TIS also needs to include, but not be limited to, the following:

- a) Details on the maximum number of staff and students, facility usage (e.g. after hours, public usage of rooms/hydrotherapy facility), etc.;
- b) Details of all traffic types and volumes likely to be generated by the proposed development during both its construction and its ongoing operation;
- c) Details on access arrangements for vehicles during construction as well as for both vehicles and students for its ongoing operation (e.g. existing access points to be retained, existing access points to be closed, new access points to be created, etc.);
- d) A swept path assessment for the vehicles that will use the site inclusive of service vehicles. This should demonstrate that the vehicles can enter and leave in a forward direction and will not have any adverse impacts on the adjoining road network;
- e) Details on drop off and pick up zones for cars as well as buses including an assessment of the impacts on the adjoining road network;
- f) Consideration of the impacts on the state road network and identification of appropriate measures to mitigate the impact (e.g. impacts on the signalised intersection of Croobyar Road/Princes Highway). The assessment of impacts depending on traffic volumes generated by the development may require the use of SIDRA modelling to be provided (including the electronic files);
- g) Details on active transport to be used by students (walking, cycling) including the adequacy of existing infrastructure;
- h) Details on the pedestrian crossing that appears to be shown in Figures 3 and 4 of the Mecone report. This including details on how it meets the numerical warrants detailed in the TfNSW Supplement *Austroroads Guide to Traffic Management Part 6*. TfNSW has concerns with the proximity of the crossing point to the signalised intersection of Croobyar Road/Princes Highway and the impact it will have on the operation of these signals in terms of safety and efficiency;
- i) An assessment of the adequacy of on-site car parking to service the development; and
- j) Details on school zone requirements to be installed.

### 2. State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017:

The provisions of Clause 57 need to be addressed (e.g. the requirements of subclause 3 (b) and (c), is it applicable and if it is not why it is not).

### 3. Staging:

Details on the staging of any works associated with the proposed development.

### 4. Future use of the remainder of the site:

Details on the intended future use of the remainder of the site noting that Figure 3 and 4 in the Mecone report show the outline of a new High School Admin building, a 'Potential High School Entry' and reference 'Potential Future Middle Years High School'. Is a masterplan approval being sought, and if not, why? TfNSW is supportive of considering the intended use of the site as a whole as opposed to several separate applications.

5. Consultation:

TfNSW encourages further consultation, if required, during the preparation of the EIS to discuss traffic and accessibility issues as they relate to impacts on the state classified road and traffic signals at the intersection of the Princes Highway and Croobyar Road. Details on what discussions have occurred with the TfNSW during the EIS preparation and with who should be detailed in the EIS.

6. Strategic/Concept Design:

Should it be identified as part of preparing the EIS or during the assessment of the application that mitigation measures are required, that will impact a state/classified road then, a concept design for the proposed works will need to be prepared and submitted. This is needed in order to clarify the scope of works, demonstrate the works can be constructed within the road reserve and allow the consent authority to consider any environmental impacts of the works as part of their assessment.

7. Other Information:

- a) Milton Ulladulla bypass: TfNSW has announced plans for a proposed bypass of Milton and Ulladulla. Although a corridor has been identified in Shoalhaven Council's Local Environmental Plan (LEP), a preferred corridor for the proposed Milton Ulladulla bypass has not been decided. TfNSW is currently undertaking a review of the current road corridor on Council's LEP and carrying out other investigations to determine a preferred option for a Milton Ulladulla bypass.

For more information about the Milton Ulladulla bypass, the applicant/enquirer can visit the project website at [www.rms.nsw.gov.au/projects/princes-highway](http://www.rms.nsw.gov.au/projects/princes-highway) or contact the project team on 1800 719 759 or via email: [princeshighway@transport.nsw.gov.au](mailto:princeshighway@transport.nsw.gov.au).