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The Manager  
School Infrastructure Assessments  
Department of Planning & Environment  
GPO Box 39  
SYDNEY NSW 2001

**Attention: Rebecca Sommer**

Dear Ms Sommer

**SSD21854025: Lot 124 & 125 DP 757125, Lot 2 DP 550633 and Lot 1 DP 577294, Mitchell Street (HW29), Wee Waa, Wee Waa High School**

Thank you for referring SSD-21854025 Environmental Impact Statement received via the NSW Major Projects Planning Portal on 9 November 2021 to Transport for NSW (TfNSW) for comment.

TfNSW has reviewed the documentation submitted with the application and provides the following advice:

- TfNSW submission to SEARS recommended that the proponent consider in consultation with TfNSW and Narrabri Shire Council as a part of the design process, alternative locations for the pickup drop off area preferably within the site boundary with access gained from a local road.

The current proposal provides a pickup drop off bay in George Street in line with the proposed bus zone. TfNSW notes that seven drop off spaces and two bus spaces have been provided in the current proposed design.

The Transport and Accessibility Impact Assessment indicates that 45% of high school students and 6% of teachers are expected to utilize drop off facilities with a 15 minute peak period expected. The proposed design proposed is based on an estimated turn over of 90 seconds for an estimated 68 vehicles in the peak period. TfNSW is concerned that the proposed combined design and the location of the pickup drop off area will result in queuing of vehicles onto the Kamilaroi Highway.

Accordingly, TfNSW recommends that the pickup drop off bay be located separate to the bus zone. The pickup drop off zone should be located within the site boundary with access gained from a local road. Alternatively, the pickup drop off bay should be located on a local road, designed with adequate length to ensure queuing into the Kamilaroi Highway is avoided.

- TfNSW does not support the location of a pedestrian crossing across the Kamilaroi Highway as depicted on the submitted plans. TfNSW notes that the traffic and pedestrian numbers are not likely to meet TfNSW warrants and safety considerations for approval of a pedestrian crossing.

Subject to support by Narrabri Shire Council TfNSW suggests that Kerb extensions, with no pedestrian refuge, designed in accordance with TfNSW Technical Directions, Australian Standard – Manual for uniform Traffic Control Devices and Austroads Design Guide Part 4 Intersections and Crossings be installed on Mitchell Street on the western side of the Mitchell and George Streets intersection to provide a formalized crossing location.

The installation of kerb extensions at this point will also provide clear delineation of the traffic lane and discourage overtaking at the intersection.

- A formal agreement in the form of a Works Authorisation Deed (WAD) is required between the developer and TfNSW for the developer to undertake “private financing and construction” of any works on Mitchell Street (HW 29). This agreement is necessary for works in which TfNSW has a statutory interest and must be in place prior to road works commencing.
- TfNSW notes that the Mitchell Street frontage gates create potential for multiple pedestrian desire lines across Mitchell Street. To reinforce safe crossing practices at the proposed kerb extension location TfNSW request that the Management Plans include maintaining the Mitchell Street Gates locked during the arrival and departure peak periods to limit the access points to the school.
- TfNSW notes that the visual depictions for the works along Mitchell Street showing kerb and gutter and a shared path the full length of the Mitchell Street frontage do not correspond with the civil works drawings which propose no kerb and gutter, a pedestrian path from George street to the school gates on the Mitchell Street frontage. To ensure that any parking in this area is carried out in a safe and consistent manner the formalisation of this area is required by the provision of, at a minimum, clear signage and edge delineation along the Mitchell Street site frontage.
- Any landscaping, fencing and signage to be provided within the site or along the boundary with any adjoining road reserve is to be designed and maintained to provide safe sight distance to pedestrians and motorists entering and exiting the site to minimise conflict in accordance with *Austroads* SISD and AS2890.1-2004 “Off-street car parking”.
- All signage including any proposed internally lit signs must be contained within property boundaries and designed to meet the objectives of *Transport Corridor Outdoor Advertising and Signage Guidelines 2017* (NSW DPE 2017). Illuminated signage is to have maximum luminance levels as set out in guideline *and Signage Guidelines*.
- Transportation of contaminated fill or materials from the site on public roads must be carried out in accordance with the requirements of *Australian Dangerous Goods Code* and *Australian Standard 4452 Storage and Handling of Toxic Substances*. This must include relevant incident management strategies for transportation on public roads.

Please be advised that under the provisions of the *Environmental Planning & Assessment Act 1979* it is the responsibility of the Consent Authority to assess the environmental implications, and notify potentially affected persons, of any development including conditions.

Please forward a copy of Councils determination to TfNSW at [development.west@transport.nsw.gov.au](mailto:development.west@transport.nsw.gov.au) when it is sent to the applicant. If you wish to discuss this matter further, please contact the undersigned on 026861 1530.

Yours faithfully

**Howard Orr**  
**Team Leader**  
**Development Services West**  
**Regional and Outer Metropolitan**