

8 February 2023

TfNSW Reference: SYD21/01463/04
DPE Reference: SSD-31822612

Mr Mick Cassel
Secretary
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Brent Devine

**SSD-31822612: EXHIBITION OF ENVIRONMENTAL IMPACT STATEMENT (EIS)
ALTERATIONS AND ADDITIONS TO BARKER COLLEGE
91 PACIFIC HIGHWAY, HORNSBY**

Dear Mr Cassel,

Thank you for providing Transport for NSW (TfNSW) an opportunity to comment on the exhibition of the EIS for the application for SSD-31822612 which is for alterations and additions to Barker College at 91 Pacific Highway, Hornsby.

TfNSW has reviewed the submitted application and provides advisory comments for the Department in **TAB A**.

Should you have any further inquiries in relation to this matter, please do not hesitate to contact Matthew Houlden, Land Use Planner, by email at development.sydney@transport.nsw.gov.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read "B. Pegg".

Brendan Pegg
Senior Manager Land Use Assessment Eastern
Planning and Programs, Greater Sydney Division

OFFICIAL

TAB A

Development impact to the surrounding classified and local road networks

Comment:

TfNSW advises that the anticipated traffic growth in the network may result in some intersections in the vicinity of the school which are already operating close to capacity and because of the proposed developments will further create impact the level of service of the surrounding local and classified road networks.

As such, TfNSW recommends that to mitigate the development's impact the surrounding transport network, the Applicant will need to address the proposed Green Travel Plan (GTP) as part of the Response to Submissions (RtS).

Recommendation:

As part of the Response to Submissions (RtS) the Applicant should address the following matters in the GTP:

Mode Share Target

- From Table 4.1 in the GTP, a 5% shift in mode is proposed from car driver to public and active transport modes is considered low. Consideration will need to be given to encouraging a greater mode shift from private vehicle to the subject site, particularly given as the school site is currently generally well served by public transport via buses and heavy rail (Waitara Rail Station is 450m east of the site, and 800m from the Hornsby Rail Station).
- Revised mode share targets would assist in reducing the traffic impact of the proposed development.

Travel Access Guide

- TfNSW notes the Travel Access Guide (TAG) included as an appendix in the GTP. The TAG should include separate route maps of all modes of transport. The map currently only shows the bus stops, but no indication of which routes stop at which stops. The TAG should also:
 - Provide information encouraging students and staff about the health and wellbeing benefits of using sustainable transport,
 - Promote to the number and location of End of Trip facilities (bike racks, showers, lockers, change rooms) and locate on map for both staff and students to make it easy and attractive for them to use.
 - Provide times (first, last and typical headway) and stop locations for trains/ buses to and from the nearest train stations.
 - Promote car-pooling and priority parking for those who car-pool or include paid parking as a disincentive. Provide car-pooling noticeboard for staff to know who will be car-pooling.

End of Trip (EoT) Facilities

- TfNSW recommends that the provision of bicycle spaces and EoT is monitored over time to ensure there is sufficient provision to further encourage cycling as a mode – both for students and staff. A good supply of quality EoT and bicycle parking is considered important to further encourage walking and cycling mode shares. The bicycle parking should be located at the school site at convenient locations, be safe, secured and under cover.

Implementation Strategy

- TfNSW appreciates that the GTP has number of actions in the various sections (including Section 5.5) but recommends that these could be combined into one comprehensive Implementation Plan.
- The Implementation Plan should include all the initiatives and incentives within the GTP, timing and completion dates to ensure the overall effectiveness of the GTP as an implementation strategy. Each part of the Implementation Plan should be managed overall by the Travel Plan Coordinator/Steering Committee and include current communication strategies and initiatives.

Travel Survey

- TfNSW notes that Section 3 covers monitoring and undertaking annual travel surveys and that staff and student travel surveys will be undertaken but recommend that the travel survey be included as an appendix in the GTP.
- The survey should include questions to obtain staff, student, and visitor residential postcodes to identify the actual travel origin and destination patterns, to inform strategies that help to reduce private vehicle demand for staff, student, and visitors to get to and from the site. The Travel Survey should also be promoting any initiatives or strategies that encourage sustainable transport routes.

Incentives

- TfNSW requests that you consider in your Implementation Plan further possible incentives both long and short term for staff to use active and public transport such as, but not limited to:
 - School subsidised panniers or backpacks for staff committed to active travel.
 - Salary sacrifice options for purchases of bikes or other micro-mobility options.
 - Time in staff meetings to share tips and support for staff wanting to start cycling.
 - Wayfinding at the school for End of Trip facilities.
 - Incorporating a role for a school sustainable travel champion that focuses on modelling the desired behaviours and positive communication around active and public transport.