

23 November 2021

TfNSW Reference: SYD20/01438/03

DPIE Reference: SSD-11802230

Director  
Department of Planning, Industry and Environment  
Locked Bag 5022  
PARRAMATTA NSW 2124

Attention: Navdeep Singh Shergill

**EXHIBITION OF EIS – STAGED CONSTRUCTION OF SYDNEY OLYMPIC PARK HIGH SCHOOL - 7 - 9 BURROWAY ROAD, WENTWORTH POINT**

Dear Sir/Madam,

Reference is made to your correspondence dated 13 October 2021, regarding the abovementioned application which was referred to Transport for NSW (TfNSW) for comment.

TfNSW has reviewed the submitted application and requests the following information for further assessment of this application:

1. Traffic generation calculations should use the base case mode share forecast, as the proposed infrastructure improvements within the stretch case are only prospective and are not confirmed. It is also noted that the delivery of transport infrastructure upgrades for the stretch case will be staged and will not be operational prior to the completion of Stage 1. Separated traffic generation calculations for Stage 1 and 2 should consider approved infrastructure upgrades that will be operational at each stage.

Calculations of the traffic generation rates of each proposed use at each stage of the development are to be provided for TfNSW review.

2. It should be noted that the proposed bus service improvements by TfNSW proposed in Table 3-3, are not approved and are subject to further consultation with TfNSW. The Service Planning team will consider whether any service adjustments can be made to enable travel to the school, or similar.
3. TfNSW is seeking approximate construction timelines and operational dates for Stage 1 and 2. It is understood that the delivery of Stage 2 of the subject development, is subject to financials but indicative timeframe should be provided.

4. It is noted that the Transport Impact Statement states that “servicing and waste collection will occur along the future eastern road (delivered by others) with direct level on-street access to the storerooms. It is expected the eastern road will be completed prior to commencement of school operations. Waste collection is discussed in further detail at section 7.15 of this EIS.” In the instance that the eastern road is not delivered a back-up plan has not been presented.

It is requested that the applicant presents alternate options for loading and servicing in the instance that the future eastern road is not delivered in time for the commencement of school operations.

Upon receipt of the above requested information, TfNSW will undertake assessment and provide comments accordingly.

TfNSW also provides the following comments for the Department of Planning, Industry and Environment’s consideration in the determination of this application:

1. TfNSW (Roads) property records indicates that TfNSW (Roads) does not own land on the allotments impacted by the school development and future road, and the Department of Planning, Industry and Environment should seek confirmation from the applicant that relevant landowner’s consent has been provided, noting that Roads and Maritime has since been abolished and new landowners consent may be required.
2. It is noted that vehicular access to the site is to be provided by others and is subject to a separate planning approval. Should the planning approval not be granted for the proposed Ridge Road, the Department of Planning, Industry and Environment should be satisfied that the applicant can provide alternative vehicular access to the subject site that adequately and safely accommodates pedestrian and vehicles movements.
3. Any proposed pedestrian crossings and facilities on the local road network will need to be considered by Council and the Sydney Olympic Park Authority via Council’s Local Traffic Committee.
4. A significant number of vehicles and pedestrians will access the site at the start and end of the school day. School Zones must be installed along all roads with a direct access point (either pedestrian or vehicular) from the school. School Zones must not to be provided along roads adjacent to the school without a direct access point. Road Safety precautions and parking zones should be incorporated into the neighbouring local road network:
  - 40km/hr School Zones are to be installed in accordance with the following conditions.
  - Council should ensure that any parking, drop-off / pick-up zones and bus zones incorporated are in accordance with TfNSW standards.

TfNSW are responsible for speed management along all public roads within the state of New South Wales. That is, TfNSW is the only authorised organisation that can

approve speed zoning changes and authorise installation of speed zoning traffic control devices on the road network within New South Wales.

Therefore, the Developer must obtain written authorisation from TfNSW to install the School Zone signs and associated pavement markings and/or remove/relocate any existing Speed Limit signs.

To obtain authorisation, the Developer must submit the following for review and approval by TfNSW, at least eight (8) weeks prior to student occupation of the site:

- A copy of Council's development Conditions of Consent
- The proposed school commencement/opening date
- Two (2) sets of detailed design plans showing the following:
  - I. School property boundaries
  - II. All adjacent road carriageways to the school property
  - III. All proposed school access points to the public road network and any conditions imposed/proposed on their use
  - IV. All existing and proposed pedestrian crossing facilities on the adjacent road network
  - V. All existing and proposed traffic control devices and pavement markings on the adjacent road network (including School Zone signs and pavement markings).
  - VI. All existing and proposed street furniture and street trees.

School Zone signs and pavement marking patches must be installed in accordance with TfNSW approval/authorisation, guidelines and specifications. All School Zone signs and pavement markings must be installed prior to student occupation of the site.

The Developer must maintain records of all dates in relation to installing, altering, removing traffic control devices related to speed.

Following installation of all School Zone signs and pavement markings the Developer must arrange an inspection with TfNSW for formal handover of the assets to TfNSW. The installation date information must also be provided to TfNSW at the same time. Note: Until the assets are formally handed-over and accepted by TfNSW, TfNSW takes no responsibility for the School Zones/assets.

5. Travel Access Guide – TfNSW appreciates the TAG that has been provided in the STP. The TAG should include maps and times of all modes of transport, bikes, bus, train, walking and car-pooling options. The TAG should:
  - Provide information on the TAG advising students and staff that additional information about service routes and timetables for buses, trains and ferries is available on the Trip Planner at [transportnsw.info/](https://transportnsw.info/)
  - Provide information on the TAG advising students that additional information about cycling routes is available on the Trip Planner at [transportnsw.info/](https://transportnsw.info/)
  - Update number and location of bike parking facilities, and locate on map.
  - For further helpful information – please check this link How to Create a Travel Access Guide doc [here](#).
  - Data – TfNSW appreciates the data provided in the STP. To further help monitor

and measure the increase in bus transport use, we would recommend an additional weekly report of patronage on buses (using Opal data) to and from the school. Traffic volumes can also be assessed on the road network within Sydney Olympic Park area, before and after school. These could be monitored to assess whether:

- Students and staff are re-moding private vehicles to buses.
- Traffic volumes during peak hours had reduced.

6. End of trip facilities: TfNSW appreciates the number of proposed bicycle racks that will be provided by the school. Given we have recommended increased active transport for both staff and students, and temperatures can rise in summer, we would appreciate if you could advise how many showers and change rooms you propose for both staff and students, we would recommend at least 2 showers and 2 change rooms. These facilities should be promoted within your “Implementation Strategy” listed below. Please also find a resource from our website on [end of trip facilities](#).
7. Mode share: TfNSW appreciates the work that has been done on this STP for the ‘reach’ mode share of students. TfNSW requests that you take further steps to try and reduce your private vehicle mode share, and parking requirements for staff particularly as they could take the bus, train or ferry. TfNSW would advise that you aim to reduce your private vehicle mode share and implement a range of actions to try and lift sustainable travel mode share for both staff and students. We note that there is not a mode share target table for staff in the STP, and ask that it be included.
8. Parking management strategy: TfNSW appreciates the consideration given to reducing staff car parking. TfNSW requests that the STP considers implementation of a parking management strategy that prioritises use by staff on a needs basis, particularly when more sustainable transport options are available, to further reduce car use. Options could include limiting the number of parking spots available, and/or charging a fee for them and then pledging that money toward sustainable transport initiatives.
9. Implementation Strategy: TfNSW appreciates the substantial work done on the School Travel Plan (STP). We recommend that you have a separate section within this STP called an Implementation Strategy, which has an implementation plan of tasks and actions, including all of your initiatives and incentives, timing and completion dates, your communications tasks, and who will do the tasks; this will ensure the overall effectiveness of the STP. This implementation strategy should be updated both on an annual basis, and when future transport services eventuate. Your stakeholder engagement strategy will also be included in this (including all of your stakeholders, key messages and the channels you will use to engage your stakeholders) – please find our link for Potential engagement techniques that may be useful to you.
10. Incentives: TfNSW requests that consideration is given in the Implementation Strategy to further possible incentives for staff to use active and public transport such as:
  - Pre-loaded opal cards during orientation.
  - 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.

Considers additional initiatives to promote additional use of active travel, such as:

- Holding competitions and offering prizes for staff and students that walk or ride to the school e.g. Steptember, Biketober.
- Promoting active travel as a means to support staff and students health and wellbeing.
- Promoting the use of end bike facilities to promote active transport use.
- Promoting to parents the potential of active travel to school as an opportunity to stay active themselves.

11. Travel Survey: TfNSW requests that STP includes a copy of a travel survey for the school as an appendices in this STP. Staff and student travel surveys are conducted to obtain workforce data analysis (including staff residential postcodes) to identify the actual staff/student travel origin and destination patterns, to inform strategies that help to reduce car parking demand for staff and students to get to and from the site; please find our online travel survey [here](#).

12. The applicant is to submit the finalised STP to TfNSW prior to construction works commencing.

13. The applicant has not demonstrated how School Coach/Buses will be managed for sport days or other activities where students travel off school premises. Therefore, prior to the issue of an Occupation Certificate, the applicant shall prepare a School Coach/Bus Parking Management Plan to ensure that school coaches and school buses could adequately be accommodated within school coach/bus parking facilities or on-street without having an impact to the operation of the road network. The plan shall be prepared in consultation with TfNSW.

14. Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, the applicant shall:

- Prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with TfNSW. The CPTMP needs to specify matters including, but not limited to, the following:
  - A description of the development;
  - Location of any proposed work zone(s);
  - Details of crane arrangements including location of any crane(s) and crane movement plan;
  - Haulage routes;

- Proposed construction hours;
- Predicted number of construction vehicle movements, detail of vehicle types and demonstrate that proposed construction vehicle movements can work within the context of road changes in the surrounding area, noting that construction vehicle movements are to be minimised during peak periods;
- Construction vehicle access arrangements;
- Construction program and construction methodology, including any construction staging;
- A detailed plan of any proposed hoarding and/or scaffolding;
- Measures to avoid construction worker vehicle movements within the Parramatta Precinct;
- Consultation strategy for liaison with surrounding stakeholders, including other developments under construction and Parramatta Light Rail Builder;
- Identify any potential impacts to general traffic, cyclists, pedestrians, bus services and any light rail within the vicinity of the site from construction vehicles during the construction of the proposed works. Proposed mitigation measures should be clearly identified and included in the CPTMP; and
- Identify the cumulative construction activities of the development and other projects within or around the development site, including the Parramatta Light Rail Project and private development. Proposed measures to minimise the cumulative impacts on the surrounding road network should be clearly identified and included in the CPTMP;

Submit a copy of the final plan to TfNSW for endorsement via development.CTMP.CJP@transport.nsw.gov.au and provide the builder's direct contact number to small businesses adjoining or impacted by the construction work and TfNSW via development.CTMP.CJP@transport.nsw.gov.au to resolve issues relating to traffic, public transport, freight, servicing and pedestrian access during construction in real time. The applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction.

15. It is noted a Transport Access Guide has been developed and presented within the Transport Impact Assessment. It is advised that the Transport Access Guide must be implemented and maintained by the operators of the premises and be made available to staff, students and visitors at all times. The following information shall be submitted to and approved by Council prior to the issue of an Occupation Certificate for the site/use:

The Transport Access Guide is to include (but not be limited to) the following:

- (i) Information regarding lack of off-street car parking and passenger pick-up and set-down areas at the development site.
- (ii) Suitable nearby drop-off/pick-up locations.
- (iii) Identify areas where drop-off/pick-up is prohibited and instruct visitors to avoid use of these areas.
- (iv) Provide advice on suitable public transport or active transport options to the area.

If you have any further questions please direct attention to Development Assessment Officer, Ms Shoba Sivasubramaniam, on 0431446623 or email [development.sydney@transport.nsw.gov.au](mailto:development.sydney@transport.nsw.gov.au). I hope this has been of assistance.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Malgy'.

**Malgy Coman**  
Senior Land Use Planner