



Transport  
for NSW

Key Sites and Industry Assessments  
Department of Planning, Industry & Environment  
GPO Box 39  
SYDNEY NSW 2001

ATTN: Lawren Drummond

Dear Madam/ Sir,

**New Request for Advice - Roseville College - New Sport and Wellbeing Centre  
(SSD-9912) (Ku-ring-gai)**

Thank you for your correspondence via ePlanning Portal (ref: PAE-1183) dated 13 November 2019 requesting Transport for NSW (TfNSW) to provide advice on the Environmental Impact Statement (EIS) supporting a State Significant Development (SSD) application for Roseville College – New Sport and Wellbeing Centre in Ku-ring-gai.

Legislation came into effect on 1 December 2019 that brings together Roads & Maritime Services and TfNSW. This response reflects the advice from the new organisation.

The EIS and supporting documentation provided in support of the SSD has been reviewed, and TfNSW comments are provided in **ATTACHMENT A**.

Thank you again for the opportunity to provide feedback on the above development application. Should you require clarification of any issue raised, please don't hesitate to contact Robert Rutledge, Principal Transport Planner, Land Use Planning and Development at [Robert.rutledge@transport.nsw.gov.au](mailto:Robert.rutledge@transport.nsw.gov.au).

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Mark Ozinga'.

9/12/2019

**Mark Ozinga**

Principal Manager, Land Use Planning & Development  
Customer Strategy and Technology

CD19/09199

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**Transport for NSW (TfNSW)**

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### Appendix 22 – Traffic Impact Assessment

#### Public Transport – Bus Considerations

##### Comment

The Traffic Impact Assessment (TIA), assessed the impact of the development on weekday traffic.

Private schools generally have weekend sporting activities and there has been no assessment of the weekend traffic and transport operations.

TfNSW operates buses along Victoria Street. There is potential for impacts on bus servicing on weekends with development traffic entering, leaving and parking on Victoria St.

##### Recommendation

Clarification is sought on whether there will be weekend sporting activities. If the new facility proposes weekend sporting activities, the response to submissions should include an assessment of the potential impacts at this time.

Potential mitigation measures may be required. Measures such as changing parking restrictions should be reviewed in consultation with the local council.

#### Active Transport Considerations

##### Comment

Current NSW policies state the importance of walking and cycling to increase access to local centres and integrating transport with land use as part of the whole customer journey. Neither the TIA nor the Green Travel Plan (GTP) give any consideration to bicycle parking or end of trip facilities for staff, students and visitors at the new facility.

##### Recommendation

It is requested that the applicant be conditioned to provide bicycle parking and end of trip facilities for staff, students and visitors in accordance with Ku-ring-gai Council Development Control Plans, standards and guideline documents including:

- Locate bicycle facilities in secure, convenient, accessible areas close to the main entries incorporating adequate lighting and passive surveillance and in accordance with Austroads guidelines.

### Appendix 23 – Green Travel Plan

##### Comment

Collectively, the recommendations below are provided to encourage the use of sustainable transport to the site and discourage the use of single vehicle trips to the site, in order to manage demand on the transport network more effectively.

## ATTACHMENT A

### Recommendation

Transport for NSW recommends that prior to occupation, the GTP is amended to include:

#### Endorsement

- A statement of endorsement of the Travel Plan on behalf of the College and preferably issued by the Principal, to increase the likelihood that the Travel Plan is adopted and implemented. This statement could also be used to encourage staff to mode shift. This statement could be 'in principle' until a final travel plan is developed by the College.

#### Implementation

- Include an indicative timeline for implementation of the actions identified in the GTP.

#### Student involvement

- Consider opportunities to involve the student body in planning and implementation of the GTP to give ownership and thereby encourage adoption of desired behaviours.

### Figure 3.1 – Sydney Trains Network Map

- Update Figure 3 with current version available online (should show completed Metro instead of StationLink).

### Section 3.3 Car Parking

- Give consideration to charging a modest levy for staff parking and using funds raised through the levy to fund initiatives that encourage and reward adoption of sustainable travel behaviours. This would help to disincentive driving, while incentivising sustainable travel choices.

### Section 4.4 Target Mode Share

- As there is currently no GTP in place and the proposed GTP would introduce a range of new initiatives designed to change travel behaviour, greater shifts in mode share should be expected and more ambitious targets adopted.
- It should be noted that as there is a very high proportion of staff currently driving to the site, but also a relatively high proportion of students currently using public transport, the transport environment is likely to be very conducive to mode shift amongst the staff cohort, if appropriate measures are adopted.

#### Section 4.5.1 Walking and 4.5.2 Cycling

- Include promoting the health and wellbeing benefits of active travel.

#### Section 4.5.3 – Public transport

- Consider College provision of Opal cards for work-related travel for any staff travelling to other sites during the day, so that a car is not required for those purposes.

## **Appendix 25 - Construction Traffic Management**

### Comment

A preliminary Construction Traffic Management Plan (CTMP) has been prepared in support of SSD 9912 Environmental Impact Statement (EIS). It is not clear reading the preliminary CTMP if Ku-ring-gai Council was consulted during the preparation of the CTMP. Several construction projects are likely to occur at the same time as this development. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and bus operations, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

## **ATTACHMENT A**

### **Recommendation**

It is requested that the applicant be conditioned to prepare a final CTMP in consultation with Ku-ring-gai Council and submit a copy of the final CTMP to Ku-ring-gai Council for endorsement, prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier.