

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

ATTN: Lenox Tweneboa

Dear Mr Madam/ Sir,

**New Request for Advice – St Patrick's College Science and Learning Building
(SSD-10400) (Strathfield)**

Thank you for your correspondence via Major Projects Planning Portal (ref: PAE-3484) dated 1 June 2020 requesting Transport for NSW to provide advice regarding the supporting documentation submitted in preparation of submitting the Environmental Impact Statement (EIS) for SSD-10400.

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 supporting documentation provided in support of the proposed development application has been reviewed, and comments on the following matters are provided:

- Further consideration to the active transport requirements; and
- Need to prepare a Green Travel Plan in consultation with TfNSW.

Detail on the above matters is provided in **TAB A**.

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.

Yours sincerely



30/6/2020

Mark Ozinga

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

CD20/04698

TAB A – TfNSW Comments – SSD 10400 EIS St Patricks College Science and Learning Building

Active Transport Considerations

Comment

Future Transport 2056 emphasises the importance of walking and cycling for short trips and reinforces the importance of walking and cycling to increase the catchment of public transport as part of the whole customer journey.

Building Momentum - State Infrastructure Strategy 2018-2038 includes recommendations related to walking and cycling, including integrating transport with land use; managing travel demand; unlocking capacity in existing assets; and improving population health outcomes through more active transport.

Section 5.4 of the Traffic Impact Assessment states “On Day 1, there would be a minimum of 13 bicycle parking spaces for use by students and staff. Notwithstanding this, through the Green Travel Plan (GTP) a mode share target for greater cycling amongst staff and students would be set and measures recommended for achieving set targets.”

13 bicycle parking spaces for 1,790 students seems inadequate to encourage and cater for increased rates of cycling, and will not promote a mode shift to cycling. Additionally, no end of trip facilities are proposed to encourage students and staff to shift to cycling.

Recommendation

The Traffic and Parking Report provided as part of the EIS does not address TfNSW policies for integrating transport with land use regarding off-street bicycle parking and end of trip facilities. To encourage student and staff mode shift to cycling TfNSW recommends additional bicycle parking spaces should be installed and end of trip facilities provided.

Green Travel Plan

Comment

The Transport Impact Assessment provides a framework for the preparation and monitoring of a Green Travel Plan, along with a Travel Access Guide. These tools will help St Patrick’s College to better manage demand on the transport network. The recommendations below are provided to encourage the use of sustainable transport to the site, which will help reduce the use of single vehicle trips.

Recommendation

It is requested that prior to the issue of the first Occupation Certificate, the applicant be conditioned to prepare a Green Travel Plan in consultation with TfNSW for the proposed development which must be approved by TfNSW. The Travel Plan should be aimed at students, staff and visitors and updated to include:

- 2.2 include details on cycle parking and End of Trip Facilities for students and staff at the college;
- 3.2 recommend mode share targets be more ambitious, particularly as years 11-12 already have a much greater proportion of trips by walking, cycling and public transport than the mode share targets set;
- 4.1 include soft measures such as a communications strategy which has actions to encourage more trips by walking, cycling and public transport, consider participating in events such as walk to school and bicycle week. Resources to assist can be found at the link below;

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- 5.1 – recommend annual travel surveys be undertaken at the same time each year for both staff and students to understand how the Green Travel Plan is performing against mode share targets and adjust accordingly;
- 5.2 Provide details of who will be responsible for delivering the actions in the Green Travel Plan and ensuring the plan is evaluated, reviewed and updated annually;
- Information on school operation hours including before and after school care as well as extra-curricular activities, and the projected spread of the demand throughout those hours;
- More ambitious mode share targets for staff;
- Aggregated postcode locations which staff travel from;
- Detail as to how enrolments will be staged, including at commencement and for future growth; School enrolment catchment and analysis of proportion of students within walking and cycling distance;
- Greater details of measures to encourage sustainable transport choices amongst parents, students and staff for example information on walking routes, walking groups, cycling routes and information packs for parents and students;
- Consider wayfinding measures such as local street signage to identify direction and distance to school;
- Proportion of students who are eligible for SSTS and promotion of the SSTS and School Term Bus Pass;
- Consider storage facilities (for large items and to reduce daily trips with these items) for students;
- Include a behaviour change program to encourage greater sustainable transport choices that target specific student groups e.g. encourage early sustainable behaviours through Bike Ed in primary years; and provide more specific targeted programs for high school students;
- Identify how any increase of enrolments be managed within the Green Travel Plan and evaluation process; and
- Information on how travel for special event trips for school activities such as school carnivals, swim school, excursions etc will be managed.

Appendix A Transport Access Guide. Update to include:

- Details on cycle parking at the College as well as recommended 'last mile' cycle route from local cycle network to the College; and
- Link to TfNSW trip planner <https://transportnsw.info/>.

Resources to assist can be found here: <https://www.mysydney.nsw.gov.au/travelchoices/tdm>

The applicant shall submit a copy of the final Green/ Workplace Travel Plan and Travel Access Guide to TfNSW for endorsement; and provide the builder's direct contact number to small businesses adjoining or impacted by the construction work.

Construction and Traffic Management Plan

Comment

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 public transport operations, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

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Recommendation

It is requested that the applicant be conditioned to prepare a detailed Construction and Traffic Management Plan (CTMP) for various stages detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control. The CTMP should be submitted to the relevant consent authority for approval prior to the issue of a Construction Certificate.