

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

**ATTN: John Doubleday**

Dear Mr Madam/ Sir

**New Request for Advice - Blue Gum Community School (SSD-10444) (Hornsby Shire)**

Thank you for your correspondence via Major Projects Planning Portal (ref: PAE-3566) dated 5 June 2020 requesting Transport for NSW to provide advice regarding the above.

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;
- Need to prepare a Green Travel Plan in consultation with TfNSW;
- School zone signage and line marking advice
- Access and circulation requirements and advice.

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](mailto:Robert.rutledge@transport.nsw.gov.au).

Yours sincerely



29/6/2020

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

CD20/04882

## **Active Transport Considerations**

### Comments

*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.

The Traffic and Parking Report, provided in support of the proposed redevelopment does not adequately address Active Transport considerations. Off-street bicycle parking requirements applicable to the development proposal are referenced, per Hornsby Council Development Control Plan (DCP), 2013, however the Traffic and Parking Report proposes a lower number of bicycle parking spaces with one disabled bathroom with shower for staff and student use. There is no mention of the number of lockers proposed, which is also a requirement of the Hornsby Council DCP.

### Recommendations

The Traffic and Parking Report provided as part of the EIS does not address TfNSW policies for integrating transport with land use, or the requirements of the Hornsby Council DCP 2013 regarding off-street bicycle parking and end of trip facilities. It is requested that the Applicant amend their proposal and associated Traffic and Parking Report to satisfy the minimum requirements of the Hornsby Council DCP 2013.

It is requested that prior to the issue of the first Occupation Certificate, the applicant be conditioned to provide off-street bicycle parking spaces and end of trip facilities in line with the Hornsby Council Development Control Plan, 2013 and in accordance with AS2890.3.

## **Green Travel Plan**

### Comment

The Traffic and Parking Report provides a framework for the preparation of a Green Travel Plan, but then states that the size of the School doesn't warrant a Green Travel Plan.

A Green Travel Plan is a tool that would help the Blue Gum Community School 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 Green Travel Plan should be aimed at both staff, students and visitors and:

- Provide information about the school's hours of operation, number of staff and student catchment;
- Proposed parking arrangements;
- Information regarding site accessibility, including any specific accessibility requirements

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for students/staff/visitors with mobility impairments, and the measures that are in place to address them, including any priority arrangements;

- Information regarding proposed drop off and pick up arrangements for students;
- Strategies that encourage the use of public and active transport and discourage the use of single occupant car travel to access the site for students and staff, where appropriate;
- Predicted mode share;
- Mapping of preferred walking and cycling routes and preparation of a Transport Access Guide that details access arrangements for staff and students;
- A communication strategy for engaging staff, visitors and the local community regarding sustainable transport use to the site;
- Include promotion of the health and wellbeing benefits of active travel to the site; and
- Identification of the number of students who can reasonably access the site from walking or cycling distance.

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

### School Zone signs and associated markings

#### Comment

Vehicles and pedestrians will access the site at the start and end of the school day that need to be safely managed. School Zones must be installed along all roads with a direct access point (either pedestrian or vehicular) from the school. School Zones must not 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 Rosemead Road and William Street in accordance with the following conditions.
- Any parking, drop-off / pick-up zones and bus zones incorporated are in accordance with TfNSW standards.

The consent authority should ensure that parking, drop-off and pick-up zones and bus zones are incorporated in accordance with TfNSW standards. TfNSW is responsible for speed management along all public roads within the state of New South Wales and 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.

#### Recommendation

The applicant must obtain written authorisation from Transport for NSW (TfNSW) to install School Zone signs and associated pavement markings, and/or remove/relocate any existing Speed Limit signs. To obtain authorisation, the applicant must submit the following for review and approval by TfNSW, at least eight (8) weeks prior to student occupation of the site:

- a. A copy of development Conditions of Consent;
- b. The proposed school commencement/opening date;
- c. 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;

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- 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); and
- vi. All existing and proposed street furniture and street trees.

Removal and installation of any School Zone signs and pavement markings must be done 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 applicant 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 applicant must arrange an inspection with TfNSW for formal handover of the assets to TfNSW. The installation date information must also be provided to Transport for NSW 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.

### Car Parking and Circulation

#### Comments

As access to the School includes local roads under the care and control of Hornsby Shire Council, it is suggested that the proponent engages with the Council on all discussions relating to the local road access to ensure that Council is in support of the outcomes.

It is also unclear how the pick/drop off area will work as the access from Rosemead Road appears narrow and may be difficult for vehicles to maneuver within the site.

#### Recommendations

Prior to the issue of a construction certificate, a plan shall be submitted to the certifying authority which demonstrates the layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements in relation to landscaping and/or fencing, aisle widths, aisle lengths, and parking bay dimensions) are be in accordance with AS 2890.1- 2004, AS2890.6-2009 and AS 2890.2 – 2002 for heavy vehicle usage and that the swept path of the longest vehicle (including garbage trucks, building maintenance vehicles and removalists) entering and exiting the subject site, as well as manoeuvrability through the site, is be in accordance with AUSTROADS.