

# TERROIR

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## NSW DEPARTMENT OF ENVIRONMENT AND PLANNING RESPONSE TO SUBMISSIONS

### PRELIMINARY GREEN TRAVEL STRATEGY

#### NSW DEPARTMENT OF ENVIRONMENT AND PLANNING

*3. Reference is made in the TIA that RHAC is committed to promoting public transport with bus services information included in the school website, and that active transport routes can be added once civil improvements have been made. In accordance with Section 5 of the SEARs, a Green Travel Plan is required to be included in the transport and accessibility assessment for the development, covering the existing development through to completion of Stage 7.*

#### GOVERNMENT ARCHITECT NSW

*2. A Green Travel Plan for active transport that addresses the opportunities and demands generated from the adjacent Area 20 Precinct. Specifically; the proximity to the new metro station and future adjacent medium density residential development.*

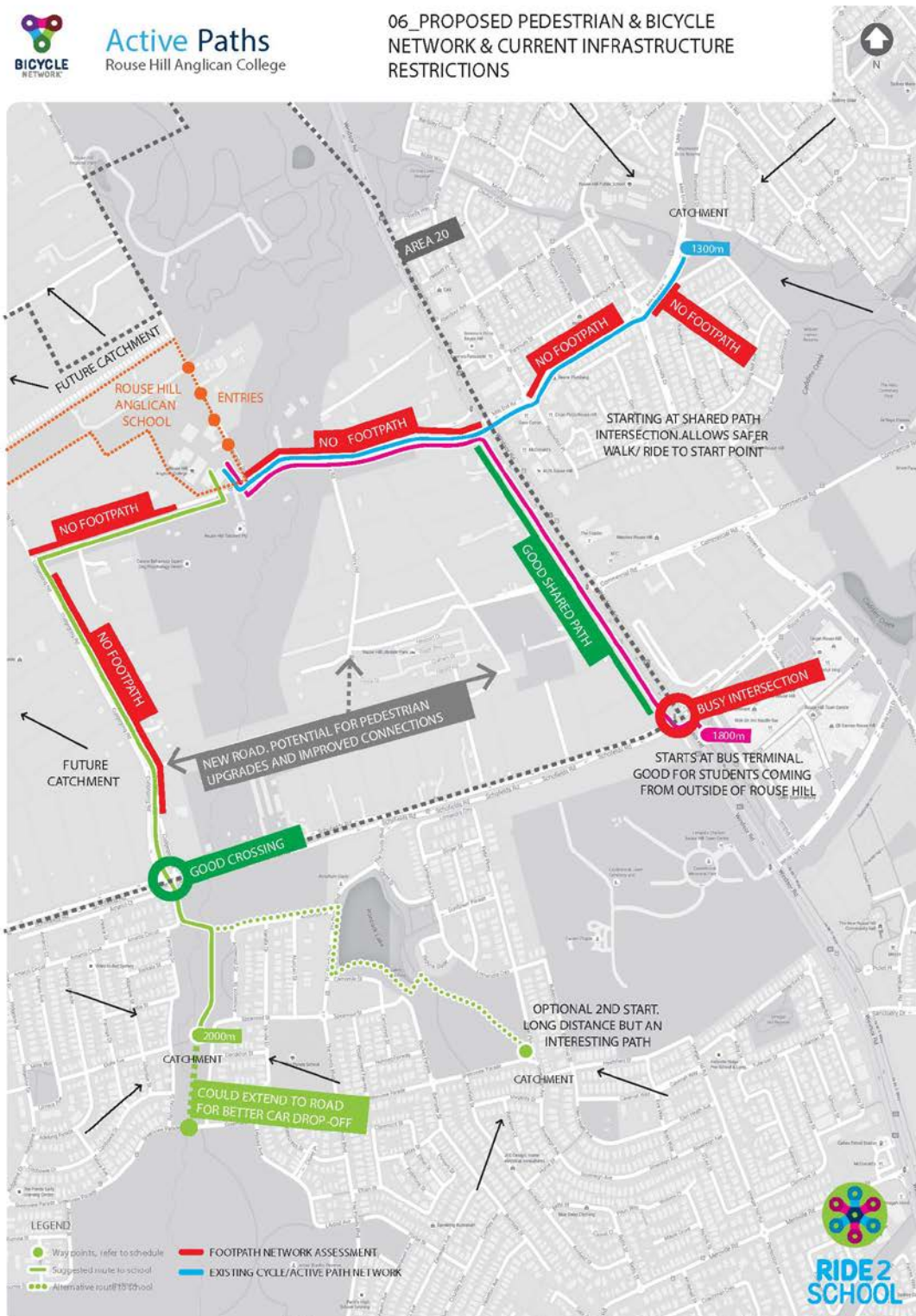
#### **Response**

The applicant acknowledges the requests from both the NSW Department of Environment & Planning and Government Architect NSW to provide further reporting in response to SEAR's request for green travel plans and provides the following response.

We provide the following summary of actions and proposed implementation of a Green Travel Plan in response to the discussion held with the Department of Environment and Planning (Refer Attachment 18\_Record of Communication Department of Environment and Planning), wherein we have consolidated the information from the Traffic Engineer and the Environmental Impact Statement to address the key requirements. The summary outlines the future staged implementation of a Green Travel Plan and proposes steps to address its future implementation for the Rouse Hill Anglican College.

The Applicant has attempted to implement a Green Travel Plan in advance of the masterplan works. They have previously engaged Bicycle Network NSW to undertake the development of all of the active transport components of this plan and gone through an extensive process to start this, including consulting with staff, students and parents. The school community had a very positive response to the use of active transport but noted serious concerns about the safety for pedestrians and cyclists trying to reach the school in the current situation given the lack of any pedestrian footpaths linking to the school site, The only local footpaths are immediately surrounding the school and have been provided by the school as part of their

previous Development Application processes. As per the below diagram which was then created to map the issues that the community had advised on, there are not any footpaths that then provide connection to the school from any of the surrounding streets.



The advice from this consultant (and others that we have subsequently contacted) has been that until such a time that there is a safe footpath network it is not safe to promote to the school community any active transport solutions.

The school fully appreciates the value of a Green Travel Plan and the benefits that this would offer to the school in terms of affecting modal shift to active transport modes, including connections to new public transport offerings and would accept the requirement for the completion of this as a Condition of Consent. The applicant requests that when considering the consent condition that the timeframes are considered and that the requirement for a Green Travel Plan timing is at earliest prior to the completion of Stage 2 of the Masterplan works and contingent on there being sufficient information provided from the relevant local and state government agencies which are responsible for the delivery of the surrounding Area 20 infrastructure including the proposed implementation timelines. We propose the timing of the Green Travel Plan be assessed as each phase of construction comes on line up until such time there is the necessary information available to trigger the requirement for the Green Travel Plan. An information pack from the various agencies involved in the provision of the Area 20 infrastructure and the proposed implementation timeline would be an invaluable resource to allow the school to plan for and implement a successful Green Travel Plan

The applicant recognises that once initiated the Green Travel Plan will require ongoing monitoring. The school will update their school community as updates occur via a number of possible methods including website updates, newsletters, flyers and announcements at school events and assemblies. These updates will be made as new initiatives are implemented and further information becomes available on the infrastructure upgrades.

As demonstrated in the following statements extracted from the EIS and TIA the Applicant acknowledge the requirement for the future infrastructure upgrades and the necessity to address this with a dedicated Green Travel Plan.

## **EXTRACTS FROM ENVIRONMENTAL IMPACT STATEMENT – INGHAM PLANNING**

### **Background**

#### **Cudgegong Road Station (Area 20 Precinct) – North West Growth Centre**

The subject site is located within the North West Growth Centre and forms part of the Cudgegong Road Station (Area 20 Precinct) which is located wholly within the Blacktown Local Government Area (LGA). The Area 20 Precinct has been rezoned for urban development by the NSW Government in October 2011.

Area 20 benefits from existing and planned sewerage, drinking water and electricity infrastructure including the 40 million litre Rouse Hill Water Reservoir that was completed in April 2011. The **Area 20 Precinct Plan** illustrates the existing Rouse Hill Anglican College site.

The State Government's publications indicate that this precinct will provide land for approximately 2,500 homes and 6,400 residents with easy access to public transport and the Rouse Hill Town Centre. The precinct includes land for the North West Rail Link and the commuter station known as Cudgegong Station including land zoned for a local commercial centre adjacent to the new railway station. The precinct will include provision of more than 19 hectares of parks and recreation areas and environmental corridors along Second Ponds Creek.

### **Zoning**

The Cudgegong Road Station (Area 20 Precinct) was rezoned for urban development in October 2011. The rezoning and development of this area will provide a range of new homes which are close to jobs, parks, schools and services. Planning controls have been developed to take advantage of the new Cudgegong Road Station on the Sydney Metro North West Line. The station will be open in 2019.

State Environmental Planning Policy (Sydney Regional Growth Centres) 2006 (the Growth Centres SEPP) is the statutory planning instrument that provides the zoning of Cudgegong Road Station (Area 20 Precinct) land within the North West Growth Centre.

#### **Blacktown City Council Growth Centre Precinct Development Control Plan 2010**

Schedule 4 Area 20 Precinct (Cudgegong Road Station) of Blacktown Growth Centre Precinct Development Control Plan 2010 (BCC Growth Centre DCP 2010) applies to the subject land.

This Schedule was adopted by the delegate of the Director General of the Department of Planning and Infrastructure on 25 October 2011 and came into force on 1 November 2011. It was amended in July 2015.

The Precinct Indicative Layout Plan that has been developed for Area 20 is reproduced as Figure 2-1 of the BCC Growth Centres DCP 2010. We note that the existing Rouse Hill Anglican College and oval forms a key component of the existing urban infrastructure and future planning of the precinct.

### **NSW Strategic Policy Considerations and other Planning Legislation**

#### **NSW Strategic Policy Considerations**

The provisions of the SEARS issued for the project requested consideration of the goals and strategic planning directions of the following policies:

**NSW State Priorities**

NSW State Priorities are five high-level priorities for the State, including:

- A strong budget and economy;
- Building infrastructure;
- Protecting the vulnerable;
- Better services; and
- Safer communities.

The proposed expansion of the existing Rouse Hill Anglican College in the major growth centre of North West Sydney will create additional educational capacity providing social infrastructure and contributing to better services and safer communities. It will provide for ongoing jobs in construction, administration and education thereby strengthening the local and regional economy.

**A Plan for Growing Sydney**

One of the key goals of A Plan for Growing Sydney is to “identify and plan for new school sites throughout Sydney” to meet Sydney’s growing needs. The key directions of the Plan include plan for the ongoing delivery of education and health services. The proposed expansion of the existing Rouse Hill Anglican College will assist in the delivery of quality educational to the North West sector of Sydney for the next 20 years. The proposal is consistent with the goals and strategic directions of this Plan.

**NSW Long Term Transport Master Plan 2012**

The proposal is considered to be consistent with this Master Plan as it supports and provides quality education facilities within close proximity to existing bus and rail infrastructure including accessibility to Rouse Hill Station and Cudgegong Station along the North West Rail Link.

**Sydney’s Bus Future 2013**

The location of Rouse Hill Anglican College is supportive of the public transport initiatives for bus transport within Sydney Bus Future 2013. This matter is further discussed in the Traffic Impact Assessment undertaken by Traffix including a review of existing and future public transport networks serving this area of the North West sector.

**Sydney’s Cycling Future 2013**

Rouse Hill Anglican College is supportive of students and staff using bikes and provision has been made for additional bike storage capacity in the plans for the school expansion. It is envisaged that as residential subdivision and development occurs in the surrounding precinct the use of bicycles will increase. A total of 66 bicycle spaces are provided comprising 26 spaces for the Junior School and 40 spaces for the Senior School.

**Sydney’s Walking Future 2013**

It is envisaged that as residential subdivision and development occurs in the surrounding precinct walking to the school will increase. The development and contribution plans for the Area 20 Precinct include provision for improvements to footpath connections as part of road infrastructure upgrades occurring with residential development. The proposed development is well located within the walking catchment of surrounding planned residential development.

**Healthy Urban Development Checklist**

The proposed development is consistent with the Healthy Urban Development checklist in that it:

- Provides recreation facilities within the school campus that promote and encourage physical fitness and exercise;

- Is highly accessible by public transport and is in a key destination that promotes the use of active transport infrastructure;
- Has been designed having regard to preventing crime and promoting a sense of security for students and teachers through the incorporation of CPTED principles;
- Provides access to green space and natural areas associated with the school oval and regional parkland area;
- The proposal has been designed to minimise disturbance and health effects associated with noise, odour and light pollution and has been designed to address potential natural and manmade hazards.

## **EXTRACTS FROM TRAFFIC IMPACT ASSESSMENT – TRAFFIX**

The Traffix report submitted with the SSD 8006 identifies the current and future Public Transport Infrastructure and future network upgrades to the NWGC. The following excerpts address indicative requirements for the implementation of green travel plans, demonstrating the Applicant's understanding and commitment to sustainable future growth within the school and the wider community.

Due to the current low density rural nature of the Area 20 precinct, public transport to the area is presently limited. The site is currently serviced by a single bus route being the Busways Route T75.

### **Transport Network**

Notwithstanding, as density within the NWGC increases, access to both rail and the local bus network are expected to improve, in response to a demonstrated demand. It is anticipated that new services would be provided and would generally follow collector roads, with strategic bus corridors provided along Transit Boulevards and Principal Arterial roads.

It is also noteworthy that as part of the North West Rail Link project (now known as Sydney Metro Stage 1), two new railway stations will be constructed in the vicinity of the subject site. The Cudgegong Road Station will be located on the corner of Schofields Road and Cudgegong Road, which is approximately 700 metres from the site. The Rouse Hill Station will be located directly outside the Rouse Hill Town Centre, which is approximately 1.5 kilometres from the subject site. The above train lines will connect to Epping, where connections to the T1 North Shore, Northern & Western Line are provided. The North West Rail Link (Sydney Metro Stage 1) is scheduled for completion in 2019.

In addition to the above, it is noted that Hillsbus and Busways both operate school bus services for RHAC during the mornings and afternoons. The areas serviced by each company is given below:

**Hillsbus Services:** Kellyville, Beaumont Hills, Baulkham Hills, Castle Hill, Annangrove, Box Hill and Kenthurst.

**Busways Services:** Rouse Hill, Kellyville Ridge, Stanhope Gardens, Glenwood, Acacia Gardens, Kings Langley, Quakers Hill, Schofields and Riverstone.

The construction of a new onsite bus parking area along Worcester Road frontage, to service the consolidated junior school area demonstrates the applicant's commitment to future Green Travel Planning.

### **Bicycle Parking**

The BCC Growth Centre DCP 2010 does not provide a rate for the provision of bicycle parking. Notwithstanding, the development provides a bicycle storage shed for the Junior School and utilises the existing gym undercroft for the Senior School, with both of these areas accessed via Worcester Road.

A total of 66 bicycle spaces are provided comprising 26 bicycle spaces for the Junior School and 40 spaces for the Senior School, with these provisions considered acceptable. It is noted that there is ample area within the site that is available for additional bicycle parking should the demand for bicycle parking increase.

### Active Transport Future Network

In order to increase the uptake of active transport, road networks should be designed to offer convenient routes that are also safe for pedestrian and cyclist use. For the proposed development, this would be promoted for students whom either live in a walkable distance from the school or those walking to the future Cudegong Road Station or bus terminal on Windsor Road at the intersection of Schofields Road.

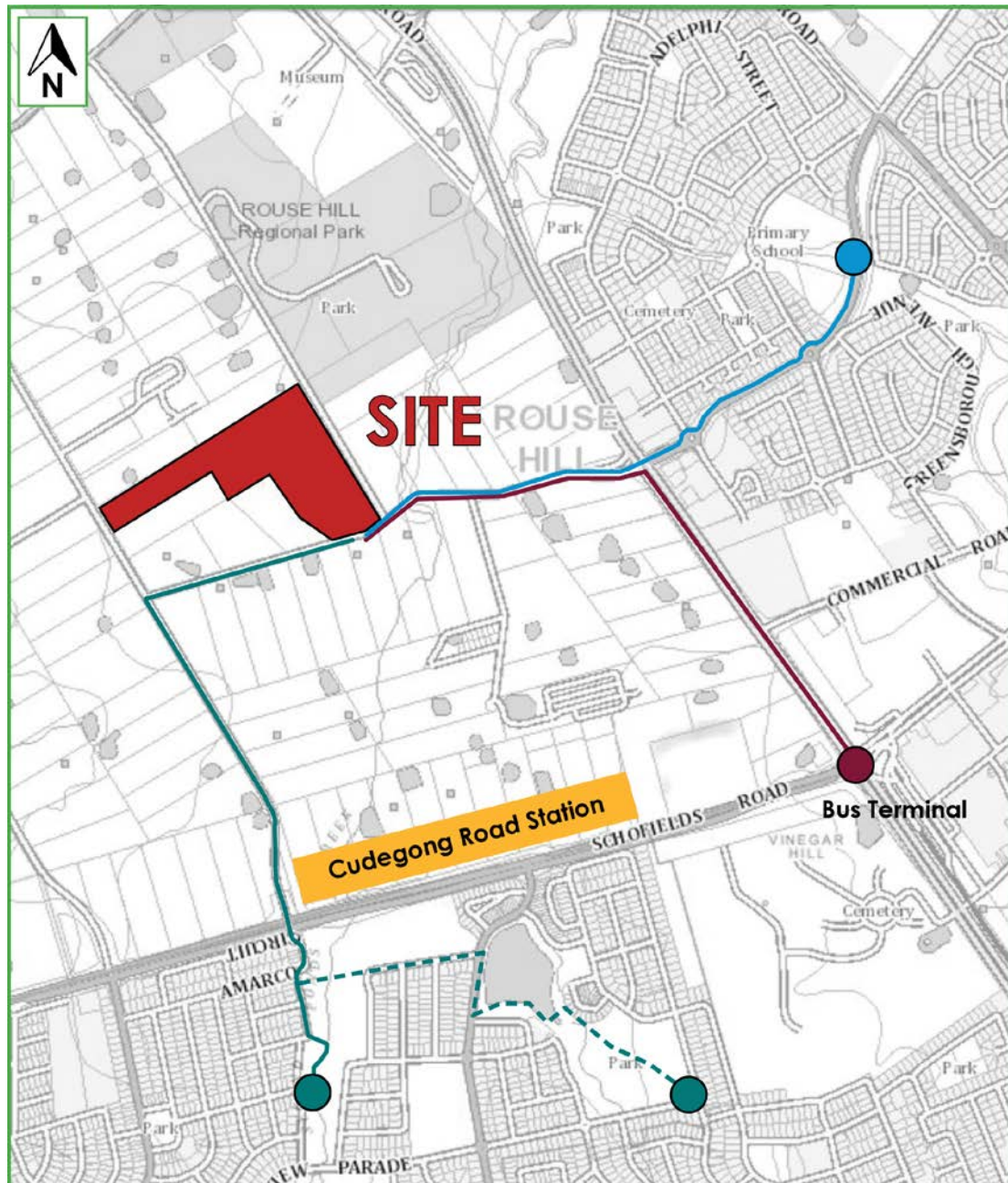


Figure 1\_Active Paths Diagram

### Pedestrian Networks

It is recognised that the school envisages pedestrian movements on Rouse Road/Mile End Road, Windsor Road and Cudegong Road as demonstrated in Figure 2. These flows are notwithstanding background growth associated with other users of the train station and emanating from surrounding residential development.



Figure 3-3: Pedestrian and Cycle Network

Figure 2\_Ped\_Cyclist map Extract Schedule 4 Area 20 Precinct

From studying the future road network for Area 20, it is evident that the intersection of all these roads will benefit from upgrades, either being controlled by roundabouts or signals. It is assumed that pedestrian crossing facilities will be incorporated into the design at all approaches, either by way of refuge islands or signalised crossings.

The school has performed a preliminary audit on these roads and has identified missing footpaths that are needed to ensure a safe passage for pedestrians that is separate from the

road carriageway. It is anticipated that future residential development in close proximity of the site, notwithstanding the proposed increase in student numbers, will warrant these civil improvements to be overseen by Council.

In this regard, the planned upgrade of the Rouse Road Bridge, as announced by Council in partnership with the federal government, presents an ideal opportunity to implement dedicated pedestrian and cyclist paths on conjunction with carriageway widening. Forward planning will ensure that a complete active transport network will be available and support mode shifts away from private vehicle transportation.

It is noteworthy that the internal school bus bay and pick-up and drop-off areas have been designed to be pedestrian friendly. It is inherently safer for students to arrive or depart from the school within the site, whilst provision for internal footpaths and crossings is evidenced on the plans. As detailed earlier, bicycle parking for students on-site will also provide incentive for cycling as a means of transport to the site.

Finally, it is noteworthy that the school is already committed to promoting public transport and publishes information on bus services on its website. It is envisaged that as civil improvements are made, active transport routes can be also posted for the benefit of current and prospective students.

### Implementation and Ongoing Monitoring

It is considered that following the preparation of a Green Travel Plan during Phase 2 of the development a process of on-going monitoring of transit capacity and coverage within the area surrounding the school could be undertaken. This would take into account the progress of development within the Area 20 Precinct and the wider school catchment. Periodically (every two to three years) a review of the school population could be done to revise mode shares for the journey to and from school and comparing against previous mode share statistics. The existing travel modes for the school have been established from surveys and are summarised below in Table 1. Targets with reduced percentages for car dependent modes will be set and would reflect incentives to use public transport and subsequent network improvements.

**Table 1: Existing Travel Modes – AM and PM School Peak Periods**

Travel Mode	AM Peak		PM Peak	
	Staff	Student	Staff	Student
Car Driver	99%	4%	99%	4%
Car Passenger	-	73%	-	59%
Public Transport	-	23%	-	37%
Other	1%	-	1%	-

The key objectives of the plan could include the encouragement of walking, cycling and transit usage where available within the school community and raising awareness of travel alternatives as development progresses within Area 20 Precinct and the North West Sector.

It is recommended that a senior member of staff be given carriage of the promotion, implementation and monitoring of the Green Travel Plan.

## NEW PROPOSED MODE SPLITS

Until such time that the formal Green Travel Plan is finalized the school is not able to provide confirmed target numbers for the extent of shift that they would anticipate to redistribute across the various modes. A preliminary list of the targets has been prepared and indicated in the table below. These will be tested and finalized as part of the development of the formal Green Travel Plan.

**Table 2: Preliminary Targetted Travel Modes – AM and PM School Peak Periods**

Travel Mode	AM Peak		PM Peak	
	Staff	Student	Staff	Student
Car Driver	85%	4%	85%	4%
Car Passenger	-	51%	-	40%
Public Transport	-	30%	-	40%
Bicycle	10%	10%	10%	10%
Walking	5%	5%	5%	6%

In Summary the Rouse Hill Anglican College is committed to the ongoing monitoring, coordination, and support of the school and community health and wellbeing moving toward the future through the implementation and development of alternate modes of transport and liveability solutions for the school community, students and staff.

END DOCUMENT

Preliminary Green Travel Strategy

Terroir Architects in coordination with Traffix and Ingham Planning