



14 August 2017

Our Reference: SYD16/01626
Department Ref: SSD 8114

Senior Planner
Social Infrastructure Assessments
Department of Planning & Environment
GPO Box 39 SYDNEY NSW 2001

Attention: Megan Fu

Dear Sir/Madam,

LINDFIELD LEARNING VILLAGE - 100 ETON ROAD, LINDFIELD

Reference is made to the department's email dated 21 June 2017, regarding the abovementioned Application which was referred to Roads and Maritime Services (Roads and Maritime) for comment in accordance with the State Environmental Planning Policy (Infrastructure) 2007.

Roads and Maritime has reviewed the submitted application and does not support the development in its current form and provides the following comments for consideration:

1. Given the narrow nature of the Eton Road access to the campus/school grounds, Roads and Maritime requires clarification regarding emergency vehicle access in emergencies.
2. The existing bus bay/turnaround facility has inadequate holding capacity for the proposal as the proposed bus volumes will queue out onto Eton Road. Roads and Maritime does not consider the proposed bus bay appropriate for the following reasons:
 - Bus swept paths (figure 38) indicate buses will be unable to pull parallel to bus rank entry. Heavy student queues will result in students stepping on the pavement to enter the bus causing a safety issue when buses fill up and need to move on.
 - The bus bay rank arrangement only allows for buses to arrive in a specific order to access their specific route rank. If buses arrive out of order, heavy delays will result from buses having to queue outside the bus bay. There are no opportunities available for buses to leap frog each other to get into the correct order before proceeding into the bus bay.
 - Buses using the bus bay do not appear to have enough clearance to safely navigate the bus bay without rubbing up against concrete walls or pedestrian fences. The 600mm body clearance has not been achieved.
 - Buses exiting the bus bay are required to mount the western kerb of Eton Road when turning right. This will damage the kerb as it is repeatedly run over by buses as well as increase the wear and tear of buses.
 - The existing bus bay cantilever structure was constructed to a single bus at the time. Roads and Maritime requires clarification that the existing structure can handle the extra 3 buses, passengers and kerb without failing.
3. Roads and Maritime will not support non-standard School Zone times.

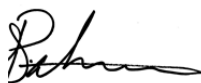
Roads and Maritime Services

4. Roads and Maritime require further information regarding mode share. The current submission assumes that 50% of kindergarten to Grade 6 students will use school bus to travel to school. Section 6 case studies provide no evidence that kinder to grade 6 children will use school buses when travelling to and from school, rather the evidence indicates that parents either drive to school or park nearby and walk children to school
5. Section 5.2.3 of the submission stipulates that it may take 14 mins for parents to drop their children off at school. This is an unacceptable delay that would result in driver frustration. The queue lengths, particularly on rainy days when more children will arrive by car, will likely have heavy impacts on local traffic.
6. It is unclear that the submitted modelling includes the 160 Staff for the proposed school. Furthermore it is understood a child care facility will be incorporated on site, Roads and Maritime requires more information regarding the impacts of the proposed child car centre.
7. The foot paths along Eton Road are very narrow and hard up against the kerb. Roads and Maritime raises safety concerns over children accidentally falling onto the road shared with other traffic including buses due to the large volume children who are expected to use these facilities to walk to school.
8. It is **not** acceptable to remove the bus stop on Pacific Highway to facilitate right turn extension. Roads and Maritime requires further information regarding the impacts of extending the Pacific Highway right turn lane into Grosvenor Road without removing the existing bus stop:
 - A civil investigation incorporating the property impacts and a cost estimate of works (including utility relocation).
 - The modelling assessment indicates that the proposed right turn bay extension to 170m is shorter than the future queue length of 200m. Roads and Maritime raises concerns that the queue will regularly block through traffic on the Pacific Highway and cause significant congestion.
9. Roads and Maritime requests the applicant to investigate the following congestion alleviating upgrades.
 - Duplicate the Pacific Highway right turn bay into Grosvenor Road (including the entrance of Grosvenor Road) to accommodate the traffic generated by the proposed school.
 - Upgrade the intersection of Lady Game Drive and Grosvenor Road to increase through put so that there will be an alternative access to the proposed school other than Pacific Highway.

Upon receipt of an amended submission that addresses the abovementioned concerns, Roads and Maritime will review and provide a response accordingly.

Should you have any further inquiries in relation to this matter, please do not hesitate to contact Hans Pilly Mootanah on telephone 8849 2076 or by email at development.sydney@rms.nsw.gov.au

Yours sincerely,



Pahee Rathan

Senior Land Use Planner

Network Sydney North Precinct