

NSW GOVERNMENT
Planning

Approved under the Environmental Planning and Assessment Act 1979

Approved Application No. MPO9-0116

Granted on the 30-5-2014

Signed: 

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Bus services may include the use of Roads 1, 2 and 10. Roads 2 and 10 provide grades less than 12.5%, however it is noted that a section of Road 1 between Road 2 and Road 5 includes a grade of 16%. Whilst this grade exceeds Council's requirements for road grades to cater for bus routes it is demonstrated within Table 6.1 that existing bus services (both Route Services and School Bus Routes) throughout Banora Point use roads in excess of 12.5%.

Table 6.1 Banora Point Bus Route Grades Comparison

Road	Bus Service	Grade (%)
Lochmond Drive	Route 602, School Route 1232	15.0%
Banora Hills Drive	Route 602, School Route 1232	17.6%
Summit Drive	School Routes 1220	21.4%

As the subject section of Road 1 is not expected to be used by route services and may only potentially be used by school buses for a short period of time until Roads 2 and 10 are connected to Parks Lane, it is deemed acceptable that Road 1 could cater for bus routes if required.

6.1.4 Bus Stops

Two potential bus stop locations are proposed along Road 2 (refer to Figure 6.3). These bus stop locations comply with standard bus stop design practices by providing a maximum walking distance of 400 metres between stops and dwellings within new residential developments.

Upon construction of Broadwater Parkway, the northern bus stops are recommended to be located closer to Broadwater Parkway (north of Road 10).

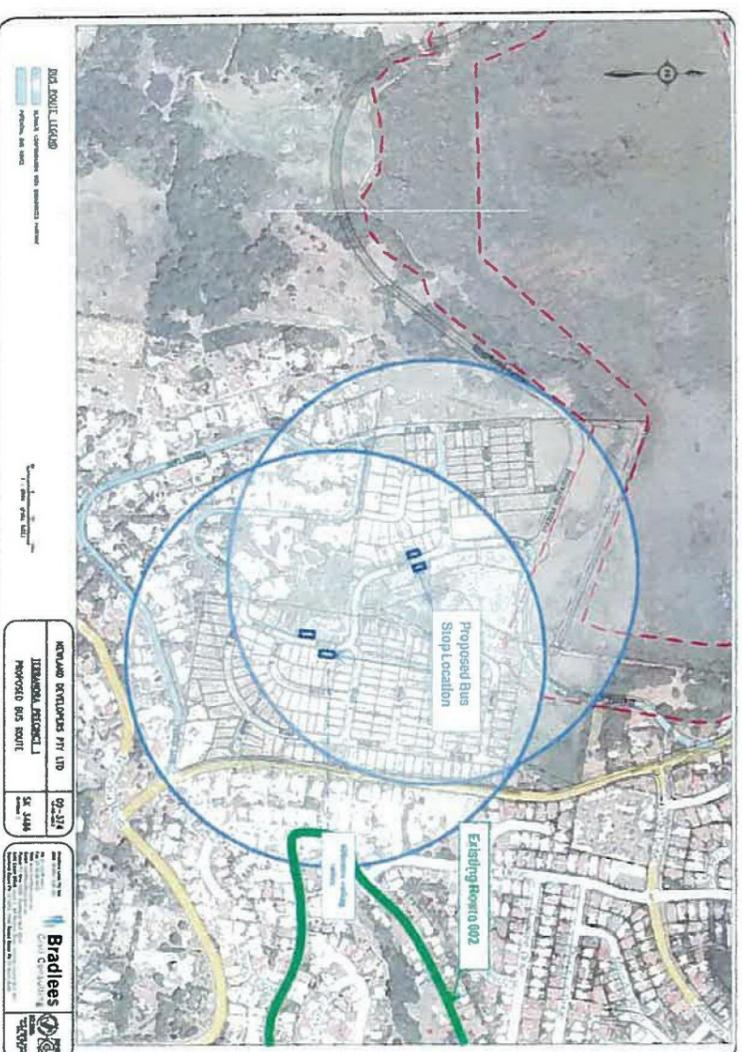


Figure 6.3: Proposed Bus Stops

In addition to the proposed bus stops, local bus services also provide a 'Hail and Ride' service along the route, allowing buses to stop for boardings and alightings where it is safe to do so.

Access to School routes is expected to occur along Fraser Drive via pedestrian linkages and onto existing services such as Routes 602 and 605.