



Navdeep Shergill
Department of Planning, Industry and Environment
GPO Box 39
SYDNEY NSW 2001

Dear Mr. Shergill,

**Lindfield Learning Village Phases 2 and 3 (partial SSD 8114)
– Response to Submissions**

Thank you for your correspondence via Major Projects Planning portal (ref: PAE-1321) on 20 November 2019, requesting Transport for NSW (TfNSW) to review and comment on the subject State Significant Development (SSD) Application. Legislation came into effect on the 1 December 2019 that brings Roads & Maritime Services and Transport for NSW together into one organisation. This response represents the views of the new organisation.

The Response to Submission (RtS) report and the associated Traffic and Transport Assessment (TTA) have been reviewed. It is noted that the RtS and TTA were prepared to address the outstanding matters from the Phase 1 partial development consent and also to provide the further assessment in support of Phases 2 and 3 of the proposal.

Comments are provided in the attached **TAB A** for consideration. Notwithstanding, our recommended conditions are provided in **TAB B** and additional conditions may also be suggested upon reviewing further information to be provided by the applicant.

Thank you again for the opportunity of providing advice for the above development application. If you require any further information, please don't hesitate to contact Billy Yung, Senior Transport Planner, via email at billy.yung@transport.nsw.gov.au. I hope this has been of assistance.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Mark Ozinga'.

20/12/2019

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

CD19/09433

TAB A Detailed comments on (partial) SSD 8114 Traffic and Transport Assessment – Response to Submission Report

Drop-off and Pick-up (DOPU) arrangement

Comment

As indicated in **Section 3.1** of the TTA, the proposed DOPU location is on the upper level car park which requires the parking spaces on the western side to be converted into a DOPU lane during school peak hours. These spaces would then function as parking spaces outside of the school peak hours (i.e. when DOPU is not required). Car parking spaces on the eastern side are intended to be available to allow parents with younger children to walk with their children from the cars to the school building during the school DOPU periods.

In **Section 6**, the one-way DOPU loop for both school buses and cars is proposed. As shown in **Figure 22**, five bus bays for DOPU and three bays for bus queuing is proposed. **Section 6.2** indicates that cars will also utilise the one-way loop road travelling parallel with the buses to access the proposed DOPU lane on the upper level car park.

On this note the following issues need to be further reviewed:

- **Section 3.1.1** and **Figure 2** both indicate that cars would be going along the southbound lane to the roundabout and make a U-turn to access the DOPU lane on the western side in the northbound direction. This presents a two-way traffic operation along this section of the internal road. Clarification is required as the proposed one-way loop would operate around the school site and passes through the proposed DOPU lane during the school DOPU periods, as indicated in **Figures 21** and **23**.
- **Figure 2** shows crossing facilities are not proposed to be provided to allow safe pedestrian crossing, particularly for parents who walk with their children from the car parking spaces on the eastern side to the proposed pedestrian access on the opposite side of the internal road. It is also evident from **Figure 2** that a footpath is not provided for pedestrians to access these car parking spaces on the eastern side.
- Further to the second point above, if car parking spaces on the eastern side are intended to function during the school DOPU periods, consideration should be given to the traffic management required to ensure those parking activities do not adversely impact the proposed one-way DOPU loop operation.
- **Figure 22** demonstrates swept path analysis for buses running on the kerbside lane while cars driving parallel on the outside lane under the one-way loop operation. The swept path analysis should extend throughout the entire loop to demonstrate the spatial adequacy to support the proposed one-way operation.
- Further to the fourth point above, adequate space for buses to safely pass on the outside lane along the section of loop road where bus DOPU bays and bus queuing bays are located must be provided. In addition, it is strongly recommended to provide road width that is capable of accommodating two buses driving in parallel along the one-way loop where school buses will operate.
- A “Keep Clear” zone is proposed in **Figure 25** to manage the potential conflicting movements of cars traveling on the outside lane crossing the path of school buses

TAB A Detailed comments on (partial) SSD 8114 Traffic and Transport Assessment – Response to Submission Report

coming out from the bus bays on the kerbside lane. Further elaboration should be provided on how this lane changing could be practically managed, noting that bus and car movements are going in the same direction and would continue simultaneously throughout the DOPU periods, i.e. which user has priority when changing lanes at the proposed “Keep Clear” zone. Additional swept path analysis is needed to demonstrate the space required for manoeuvring of buses in particular the extent of “Keep Clear” zone near the back of car queue.

Recommendation

Prior to the issue of a Construction Certificate, a comprehensive Traffic Management Plan (TMP) should be prepared to provide the details of how the one-way DOPU loop would operate in conjunction with proposed DOPU locations (i.e. school bus stop, car DOPU area, car parking, etc.) and address the aforesaid comments. The TMP must also take into consideration of any measures suggested by the Road Safety Audit that is requested in the comment below.

Road Safety Audit

Comment

In light of the comments discussed above, a Concept Design Road Safety Audit for the design of the proposed loop road, DOPU locations, car park and associated pedestrian facilities should be undertaken to identify any potential issues and propose appropriate mitigation measures accordingly.

Recommendation

As part of the Response to Submissions to be prepared by the applicant, a Stage 2 (Concept Plan) Road Safety Audit must be undertaken by an independent TfNSW accredited road safety auditor for the current proposal. This should include reviewing the design of the proposed loop road, DOPU locations, and car park and associated pedestrian facilities, in accordance with *Austroads Guide to Road Safety Part 6 - Managing Road Safety Audits* and *Austroads Guide to Road Safety Part 6A - Implementing Road Safety Audits*. The current design should then be reviewed and changed in consideration of the outcomes of the Road Safety Audit.

Projected mode share of buses for Phases 2 and 3

Comment

Comparing the current travel mode shares for Phase 1 (**Table 11**) and the project travel mode shares for Phases 2 and 3 (**Tables 19** and **21**), the following points are noted:

- an expected increase of bus travel mode for the future primary students in Phases 2 and 3 (increase from 15% to 30% for K-2 and increase from 40% to 60% for Grade 3-6); and
- bus travel mode for the future secondary students in Phases 2 and 3 generally remains the same except for Grade 9 which decreases from 90% to 80%

TAB A Detailed comments on (partial) SSD 8114 Traffic and Transport Assessment – Response to Submission Report

As indicated in **Section 4.4**, the increase of bus travel is expected to come from additional public and school bus services. Any new or additional bus services would be provided by the local bus operator (Transdev). Allocation of additional services is based upon formal reviews of services across the wider area. Information about school enrolments is important in understanding the need for any service adjustments. The applicant should ensure that ongoing discussions occur with Transdev so that increase in demand can be appropriately considered in future service provision.

Recommendation

Given that the projected mode share of buses for Phases 2 and 3 would be highly reliant upon bus service uplift, the applicant is encouraged to continue to share information regarding changed enrolments with the local bus operator every year.

Green Travel Plan

Comment

A Green Travel Plan (GTP) framework has been prepared as part of the transport assessment. It is noted that travel demand measures have been put in place for the existing Phase 1 development. With the projected increase in student and staff population for Phases 2 and 3, the following items should be further reviewed/amended:

- Transport Access Guide to staff, students and parent/carers about the range of travel modes, access arrangements and supporting facilities that service the site;
- identify which party is responsible for the delivery of each action in the GTP and advise when each action will be delivered;
- identify the specific actions and parties responsible for delivering the topics discussed in *Section 5 – Transport Strategies*; and
- identify a communication strategy for the delivery of the communicative elements of the GTP.

Recommendation

Prior to the issue of an Occupation Certificate, the applicant shall prepare a comprehensive Travel Plan (or amend and expand the existing GTP) taking into account the GTP initiatives outlined in the framework GTP to assist with increasing the use of sustainable modes of travel.

Construction traffic impact

Comment

A drawing titled “Indicative Construction Management Plan” is provided in Appendix Q of the Response to Submission Report, noting that a set of Construction Traffic Management Plan Notes is included in this drawing. The aforesaid notes indicate that vehicular access to and from the site would be from Dunstan Grove.

TAB A Detailed comments on (partial) SSD 8114 Traffic and Transport Assessment – Response to Submission Report

As the existing Phase 1 will continue in operation while the construction occurs, truck movements should not be carried out during school DOPU times (unless otherwise approved) and no truck queuing should be permitted on public streets that would affect the general traffic and public transport operation. Construction site access should also give consideration to the operation of car park and DOPU areas where pedestrian and road safety would be a concern.

Recommendation

A detailed Construction Pedestrian and Traffic Management Plan for various construction stages detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be prepared in consultation with the local council and TfNSW and submitted to the relevant consent authority for approval prior to the issue of a Construction Certificate.

TAB B Draft Conditions of Consent on (partial) SSD 8114 – Phases 2 and 3

Notwithstanding the comments in **TAB A** that require further information to be addressed, TfNSW requests the following conditions to be imposed should the proposal be approved. Additional conditions may also be suggested upon reviewing further information to be provided by the applicant in addressing the comments in **TAB A**.

Construction Pedestrian and Traffic Management Plan

Prior to the issue of relevant Construction Certificate, a detailed Construction Pedestrian and Traffic Management Plan for the related construction stages shall be prepared in consultation with the local council and TfNSW detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control and be submitted to the relevant consent authority for approval.

Upgrade for Pacific Highway and Grosvenor Road intersection

The proposed upgrades for Pacific Highway and Grosvenor Road intersection along Pacific Highway shall be designed to meet TfNSW requirements, and endorsed by a suitably qualified practitioner. The design requirements shall be in accordance with AUSTRROADS and other Australian Codes of Practice. The certified copies of the civil design plans shall be submitted to TfNSW for consideration and approval prior to the release of the Construction Certificate by the Principal Certifying Authority and commencement of road works. All of these documents shall be sent to development.sydney@rms.gov.au.

The applicant is required to enter into a Works Authorisation Deed (WAD) with TfNSW for the abovementioned works.

TfNSW fees for administration, plan checking, civil works inspections and project management shall be paid by the applicant prior to the commencement of works.

Any works associated with the proposed upgrade for Pacific Highway and Grosvenor Road intersection are to be at no cost to TfNSW.