

Ms. Prity Cleary  
Department of Planning, Industry and Environment  
GPO Box 39  
Sydney NSW 2001

Dear Ms. Cleary,

**Sikh Grammar School Rouse Hill  
SSD 9472**

Thank you for your correspondence via ePlanning portal (ref: PAE-730) on 14 October 2019 requesting Transport for NSW (TfNSW) to review and comment on the subject State Significant Development (SSD 9472) Application.

The proposal seeks Masterplan and built-form approval of the proposed Sikh Grammar School (the proposed development) located at 151-161 Tallawong Road, Rouse Hill (the Site). The proposed development would include a three (3) stream primary school, a four (4) stream secondary school and an Early Learning Centre. In total, the proposed development will accommodate around 1,260 students and 120 staff.

On this note, the exhibited documents have been reviewed and the following comments are provided.

- The mode share expected by the proposed development is not likely to be similar to that of an Inner West High School. As such, the proponent should explore whether there is other information available that would more accurately reflect the expected mode share of the proposed development.
- Section 2.6 of the Traffic and Parking Impact Assessment should be updated to include the additional bus services which operate following the opening of Sydney Metro.
- The location and design of the proposed bus stop should be determined in consultation with TfNSW, the local bus operators and Blacktown City Council in determining the location and design of the bus stops.
- The design and construction of the proposed bus stops should be consistent with the *Guidelines for Public Transport Capable Infrastructure in Greenfield Sites*.
- The Response to Submissions (RtS) should confirm the proposed design of the bus bays allow sufficient walking space along the footpath for students and the general public and that any proposed bus stops will be compliant with Disability Discrimination Act Standards and Guidelines.
- A public bus stop should be provided opposite the school for the southbound direction for public buses running towards Tallawong Metro Station.
- Pedestrian crossing facilities should be considered for safe student access to and from the future bus stop opposite the school. This will need to be discussed with the local council.
- Future design iterations should demonstrate ways to encourage and cater for

- increased rates of walking, cycling and use of public transport.
- Prior to the commencement of school operations, the proponent should provide additional data and the proposed student catchment area to determine the likely demands on the transport network (all modes).

These comments have been expanded upon and are provided in **TAB A**.

If you require clarification regarding the above, please do not hesitate to contact Billy Yung, Senior Transport Planner, via email at [billy.yung@transport.nsw.gov.au](mailto:billy.yung@transport.nsw.gov.au).

Yours sincerely



15/11/2019

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

Objective Reference: CD19/08249

## **TAB A – Detailed Comments on State Significant Application SSD 9472**

The following comments have been provided based on the review of the exhibited Environmental Impact Statement (EIS).

### **Mode Share Assumptions**

#### Comment

Section 5.2.2 of the TPIA notes that information gathered from the mode travel surveys for an Inner West High School in Cleveland Street, Sydney has been used to estimate the mode of travel to and from the proposed development. However, for the proposed development, travel distances will be longer and the bus route network will be less dense and developed than in Inner City areas. Accordingly, it is unclear whether this comparison is an adequate indication of future travel mode shares expected to be generated at the Site.

#### Recommendation

The proponent should explore whether there is other information available that would more accurately reflect the mode share expected to be generated by the proposed development.

### **Bus Services**

#### Comment

Section 2.6 of the Traffic and Parking Impact Assessment (TPIA) notes no bus services operate along Tallawong Road and existing bus stops near the Schofields Road/ Tallawong Road intersection are serviced by 2 bus routes (the T72 – Blacktown to Rouse Hill Town Centre & Return and the T75 – Blacktown to Rouse Hill Town Centre & Return). It is noted these bus routes were renumbered on 26 May 2019 and are now referred to as routes 732 and 735 respectively.

Additionally, since the opening of the Sydney Metro, a regular bus route (Route 742) now operates on Tallawong Road past the Site and a number of bus routes also operate via Tallawong Station. Bus services are expected to increase on Tallawong Road and in the vicinity in response to new development.

#### Recommendation

Section 2.6 of the TPIA should be updated to reflect the above.

### **Indented Bus Bays**

#### Comment

The future carriageway width/ lane configuration and pedestrian crossing arrangements of Tallawong Road is not known. Subject to these factors, buses may be accommodated in the kerbside lane and an indented bus bay may not be required.

It is noted that the proposed indented bus facility is expected to accommodate school and regional/ local buses. Accordingly, if an indented bus bay is necessary to address traffic issues on Tallawong Road, the bays' design and location should maximise the kerb length available for buses stopped or parked at the front of the school. This would allow public bus routes to draw-in at the front of any school buses that may be parked in the bay and draw-out again.

Additionally, TfNSW have released *Guidelines for Public Transport Capable Infrastructure in Greenfield Sites*. This document details requirements so public transport services can be provided to development in Greenfield sites. This document is available at: [https://www.transport.nsw.gov.au/industry/transport-planning-resources#Guidelines for Public Transport Capable Infrastructure in Greenfield Sites](https://www.transport.nsw.gov.au/industry/transport-planning-resources#Guidelines%20for%20Public%20Transport%20Capable%20Infrastructure%20in%20Greenfield%20Sites).

#### Recommendation

It is recommended that the Proponent consults with Transport for NSW, the local bus operators and BCC in determining the location and detailed design of the bus stops.

In addition, the design and construction of the proposed bus stops should be consistent with the *Guidelines for Public Transport Capable Infrastructure in Greenfield Sites*.

#### **DDA Compliance**

##### Comment

The footpath at the Tallawong Road school frontage is proposed to be narrowed to accommodate the abovementioned bus bay. The footpath does not appear to be wide enough for local public walking access past the school, as well as for school students. In particular, it appears to be too narrow to accommodate a Disability Discrimination Act (DDA) compliant public bus stop in the bus bay.

##### Recommendation

The Proponent should confirm in the Response to Submissions (RtS) that the proposed design of the bus bays allow sufficient walking space along the footpath for students and the general public.

The RtS should also confirm that any proposed bus stops will be compliant with DDA Standards and Guidelines.

#### **Public Bus Stop**

##### Comment

The TPIA mentions that a three (3) bay indented bus facility will be provided along the Tallawong Road site frontage to accommodate school, regional and local buses. Public bus services currently run two-way on Tallawong Road. Subject to demand and funding, bus routes may be altered to include an additional stop along Tallawong Road. Accordingly, a public bus stop opposite the school could be utilised by students and staff arriving or departing on buses travelling in a southbound direction towards the Tallawong Metro Station.

##### Recommendation

A public bus stop should be provided opposite the school for the southbound direction for public buses running towards Tallawong Metro Station.

## **Active Transport**

### Comment

If a public bus stop is provided opposite the school, students and staff would need to cross Tallawong Road to access this bus stop. As there is no proposed or current pedestrian crossing, pedestrian safety issues may arise, particularly during peak drop-off and pick-up times.

### Recommendation

Suitable pedestrian crossing facilities should be considered in consultation with Blacktown City Council to facilitate safe student access to and from the future bus stop opposite the school. The design of any such facility would need to be such that conflicts for bus and general traffic movements at the front of the school are minimised.

It is also recommended that future design iterations demonstrate additional ways to encourage and cater for increased rates of walking, cycling and use of public transport, for example by providing/increasing bike parking supply, providing safe, comfortable and connected footpaths and bicycle routes and restricting provision of car parking.

## **Future Bus Network**

### Comment

Section 3.1.3 refers to a Bus Servicing Plan which was prepared in 2012 showing an indicative future bus network. While the plan is becoming increasingly out of date with current bus route developments, the ideas continue to be considered as part of current planning work. Route 742 currently operates along Tallawong Road past the subject site linking Riverstone Station with Rouse Hill Station via Tallawong Station.

Notwithstanding this, the TfNSW Growth Services Program will monitor regular bus routes and make changes to service levels where necessary, subject to demand and funding.

### Recommendation

Prior to the commencement of school operations, the proponent should provide additional data and the proposed student catchment area to determine the likely demands on the transport network (all modes). With particular regard to bus usage, data should also be provided on existing and expected patronage by route. This data could be obtained by travel surveys of staff and students.

The student catchment area and travel data provided to TfNSW will assist with future service planning.