



**Transport
for NSW**

Ben Lusher
Manager, Key Sites
Department of Planning & Environment
GPO Box 39
Sydney NSW 2001

Attn: Peter McManus

Dear Mr Lusher

**Wahroonga Adventist School, Wahroonga (SSD 5535)
NOTICE OF EXHIBITION**

Thank you for your letter dated 31 October 2014 requesting Transport for NSW review and comment on the above referenced Development Application and Environmental Impact Statement.

Roads and Maritime Services will be submitting a separate response.

Transport for NSW (TfNSW) has reviewed the documentation provided in support of the Development Application and Environmental Impact Statement and has identified the following issues:

- Insufficient documentation and assessment provided for proposed development's non-car travel modes, and;
- Insufficient assessment of anticipated school services related traffic issues and measures necessary to mitigate.

Detailed comments are provided in **Attachment 1**.

Thank you for providing TfNSW the opportunity to offer advice on SSD 5535, Exhibition of the Wahroonga Adventist School. Should you have any questions regarding this matter, please contact Robert Rutledge on 8202 2203 or Robert.rutledge@transport.nsw.gov.au.

Yours sincerely



28/11/14

Mark Ozinga
**Manager, Land Use Planning and Development
Planning and Programs**

Objective Ref: CD14/20355

Attachment 1 – TfNSW Response to SSD 5535: Wahroonga Adventist School

TfNSW has reviewed the supporting documentation presented in support of SSD 5535 against the Director General's Environmental Assessment Requirements (dated 6 September 2012), and offers the following comments:

Key Issue 7: Transport and Accessibility – Construction

Bullet 1: *"Detail access arrangements at all stages of construction and measures to mitigate any associated pedestrian, cycleway or traffic impacts."*

The Construction Traffic Management Plan (CTMP) should specify any potential impacts to bus services and bus facilities operating on roads within the vicinity of the site from construction vehicles during the construction of the proposed works. Potential impacts on pedestrian access to public transport infrastructure including bus stops should also be specified. Should any impacts be identified, the duration of the impacts and measures proposed to mitigate these should be clearly explained and included in the CTMP.

Operational

Bullet 2: *"Assess the implications of the proposed development for non-car travel modes (including public transport use, walking and cycling), including the potential for implementing a location-specific sustainable travel plan (eg 'Travelsmart' or other travel behavioural change initiatives), and the providing of facilities to increase non-car mode share for travel to and from the site. This will entail an assessment of the accessibility of the site by public transport."*

The proponent is well into development of the approved Concept Plan (Concept Approval MP07_0166), however, this requirement has not been addressed. Supporting documentation does reference the *Sustainable Transport Initiative, July 2010*, prepared for the Sydney Adventist Hospital development within the approved Concept Plan, however, TfNSW is not able to ascertain, from the supporting documentation provided, whether any of the recommendations proposed in the report have been implemented.

The supporting documentation and assessment provided, is not sufficient to assess whether the new school will meet the safety requirements for 800 school children. Opportunities could be identified for school development to minimise the impact of local road network operations by encouraging mode shift to walking, cycling and public transport from private vehicles. Sustainable Transport Initiatives could also include Walk to School days, Ride to School days, NSW Bike Week, cycle confidence courses, and educational programs.

TfNSW suggests the following conditions be requirements of this development application:

1. An approved location-specific sustainable travel plan, and
2. Off-road pedestrian and cycle facilities be incorporated into the new access road that connects Fox Valley Road to the school and adjacent residential dwellings.

Note: A 3.5m visually separated pedestrian and cycle path is preferred to a shared path facility.

Bullet 4: *"Detail the proposed access and parking provisions associated with the proposed development, including compliance with the requirements of the relevant Australian Standards (ie: turn paths, sight distance requirements, aisle widths, etc)."*

Section 5, Other Travel Modes states provision will be made for 15 bicycle spaces, but does not provide details on bicycle parking provisions. Section 6, Parking, does not discuss bicycle parking provisions.

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According to *"Cycling Aspects to Austroads Guides"*, at least 120 bicycle spaces are recommended for students in Stage 4 Senior School (39 student bicycle spaces for Stage 1 and 102 student bicycle spaces for Stage 2).

TfNSW supports an assessment of the requirements for student bicycle parking spaces and parking location be prepared as an amendment to the *"Assessment of Transport, Traffic and Parking Implications"* prepared to support this development application.

TfNSW recommends an assessment of demand this school will experience, based upon looking at the catchment and travel patterns experienced by similar schools. At least two schools should be included in the assessment.

Note: The *"NSW Bicycle Guidelines"* and *"Cycling Aspects for Austroads Guides"* recommend that student bicycle spaces be provided as Class type 2 (enclosed facility) with staff being provided at Class 1 (lockers). Desirable locations for staff and student bicycle parking should be provided on the ground level, with accessibility linked to building entrances to encourage this travel mode.

Consideration should be given to including bicycle crossing lanterns at the proposed signals and ensure that all paths comply with DDA and CPTED (Crime Prevention Through Environmental Design) principles.

Bullet 5: *"Detail the proposed traffic management measures, including facilities such as stopping bays, bus services and facilities, drop off and pick up areas and vehicular access and circulation arrangements."*

The proposal does not provide sufficient details of any proposed measures to deal with school related traffic issues such as any drop off zones and any separately proposed bus zones to be utilised for school buses and activities. The operation of these facilities should be considered due to the potential impact on traffic and the location of bus services/stops and the pedestrian crossing and intersection in the vicinity.

The applicant needs to ensure sufficient queuing room at existing bus stands to accommodate potential multiple school buses.

These issues should be addressed in the *"Assessment of Transport, Traffic and Parking Implications"* prepared to support this development application, and may be presented in the requested amendment.