

Mr David Gibson
Social Infrastructure Assessments
Department of Planning & Environment
GPO Box 39
Sydney NSW 2001

Attn: Brent Devine

Dear Mr Gibson

**Lindfield Learning Village (SSD 8114)
Notice of Exhibition**

Thank you for your correspondence dated 20 June 2017 requesting Transport for NSW (TfNSW) comment on the above proposal.

Roads and Maritime will provide a separate response.

TfNSW has reviewed the relevant documentation provided and requests additional information to undertake our assessment. Key comments on the State Significant Development are as follows:

- TfNSW does not support the suggested intersection upgrade involving the extension of the southbound right-hand turning lane into Grosvenor Road and the removal of the northbound kerbside bus lane, as the kerbside bus lane is currently being used. Alternative improvements should be investigated, in consultation with Roads and Maritime, which maintains the availability of the northbound kerbside bus lane.
- TfNSW requests that the proposed bus stop design is revised or relocated having regard for the number of school buses potentially using the proposed bus bay at the same time, the ability to overtake other buses and/or exit their respective bays and the safety implications of the design for children and less mobile patrons.
- TfNSW requests that the proponent clarifies the location, type and quantity of end-of-trip facilities to be provided within the TIA. Furthermore, the TIA should also identify potential cycle routes and assess the safety of these routes.

TfNSW requests that the applicant consults with TfNSW in relation to issues identified in this letter. Detailed comments regarding the request for further information/clarification can be found in **TAB A** and suggested conditions included in **TAB B**. TfNSW would be pleased to consider any further material forwarded from the applicant.

If you require clarification of any issues raised, please contact Ken Ho – Transport Planner on (02) 8202 2426 or via email at ken.ho@transport.nsw.gov.au.

Yours sincerely



10/8/17

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

CD17/07398

TAB A – Detailed Comments on the TfNSW Request for Additional Information

Suggested Upgrades to Pacific Highway/ Grosvenor Road/ Burleigh Street

Comment

The Transport Impact Assessment (TIA) (Arup, June 2017) has assessed that the Pacific Highway/ Grosvenor Road/ Burleigh Street intersection currently operates at a Level of Service (LOS) C. The future operation of this intersection has been assessed to operate at LOS F (overcapacity) in the absence of any improvements.

A suggested intersection upgrade is provided which involves the extension of the southbound right-hand turning lane into Grosvenor Road and the removal of the northbound kerbside bus lane. TfNSW does not support this upgrade option as the kerbside bus lane is currently being used. As such, alternative improvements should be investigated.

Recommendation

TfNSW requests that the proponent investigate alternative intersection improvements, in consultation with Roads and Maritime, which maintains the availability of the northbound kerbside bus lane.

Bus Stop Design

Comment

It is likely that a number of school buses would be using the proposed bus bay at the same time. Due to the curvature and dimensions of the current design, no buses will be able to overtake other buses and/or exit their respective bus bay if there were other buses stopped at any other stops. Furthermore, the curved design would potentially pose a safety risk for children and less mobile patrons as the bus doors would open directly onto the road rather than the footpath.

Recommendation

TfNSW requests that the proposed bus stop design is revised or relocated having regard for the above comments.

TfNSW advises that the existing bus bay would potentially be more suited to a pick-up and drop-off location for motor vehicles.

Cycling Access and Bicycle Parking Provision

Comment

The TIA assesses the requirement for 42 bicycle parking spaces and that the existing facility satisfies this requirement. The location of these spaces (existing and proposed) should be documented within the TIA and assessed for compliance with AS2890.3. Furthermore, the TIA should also identify potential cycle routes and assesses the safety of these routes.

Recommendation

TfNSW requests that:

- The proponent clarifies the location, type and quantity of end-of-trip facilities to be provided;
- The proposed bicycle facilities should be located in secure, convenient, accessible areas close to main entries, incorporating adequate lighting and passive surveillance and in accordance with Austroads guidelines;
- Separate end-of-trip facilities should be provided for staff and students; and
- The proponent identifies potential cycle routes and assesses the safety of these routes.

TAB B – Suggested Conditions of Approval and Further Comments

In response to the findings of the TIA, we recommend that the DP&E include the following conditions should the proposed development be approved.

Travel Plan

Recommended Condition

Prior to commencement, the applicant is to submit a Green Travel Plan for the Secretary's approval, prepared by a suitably qualified person and addresses the following requirements:

- Measures and initiatives to promote and encourage cycling, walking, public transport and carpooling as alternative transport modes;
- Provision of a travel access guide, which would be issued to new students, parents and staff; and
- Methods to monitor the effectiveness and uptake of sustainable travel measures.

Reason

To ensure sustainable transport outcomes and achieve the overall strategic planning objectives in the:

- NSW Long Term Transport Master Plan 2012;
- Sydney's Bus Future 2013;
- Sydney's Cycling Future 2013; and
- Sydney's Walking Future 2013.

Road Safety Audit

Recommended Condition

Prior to the issue of construction certificate, a Detailed Design Road Safety Audit (RSA) on the proposed bus stop design shall be undertaken and appropriate road safety measures should be implemented based on the outcomes of the RSA.

Reason

To ensure that the design and operation of the bus service facility is safe having regard for the anticipated volume of children movements.

Walking

Recommended Condition

The proponent is to undertake a Pedestrian Accessibility and Mobility Plan (PAMP) (in consultation with Council/RMS, where relevant) to identify and assess the required pedestrian safety and accessibility improvements to accommodate the future use of the site. The improvements identified within the PAMP must be implemented prior to commencement to ensure that adequate walking infrastructure is available.

Reason

As part of the possible transport strategies for the site, the TIA recommends the adoption of a "Walking School Bus" as well as other walking initiatives. However, the TIA also assessed that the *"site is [sic] has poor pedestrian accessibility, with several footpaths and key crossing facilities missing"* within the surrounding local road network and recommends that a PAMP be undertaken to assess the required pedestrian safety improvements for future users of the facility.

Additional Bus Services

Comment

The TIA assesses the need to increase the frequency of Bus Route 565 services based on increased patronage from students and teachers. TfNSW would consider the additional services of the current route; subject to the TfNSW Growth Services Initiative. This would also require further discussion and assessment with the proponent prior to any agreement.

Recommendation

To assist with service planning, the proponent should consult with TfNSW and provide regular updates on development progress (construction/fit-out/commencement).