



13 September 2021

TfNSW Reference: SYD21/00245/04

Client Reference: SSD-15001460

The General Manager
Department of Planning, Industry and Environmental
GPO Box 39
SYDNEY NSW 2001

Attention: Navdeep Singh Shergill

EXHIBITION OF EIS - HAWKESBURY CENTRE OF EXCELLENCE - LONDONDERRY ROAD, RICHMOND

Dear Sir/Madam,

Reference is made to Department of Planning, Industry and Environment (the Department) request, dated 17 August, to review the proposed Hawkesbury Centre of Excellence SSD-15001460 which was referred to Transport for NSW (TfNSW) for concurrence under the *Roads Act, 1993*.

TfNSW has reviewed the submitted information and is unable to grant concurrence to the proposed signalised pedestrian crossing and bus bays along Londonderry Road. TfNSW would provide the following comments to the Department for consideration:

Proposed Signalised Pedestrian Crossing

1. Comment

Section 4.5 of the Transport and Accessibility Impact Assessment (TAIA) states that the proposed signalised pedestrian crossing at Londonderry Road will meet the traffic signal warrant with consideration given to the proposed crossing primarily used by school children who walk between the school and northbound bus stop on Londonderry Road.

However, the Figure 2.21 of the TAIA shows that Londonderry Road currently has the peak traffic volumes of 464 northbound vehicles/289 southbound vehicles in AM peak hour and 345 northbound vehicles/435 southbound vehicles in PM peak hour, which does not meet the traffic signal warrant of "vehicular flow exceeds 600 vehicles/hour in **EACH** direction".

In addition, it is understood that the Western Sydney University is currently operating shuttle bus services with 30 minutes frequency during peak periods with a stop at Vines Drive. Therefore, the shuttle bus service could be more attractive to students which provides a shorter walking distance to the proposed development from the bus stop on Vines Drive. Therefore, the demand of 300 pedestrian crossing Londonderry Road in

TAIA seems over-estimated.

Recommendation

TfNSW does not support the proposed signalised pedestrian crossing on Londonderry Road under the *Roads Act, 1993*, as the traffic signal warrant is not met. The application should be modified with an alternative pedestrian crossing facility at this location, should a Vines Road drop off not be supported by the Western Sydney University.

A pedestrian refuge island could be considered subject to further review of traffic and road safety information.

Future Bus Facility

2. Comment

The estimated demand in the TAIA for bus movements, including bus connections to and from Richmond and Penrith train stations, is approximately 300 students. This will result in the demand of approximately 6 additional bus services during each peak period. The current public bus operation apparently is unable to cater for the proposed patronage demand.

However, the TAIA does not provide mitigation measures to address this bus service shortfall.

Recommendation

It is requested that the applicant provide further details of measures to mitigate the bus service shortfall. If additional short-route public bus services between the Richmond Station and the proposed school are required to cater the school's patronage during peak periods, these short-route public bus services should be terminated at the stop located as close as possible to the school entrance. This will significantly reduce the pedestrian demand crossing Londonderry Road. A bus turnaround facility should be provided on Vines Drive, as the result of the need of additional short-route bus services specifically for the proposed development. .

Construction Vehicle Access

3. Comment

There is discrepancy regarding the construction vehicle haulage route information provide within the TAIA and the Construction Management Plan.

Recommendation

It is requested that the applicant updated the Environment Impact Assessment with consistent information.

If access from Londonderry Road is proposed for construction vehicles, concurrence is required from TfNSW under Section 138 of *Roads Act 1993*, as Londonderry Road is a classified Road. Concept design plans of the proposed temporary Londonderry Road access are to be submitted to TfNSW for approval. The redundant access, when construction is completed, shall be removed and replaced to match existing. A sight

distance assessment should be undertaken and submitted to TfNSW for review.

School Travel Plan

4. Comment:

Transport for NSW (TfNSW) has reviewed the school travel plan (STP). TfNSW also has a number of recommendations to improve the STP and the proposed initiatives to encourage sustainable transport to the site, including greater collaboration with the WSU campus in developing and implementing the STP to realise mutual benefits.

TfNSW would welcome further discussions with the proponent regarding these matters to ensure their delivery and can be contacted directly at development.sco@transport.nsw.gov.au

Recommendations:

Prior to occupancy, the proponent is to provide a STP for TfNSW's consideration that:

- Provides an audit of the public and active transport in the vicinity of the site and potential recommendations, including the permeability of the UWS campus and the links between the two sites. For example, from the documentation provided it is currently unclear if there would be a pedestrian crossing on Vine St; Figure 5.1 appears incomplete.
- Notes how the nearby bus stops will be upgraded to facilitate public transport use.
- Provides details of the access and permeability of the site for active transport, including the location and number end of trip facilities, including total number of secure bike parking spaces, casual bike parking, provision of e-bike charging points, numbers of showers and lockers, and including this information in the TAG;
- Ensures that bike parking is sheltered, accessible and convenient, with passive surveillance for casual parking;
- Identifies what provisions there are for motor bike parking and EV parking;
- Considers additional incentives for staff to use active and public transport such as:
 - Pre-loaded opal cards during orientation
 - Providing panniers or backpacks for staff committed to active travel
 - Salary sacrifice options for purchases of bikes or other micro-mobility options
 - Wayfinding at the school for End of Trip facilities
 - Bike maintenance equipment for use onsite & bike lights for emergency loans (and also making these available for students)
- Considers pool bikes for visitors and other appropriate uses, and provides extra parking to cater for these bicycles.
- Considers whether an additional stop for the WSU shuttle bus (or use of existing stop of Vine St) would be an option for use by staff, students and visitors of the

Hawkesbury Centre of Excellence, and demonstrate how this arrangement would work.

- Considers additional incentives for students to use active and public transport such as:
 - Promotes combining train and bicycle in travel to the site, with information on how to carry your bicycle on the train, including the recommended route from the station.
 - Establishing a bicycle user group in collaboration with WSU and potentially organising bicycle maintenance sessions and other activities, such as excursions by bicycles to places of interest such as other nearby locations with innovative agricultural practices
 - More frequent events celebrating active transport
- Includes a comprehensive communications plan and Travel Access Guide (TAG)

Proposed Weekend Conference Use

5. Comment:

It is understood that the proposed school facility will be used by occasional weekend conference events on weekends. However, there is no further analysis undertaken to assess the impact of traffic generated by the proposed weekend conference events on the surrounding road network.

Recommendations:

It is requested that the applicant provides a traffic impact assessment for the weekend conference events.

If you have any further questions, Mr. Felix Liu would be pleased to take your call on 8849 2113 or email development.sydney@rms.nsw.gov.au. I hope this has been of assistance.

Yours sincerely,



Malgy Coman
Senior Land Use Planner