

Ms. Karen Harragon
Team Leader
Social Infrastructure Assessments
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Dear Ms. Harragon,

**State Significant Development (New Tweed Valley Hospital)
and proposed State Environmental Planning Policy
771 Cudgen Road, Cudgen
Notice of Exhibition**

Thank you for your correspondence dated 29 October 2018 inviting Transport for NSW (TfNSW) comment on the above State Significant Development (SSD 9575) Application.

The exhibited Environmental Impact Statement (EIS) supporting the proposed development has been reviewed and the following comments are provided:

- The proponent should continue ongoing consultation with TfNSW and Surfside to ensure safe and efficient levels of service are provided to the development.
- Consideration of the public and active transport trips produced by the development if the desired mode share set by the GTP is reached should be included in the transport assessment.
- Detailed design of the bus stop and a site plan indicating the location of the bus stop and the lay-up zone should be provided in future design iterations and should comply with disability access standards/guidelines.
- The potential impacts on the on-street parking in surrounding streets should be considered, particularly Oxford St and Cambridge Court.
- The design year traffic modelling should consider a scenario in which Tweed Coast Road is not upgraded and consider measures which may be required should the local council not succeed in acquiring the funds for the upgrade.
- Future design iterations should illustrate the location bicycle facilities in secure, convenient, accessible areas close to the main entries incorporating adequate lighting and passive surveillance and in accordance with Austroads guidelines and the relevant Australian Standards.

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

In addition to the above, it is recommended that the Department of Planning and Environment (DP&E) include the conditions of consent provided in **TAB B**.

If you require clarification of any issue raised, please contact Ken Ho, Transport Planner, via email at ken.ho@transport.nsw.gov.au.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Mark Ozinga', with a circular flourish at the end.

30/11/2018

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

Objective Reference: CD18/09928

TAB A – Detailed comments on SSD 9575

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

Bus Services

Comment

The EIS states that TfNSW, in coordination with the bus operator (Surfside), are in the process of a service planning review. It is noted that this review is being conducted as ongoing service improvement investigations across the state and any recommended improvements are not committed or funded for delivery.

Recommendation

The proponent should continue ongoing consultation with TfNSW and Surfside to ensure safe and efficient levels of service are provided to the development. This would also ensure travel times are provided to meet customer needs and successful integration with the existing transport network, in line with the customer outcomes outlined in the *Regional NSW Services and Infrastructure Plan*.

Green Travel Plan

Comment

It is estimated the proposed development will accommodate 430 beds and 1050 staff, which based off the current limited public transport mode share, will approximately generate 150 public transport trips during the peak periods. It is understood that a Green Travel Plan (GTP), that amongst other things will include the objectives and targets for public transport utilisation, will be prepared as part of the Stage 2 to support and maximise the use of alternate travel modes. As the current public and active transport mode share is limited, the TIA should also consider the transport impact (particularly on the needs of public and active transport users) of the development should the target public and active transport mode share suggested by the GTP be achieved.

Recommendation

Consideration of the number of public and active transport trips produced by the development if the desired mode share set by the GTP is reached should be included in the TIA.

Bus Stop Design

Comment

The EIS notes two new bus stops will be provided on Cudgen Road, to the east of the primary signalized intersection. The Master Plan (Drawing No: AR-SKE-10-006) indicates the location of these bus stops. As the proposal seeks approval for the concept plan and Stage 1 works, detailed design of the bus stops have not been provided at this stage, however should be provided in subsequent stages.

Pedestrian access between the hospital and the proposed bus stop within the indented bay on Cudgen Road will need to be provided in accordance with the relevant disability access standards and guidelines.

Recommendation

Detailed design of the bus stop and a site plan indicating the location of the bus stop and the lay-up zone should be provided in future stages.

These designs should include consideration of distance and grade requirements to comply with disability access standards/guidelines and be carried out in consultation with TfNSW

and the local bus operator to ensure operational safety, accessibility and feasibility.

Parking Provision

Comment

The TIA notes there is unrestricted on-street parking in nearby residential streets which currently has little demand limited to utilisation during school periods for student pick-up and drop-off. As there is an abundance of unrestricted on-street parking and the on-site hospital parking is paid, staff, visitors and patients may opt to park on the surrounding streets as opposed to the on-site car park. This may cause significant impacts to the on-street parking supply as used by the Kingscliff TAFE and High School.

Recommendation

The TIA should further consider the impacts the proposed development may have on the on-street parking supply in surrounding streets, particularly Oxford St and Cambridge Court.

Design Traffic Modelling

Comment

The Tweed Road Development Strategy 2017 identifies a proposed upgrade of Tweed Coast Road to a four-lane cross section. On this basis, the SIDRA modelling conducted for the 10 year design horizon assesses the Tweed Coast Road/ Cudgen Road intersection with a four-lane cross-section and minor turning capacity improvement. However, it is noted that this upgrade may not be committed to for some time. As such a scenario in which the proposed upgrade is not in place should be considered.

Recommendation

The TIA should consider the scenario in which Tweed Coast Road is not upgraded and consider measures which may be required should council not succeed in acquiring the funds for the upgrade.

Active Transport

Comment

It is noted that 14 visitor and 29 staff bicycle parking spaces are required based on the Tweed Development Control Plan. The EIS states the concept plans do not show the bicycle parking and that secure bicycle parking, storage and end of trip facilities will be further considered in Stage 2.

Recommendation

Future design iterations should illustrate the location bicycle facilities in secure, convenient, accessible areas close to the main entries incorporating adequate lighting and passive surveillance and in accordance with Austroads guidelines and the relevant Australian Standards.

TAB B – Recommended Conditions of Approval

TfNSW requests that DP&E should include the following conditions if the proposed development is to be approved:

Green Travel Plan

Recommended Condition:

As part of the ongoing operation of the hospital, a detailed Green Travel Plan (GTP), which includes target mode shares for both staff and visitors to reduce the reliance on private vehicles, shall be prepared. The GTP must be implemented accordingly and updated annually.

Reason:

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

- Future Transport 2056 Strategy and supporting plans;
- Sydney's Bus Future 2013;
- Sydney's Cycling Future 2013; and
- Sydney's Walking Future 2013.