



Aditi Coomar  
Principal Planner  
Social and Other Infrastructure Assessment  
Department of Planning and Environment  
GPO Box 39  
SYDNEY NSW 2001

Dear Ms. Coomar,

**SSD 10353 Tweed Valley Hospital Stage 2**

Thank you for your correspondences via Major Project portal (ref: PAE-634) on 4 October 2019, requesting Transport for NSW (TfNSW) to review and comment on the above.

The exhibited documents in support of the subject proposal have been reviewed. It is noted that conditions of consent had been issued under the approval of the Concept Plan that relates to items to be addressed in future development applications. On this note our comments and recommendations are provided in **Attachment A** for consideration.

Thank you again for the opportunity of providing advice for the above development application. If you require any further information, please don't hesitate to contact Billy Yung, Senior Transport Planner, via email at [billy.yung@transport.nsw.gov.au](mailto:billy.yung@transport.nsw.gov.au). I hope this has been of assistance.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Mark Ozinga'.

4/11/2019

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

CD19/08090

### Proposed new bus stops on Cudgen Road

#### *Comment:*

Condition B22 (e) and (f) in Schedule 2 of the Concept Approval requires the Stage 2 application to provide:

- *details of design of the proposed new bus stops on Cudgen Road prepared in accordance with relevant guidelines;*
- *details of pedestrian access between the hospital and the proposed bus stop within the indented bus bay on Cudgen Road in accordance with the relevant disability access standards and guidelines.*

Drawings (i.e. Main Entrance – General Arrangement Plan) are provided as appendix to the Environmental Impact Statement (EIS) and Traffic Impact Assessment (TIA) report that illustrate the location of the proposed new bus stops on Cudgen Road. However it is not evident that the details of design as required in the above two conditions are adequately presented in the EIS and its associated documentation.

#### *Recommendation:*

Details of the proposed new bus stops should be included in the drawings in support of the EIS documents to demonstrate the adequacy of the design and reference be made to the bus capable infrastructure guidelines and DDA compliance.

It is recommended that the proponent be conditioned to undertake an independent Detailed Design Road Safety Audit (RSA, refer to *NSW Centre for Road Safety Guidelines for Road Safety Audit Practices*) of the proposed pedestrian facility improvements and bus stop arrangement on Cudgen Road, prior to issue of construction certificate. The proposed design shall address any deficiencies identified within the RSA.

### Construction traffic impact

#### *Comment:*

The TIA report provides preliminary considerations for the construction traffic management plan that indicates additional traffic movements for the Stage 2 construction works and suggests that “*some minor travel delays may occur to bus services as a result of additional construction vehicles and particularly heavy vehicles on the surrounding road network*”. The report also states that the existing bus stops can be retained and used as required during construction and until the new bus stops are completed for operation.

#### *Recommendation:*

It is requested that the proponent must inform the local bus operator regarding proposed changes to traffic conditions during the course of the construction particularly the upgrading works to the bus stops.

### Preliminary Green Travel Plan

#### *Comment:*

The following comments are provided for consideration:

- Quantification and analysis of staff shift times and numbers at Tweed Valley Hospital (TVH) and analysis of workforce residential post code data. This is required to properly understand public transport and car parking demand and to develop effective strategies in response, as well as help to inform service planning considerations;
- Consideration of a staff travel survey and workforce data analysis for the existing

## Attachment A – Comments on SSD 9575 MOD 2 and SSD 10353

Tweed Hospital, to inform likely staff travel patterns and resultant Travel Plan strategies at TVH;

- Consideration of promoting higher mode share targets for public transport use, particularly amongst day shift and administrative staff;
- Identification of a responsible party (or Committee) for the ongoing implementation of the Travel Plan and its initiatives;
- Confirmation of extent and nature of end of trip facilities and bike parking and how they will be promoted to staff;
- Identification of a communications strategy for conveying Travel Plan information to staff, patients and visitors, including for the Travel Access Guide;
- Consideration of car parking management strategies that may be required to encourage sustainable transport use / mode share targets (such as pricing, reserving spots for patients and visitors, prioritisation for those that car pool, use of wait lists, etc).

### *Recommendation:*

It is appreciated that not all of the above information may be immediately available, but that the proponent should ensure that the above items are considered/addressed and be included in the Green Travel Plan prior to occupation.

It is also noted that there are proposed additional health, education, training and research facilities to be introduced to the site at a later date. It is therefore recommended that the Travel Plan identifies a process for including new precinct partners in the Travel Plan's initiatives, and access to its resources.