



Ms Janelle Brooks
Senior Strategic Planner
Warringah Council
725 Pittwater Road
Dee Why NSW 2099

Dear Ms Brooks

Planning Proposal – Ralston Avenue, Belrose

Thank you for your correspondence dated 2 February 2016 regarding the above planning proposal at Belrose.

Roads and Maritime Services will be providing a separate response.

TfNSW has reviewed the proposal and supporting documentation and it is advised that Ministerial Directions (s117 directions) Direction 3.4 - Integrating Land Use and Transport has not been adequately addressed. Further detail is provided at **TAB A**. Comments are also provided regarding future bus services, bus access on the proposed road network and provisions for active transport. These matters should be considered in the assessment of the planning proposal.

Thank you again for the opportunity of providing advice for the subject proposal. If you require clarification of any issue raised, please do not hesitate to contact Edmond Platon, Transport Planner on 8202 2557.

Please note for future reference; when sending proposals to TfNSW via email, could you kindly use the following email address: development@transport.nsw.gov.au

Yours sincerely

3/3/16

Mark Ozinga
**Manager Land Use Planning and Development
Planning Division**

CD16/01212

TAB A

Section 117 Ministerial Directions - Direction 3.4, Integrating Land Use and Transport

The Planning Proposal Report (Urbis, 2013) indicates in section 4.2.4 that the Planning Proposal has been assessed against the s117 Ministerial Directions and is consistent with the relevant matters.

In response to '*Direction 3.4 – Integrating Land Use and Transport*' the report indicates that the site is located less than 900 meters walking distance from the nearest bus stop which provides access to/from the Sydney CBD, Chatswood and nearby suburbs. It also indicates the proposal has been designed to accommodate local and regional bus services and give sufficient accessibility and manoeuvring options for expansion of any local bus services and routes.

TfNSW advises that '*Direction 3.4 – Integrating Land Use and Transport*' indicates that a planning proposal must locate zones for urban purposes and include provisions that give effect to and are consistent with the aims, objectives and principles of the document '*Improving Transport Choice Improving Transport Choice*' (DUAP 2001). A key objective of this document is for every household to be within **400 m** walking distance of a bus route (accessing such a node) served at least every 30 minutes.

The proposed subdivision is unlikely to satisfy this objective as a significant proportion of the lots are more than 400m of current bus stops with some lots more than 1km away. In addition bus service into the subdivision at the present time would be unlikely for reasons discussed below. Therefore, direction 3.4 of the s117 Ministerial Directions has not been demonstrated to be adequately addressed and this should be considered in the assessment of the proposal.

Bus Services and Access

The proposed road layout would not be suitable for the operation of bus services. This is due to the peninsula design and the extensive circular loop around the site of the proposed "perimeter road". This road design would make any bus servicing of the subdivision unlikely at the present time due to time penalty and cost efficiency constraints.

However, bus services may be possible in the future as land use, road patterns and bus routes change. To provide provision for future bus service, it is recommended that any roadways that are intended to be bus capable should have a 7m clear carriageway in accordance with '*Austroads Guide to Road Design - Part 3*'. If street parking is envisaged, a clear carriageway should be wide enough to enable unimpeded access for bus movements.

Active Transport

In accordance with Sydney's Cycling Future, separation between bicycle riders, motor vehicles and pedestrians should be provided where feasible, with consideration given to creating links between new and existing routes in walking and cycling networks.

The planning proposal should identify and address any issues raised by the sharing of the roadway between pedestrians, bicycle riders and vehicles. This should include installation of measures and traffic management devices in accordance with Austroads guidelines (particularly regarding path types/widths and road safety) and Roads and Maritime Services' guidelines (such as TDT 2014/003 - Design and Implementation of Shared Zones). It is noted that the installation of shared zones and traffic management controls requires approval from Roads and Maritime Services and Council through the Local Traffic Committee.