

1 November 2021



School Infrastructure NSW
C/- Turner & Townsend
One Wharf Lane, Level 19,
171 Sussex Street,
Sydney NSW 2000

Attn: Tarini Pathak – Project Manager

RE: Upgrade to North Sydney Public School SSD-11869481 RFI – Traffic and Transport Items

Dear Tarini,

Reference is made to the response to submissions from Transport for NSW (TfNWS), North Sydney Council and NSW Department of Planning, Industry and Environment (DPIE) with respect to SSDA submissions for the Upgrade to North Sydney Public School (Reference SSD – 11869481). Our responses to the submissions are provided in the table below.

Submissions		
No.	Department of Industry and Environment	Ason Response
1.1	<p>Traffic, Transport and Access</p> <p>The Traffic and Accessibility Impact Assessment (TIA) must provide further information on the expected traffic conditions on McHatton Street and current and future traffic performance for the McHatton and Crows Nest Road intersection.</p>	<p>As identified in the Transport Assessment report, the proposed upgrade to the school will result in an increase in student numbers from 869 to 1012.</p> <p>The proposal also comprises the relocation of kiss and ride from the McHatton Street frontage to Bay Road frontage of the site.</p> <p>With the proposed change in on-street parking restrictions and the analysis undertaken for the intersection of McHatton Street / Pacific Highway intersection, the level of traffic expected at the McHatton Street is not forecasted to result in any significant increase above and beyond existing traffic volumes. On the basis that traffic at the McHatton Street / Crows Nest Road intersection would have entered McHatton Street at Pacific Highway, the traffic impact to McHatton Street / Crows Nest Road intersection is negligible.</p> <p>It is further noted that the Transport Assessment has assigned much of the additional traffic generated by the increase in student numbers to the intersection of Bay Road / Pacific Highway, which was extensively modelled using SIDRA and found to have limited impacts to the road network.</p>
1.2	<p>Section 11.3 of the TIA states that on-site parking will not be available to construction workers on site and Section 11.8 states that there will be an average of 20 to 40 workers on-site during peak construction activities. Reliance on on-street parking is not encouraged where there are alternative options for off-street parking. No justification has been provided regarding the availability of on-site parking and no on-street parking analysis has been provided to demonstrate existing parking availability on streets for construction worker parking use. Further, the majority on-street parking surrounding the site is time restricted and the proposed temporary work zone on Bay Road would remove time restricted parking during construction periods which would likely shift on-street parking demand to surrounding streets.</p> <p>The RtS must include additional information detailing:</p> <ul style="list-style-type: none"> a) if construction worker parking can be accommodated on-site. b) measures to minimise construction worker parking demand. c) where there is likely to be overflow on-street parking required, the capacity of the surrounding proposed streets to ensure construction worker parking does not detract significantly from existing on-street parking supply. 	<p>It is expected that the SSDA will have conditions of approval that requires the submission of a detailed Construction Traffic Management Plan to Council and Transport for NSW, which will capture the construction workers parking arrangements.</p> <p>Based on the assessment undertaken, it is anticipated that:</p> <ol style="list-style-type: none"> 1) Construction worker parking can only be accommodated on-site during school holidays, weekends and outside of school operational hours. 2) The contractor will be informed of the public transport options (i.e., site's proximity to railway stations and bus services), as well as the closest commercial parking opportunities, and be advised that no on-site parking will be available. This arrangement can typically be accommodated with the establishment of a drop-off zone for contractors to temporarily drop off equipment and be afforded with storage of equipment on-site at the start and end of each shift, prior to the driver seeking a commercial car park to park their vehicle. Similar arrangements are commonly in place for construction in areas such as North Sydney and the Sydney CBD. <p>Examples of such arrangements are common and in place throughout the duration of works for 1 Denison Street (completion in early 2020), 88 Walker Street Development, Crows Nest Sydney Metro Station Development, The Landmark Development at 500 Pacific Highway, St Leonards.</p> <ol style="list-style-type: none"> 3) Based on observations undertaken during the preparation of the Transport Assessment, it is noted that all public roadway within 400 metre walking distance to the site are subject to strict parking restrictions that comprises a mix of 1-hour, 2-hour, No Parking, Mail Zone restrictions along nearby residential and commercial property frontages. The parking restrictions are typically applicable between 8:30am – 6:00pm, Monday to Friday. <p>Along the immediate frontages of the School along Bay Road and on both sides of McHatton Street, restrictions are applicable with a mix of 2-hour restrictions outside Kiss and Drop hours, and a mix of No Parking, No Stopping and 5-minute parking applicable during Kiss and Drop hours on school days. The presence of parking restrictions on weekdays, and during typical construction hours meant that the reliance of on-street parking for construction worker parking is not practicable and require frequent shifting</p>

		<p>of vehicles on a typical day. Refer to the attached parking restriction plans for existing and proposed parking restrictions of the immediate vicinity of the School for details.</p> <p>The on-street parking restrictions results in regular turnover of parking within the vicinity of the School. Given the school remains operational for much of the construction phase of the project, there are no on-site or on-street parking available for use by construction workers during school days.</p> <p>On weekends and during school term breaks, parking along the Bay Road and McHatton Street frontage of the school may be available for construction worker parking. Should this be required, it is the appointed Contractor's responsibility to liaise with Council and sought necessary approvals for temporary changes to existing parking restrictions to facilitate construction worker parking.</p>
No.	TfNSW Submission	Ason Response
1	<p>Active Transport Considerations</p> <p>Comment: The Transport and Accessibility Impact Assessment (TAIA), indicates that there will be secure bicycle parking facilities, however there is no reference to the number and location of end-of-trip facilities that will be provided to encourage active transport to the site. The NSW Planning Guidelines for Walking and Cycling has been superseded by Cycling Aspects of Austroads Guides, 2017, which recommends that bicycle parking for all-day use on a regular basis should be expected to be combined with end-of-trip facilities such as showers, lockers etc.</p> <p>Recommendation: As part of the Response to Submission (RtS), TfNSW requests that the Applicant considers the provision of bicycle parking and end of trip facilities for staff, students and visitors in accordance with Australian Standard AS1742.9:2018 Manual of Uniform Traffic Control Devices - Bicycle Facilities, and Cycling Aspects of Austroads Guides to encourage and support active transport to the site.</p>	<p>As outlined in Section 9.2.4 of the Transport Assessment report, the proposed upgrade works comprises the provision of 63 on-site bicycle parking spaces and one shower / change room for use by staff.</p> <p>55 bicycle parking spaces are proposed at the north-eastern corner of the site, accessed via the Pacific Highway access gate into the school, and detailed in the landscape plans submitted for use by students.</p> <p>8 bicycle parking spaces are reflected in the architectural plans submitted (Building J – Level 1 Floor Plan) adjacent to lockers and a staff end of trip facility for use by staff.</p> <p>It is considered that the 63 bicycle parking spaces identified within the Transport Assessment has been accommodated within the design to meet the expected demand and level of bicycle parking requirements established in the Transport Assessment.</p>
2	<p>School Transport Plan</p> <p>Comment: Transport for NSW (TfNSW) has reviewed the School Travel Plan (STP) and acknowledges the effort the Applicant has undertaken to date in the development of the STP. TfNSW has reviewed the STP and has a number of recommendations, which we would welcome further discussions with the Applicant regarding these matters to ensure their delivery.</p> <p>Recommendation: TfNSW recommends that the Applicant is conditioned to the following:</p> <p>Prior to occupancy, the Applicant is to provide a School Travel Plan (STP) for TfNSW review and endorsement that:</p> <ul style="list-style-type: none"> Provides details of end of trip/journey facilities, including number and location of all secure bike parking, casual bike parking, any e-bike charging points, showers and lockers, and include this information in the Travel Access Guide (TAG); Audits the site's surrounding transport network for potential active transport improvements; Includes ambitious targets for cycling and other micro-mobility for staff and students; Identifies anonymised staff residential postcodes, to help inform service provision; Considers further incentives for staff (noting a third of the responding staff would be strongly encouraged by better cycling facilities) to use active and public transport such as: 	<p>The recommendation is noted.</p> <p>The conversion of the Preliminary School Travel Plan to a School Travel Plan is expected to be a condition of the SSD, whereby the School Travel Plan will be prepared in consultation with TfNSW, Council and the School Principal.</p>

	<ul style="list-style-type: none"> ○ 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; ○ Opportunities for staff to share tips and support other staff wanting to start cycling; ○ Wayfinding to end of journey facilities; ○ Bike maintenance equipment for use onsite and bike lights for emergency loans; ○ Encouraging staff to leave earlier to avoid evening peaks; <ul style="list-style-type: none"> • Considers further possible incentives for students to use active and public transport such as: <ul style="list-style-type: none"> ○ Promoting to parents the potential of active travel to school as an opportunity to stay active themselves; ○ Considering active transport trips after school to a local park or other place of interest with potential for information sharing and community building, as part of the proposed events calendar; ○ Investigating the feasibility of "School street" type initiatives along McHatton Road. • Includes a completed TAG as noted in the STP with the potential to develop one tailored for students (based on the make your move format) and one for the rest of the school community. <p>Please send the STP to development.sco@transport.nsw.gov.au.</p>	
3	<p>Construction Pedestrian and Traffic Management (CPMP)</p> <p>Comment</p> <p>The cumulative increase in construction vehicle movements from this project could have the potential to impact on general traffic and bus operations within the precinct as well as the safety of pedestrians and cyclists.</p> <p>Recommendation</p> <p>It requested that the applicant be conditioned to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP). Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, the Applicant should prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation TfNSW.</p> <p>The CPTMP should include, but not limited to, the following:</p> <ul style="list-style-type: none"> • A description of the development; • Location of any proposed work zone(s) • Details of crane arrangements including location of any crane(s); • Haulage routes; • Construction vehicle access arrangements; • Proposed construction hours; • Predicted number of construction vehicle movements and detail of vehicle types, noting that vehicle movements are to be minimised during peak periods; • Construction program and construction methodology; • Any potential impacts to general traffic, cyclists, pedestrians and light rail and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works; • Cumulative construction impacts of projects and • Proposed mitigation measures. Should any impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP. • Submit a copy of the final plan to TfNSW for endorsement; and • Provide the builder's direct contact number to small businesses adjoining or impacted by the construction work and TfNSW to resolve issues relating to traffic, public transport, freight, servicing and pedestrian access during construction in real time. The applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction. 	<p>Noted.</p> <p>The Main Contractor awarded the contract will be responsible for the preparation of the CPTMP in accordance with the condition of the SSD.</p>

	Please send the CPTMP to development.sco@transport.nsw.gov.au.	
No.	North Sydney Council Submission	Ason Response
1	Please note that North Sydney Council has no objection to the upgrade to North Sydney Public School. It is requested that efforts are made to minimise traffic impacts during construction and that all relevant permits and construction management plans are adhered to. It is also requested that vegetation loss is minimised in accordance with the landscape plan, suitable measures are to be employed to protect vegetation during construction.	<p>Noted.</p> <p>The Main Contractor awarded the contract will be responsible for the preparation of the CPTMP in accordance with the condition of the SSD.</p>

For any queries regarding this correspondence, please contact the undersigned on (02) 9083 6601.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Dora Choi', with a stylized flourish at the end.

Principal Lead – Traffic Management & Operations

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SIGN SCHEDULE



Notes:

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Document Info:

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File name: AG1723 - 03 - v02.dwg

Client:

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Project:

AG 1723
182 PACIFIC HIGHWAY, NORTH SYDNEY

Drawing Title:

PUBLIC RELM CAR PARKING RESTRICTIONS
SIGNAGE SCHEDULE

Date:

20-Aug-21

Scale @ A3:

1:1000

Drawing Number:

01

asongroup

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LEGEND

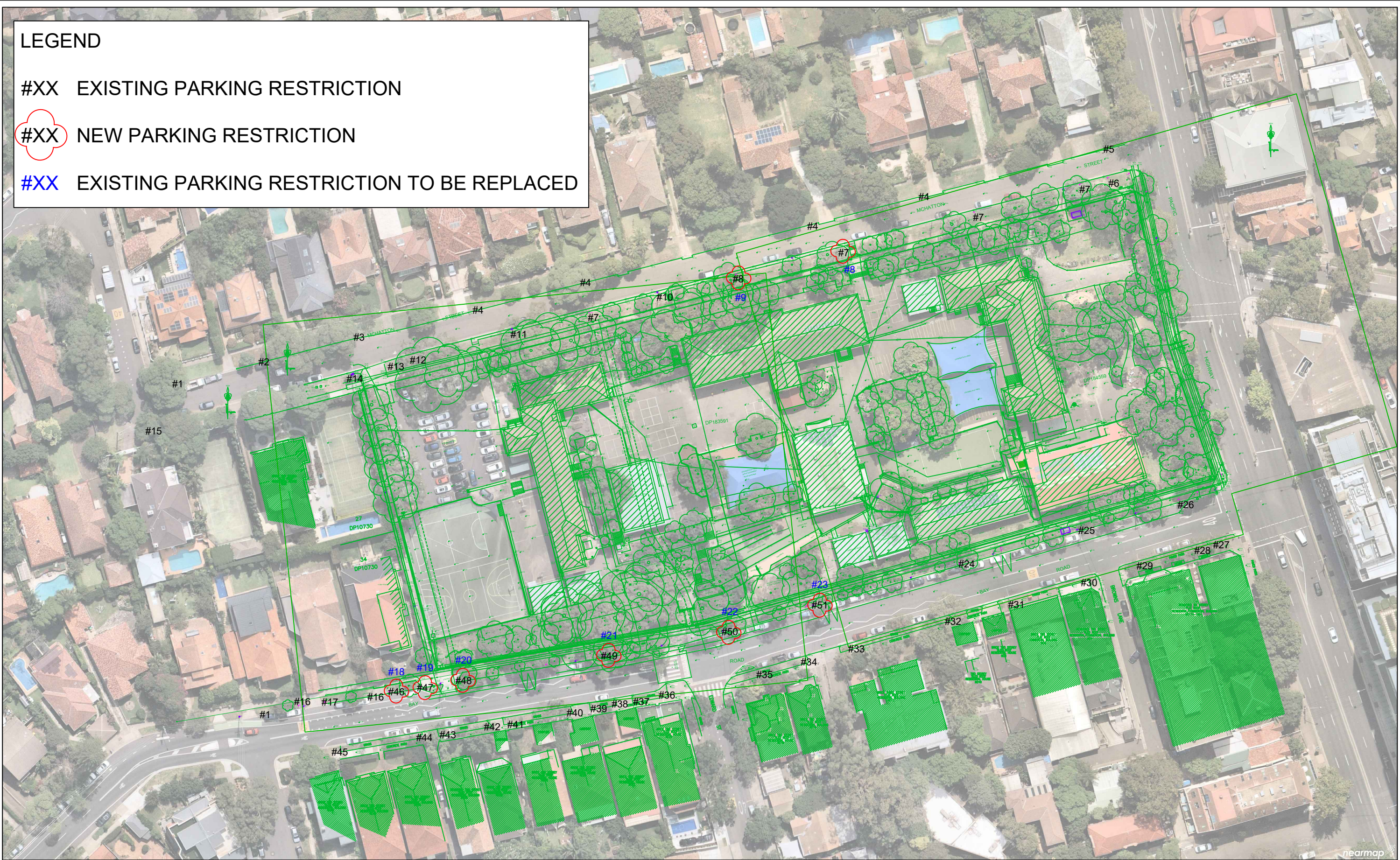
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NEW PARKING RESTRICTION

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EXISTING PARKING RESTRICTION TO BE REPLACED



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