

Ms Karen Harragon
Director
Social and Other Infrastructure Assessments
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Attention: Aditi Coomar

Dear Ms Harragon

**Redevelopment of Loreto School (Concept and Stage 1),
85 Carabella Street, Kirribilli (SSD 7919)
Notice of Exhibition**

Thank you for your letter dated 16 October 2017 requesting Transport for NSW (TfNSW) comment on the subject State Significant Development (SSD) Application.

Roads and Maritime Services will provide a separate response.

The following comments are provided:

- The proposed additional growth over the proposed masterplan period would not have a major impact on traffic and transport. Nevertheless, there is an opportunity to implement measures to help manage the growth.
- The school is located close to Milsons Point Railway Station, which is serviced by both rail and bus services. There is scope to influence commuting patterns of staff and reduce staff reliance on on-street parking through the provision of a Green Travel Plan.
- The Stage 1 works should include provisions for bicycle parking and end-of-trip facilities for staff, which would encourage the use of sustainable transport modes and reduce the traffic and on-street parking impacts within the local road network.

Detailed comments, which expand upon the above has been included in **TAB A**. Suggested Conditions of Consent are provided in **TAB B**.

If you require clarification of any issues raised, please contact Ken Ho, Transport Planner on 8202 2426 or via email at ken.ho@transport.nsw.gov.au.

Yours sincerely



20/11/17

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

CD17/11811

TAB A – Detailed Comments on SSD 7919

The following detailed comments expand on the summary provided in the cover letter.

Green Travel Plan – Reducing Staff Parking Demand

Comment

The school is located within proximity to Milsons Point Railway Station, which is serviced by both rail (Northern Line with interchanges located at nearby Town Hall and Central Stations) and bus services. The traffic assessment estimates a demand of 62 on-street parking spaces for staff. In this regard, there would be scope to effectively influence commuting patterns of staff and reduce staff reliance on on-street parking through the provision of a Green Travel Plan.

Recommendation

The proponent should prepare a Green Travel Plan (further details provided in TAB B).

End-of-Trip Cycling Facilities

Comment

The Stage 1 works should include provisions for bicycle parking and end-of-trip facilities for staff, which would encourage the use of alternative transport modes and reduce the traffic and on-street parking impacts within the local road network. The provision of bicycle parking should correlate to the travel mode targets of the Green Travel Plan for the masterplan.

Recommendation

TfNSW requests that:

- As part of the Stage 1 works, the proponent should include provisions for bicycle parking and end-of-trip facilities.
- The proposed bicycle facilities should be located in secure, convenient, accessible areas close to main entries, incorporating adequate lighting and passive surveillance and in accordance with Austroads guidelines.

TAB B – Recommended Conditions of Approval

TfNSW recommends that the DP&E include the following conditions should the proposed development be approved:

Construction Traffic Management Plan (Stage 1 Works)

Recommended Condition

Prior to the commencement of any construction works, a Construction Traffic Management Plan (CTMP) shall be prepared, approved by Council and submitted to the satisfaction of the Certifying Authority. The CTMP must specify, but not be limited to, the following:

- a) Location on proposed work zones;
- b) Haulage routes;
- c) Construction vehicle access arrangements;
- d) Swept paths of the longest vehicle (to service the site) entering and existing the site, as well as manoeuvrability through the site, in accordance with Austroads requirements;
- e) Proposed construction hours;
- f) Estimated number of construction vehicle movements;
- g) Construction program;
- h) Consultation strategy for liaison with surrounding stakeholders;
- i) Any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction of the proposed development;
- j) 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 clearly be identified and included within the CTMP.

Reason: To appropriately manage and minimise construction traffic impacts on the surrounding road network and local community.

Green Travel Plan

Recommended Condition

Prior to issue of occupation certificate for Stage 1, the applicant is to prepare a Green Travel Plan (GTP), prepared by a suitably qualified person, for students and staff and submitted for the Secretary's approval. The GTP must be implemented for the life of the development (entire masterplan) and must address, but not be limited to, the following requirements:

- Measures and initiatives to promote and encourage cycling, walking, public transport and carpooling as alternative transport modes;
- Provision of a travel access guide, which would be issued to students, parents and staff;
- Methods to monitor the effectiveness and uptake of sustainable travel measures.

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

- NSW Long Term Transport Master Plan 2012;
- Sydney's Bus Future 2013;
- Sydney's Cycling Future 2013; and
- Sydney's Walking Future 2013.

Road Safety Evaluation

Recommended Condition

Prior to the issue of occupation certificate, a Road Safety Evaluation (RSE, refer to *NSW Centre for Road Safety Guidelines for Road Safety Audit Practices*) that specifically evaluates the conditions during school pick-up/drop-off periods along Carabella Street and any other roads significantly utilised for pick-up/drop-off.

Appropriate road safety measures shall be implemented based on the outcomes of the RSE in consultation with Northern Sydney Council.

Reason: The traffic and parking demands generated by the increase in student population has the potential to adversely impact road safety and exacerbate any existing road safety issues.