

Mr David Gibson  
Team Leader  
Social Infrastructure Assessments  
Department of Planning and Environment  
GPO Box 39  
Sydney NSW 2001

**Attention:** Peter McManus

Dear Mr Gibson

**Inner Sydney High School, Surry Hills (SSD 7610)  
Notice of Exhibition**

Thank you for your letter dated 19 June 2017, requesting Transport for NSW (TfNSW) review and comment on the above.

The summary of key comments is provided below and the detailed comments are included in **TAB A**.

- TfNSW has no issues with using Chalmers Street to transport students to sporting facilities by buses between 10am to 3pm. However, it is advised that any school bus/coach activities in the northbound bus lane on Chalmers Street for school excursions and sporting activities during the hours of bus lane operating would have the potential to impact on the existing bus operations;
- The proponent has suggested use of the “No Parking Zone” on the eastern side of Chalmers Street for pick up and set down of students. The applicant needs to undertake traffic surveys at similar sites and justify that the proposed pick up and drop off zone is adequate to cater for the estimated movements for pick up and drop off activities. Any queuing on the proposed pick up and drop off zone would have the potential to impact on general traffic and bus operation on Chalmers and Cleveland Streets;
- A detailed pedestrian analysis needs to be undertaken to ensure the students and staff would be able to access and leave the site in a safe and efficient manner during school start and finish periods; and
- Several construction projects, including the Sydney Light Rail Project and the Sydney Metro City and Southwest are likely to occur at the same time as this development within the CBD. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and bus operations in the CBD, and the safety of pedestrians and cyclists within the CBD particularly during commuter peak periods.

TfNSW requests that the applicant consults with the Sydney Coordination Office within TfNSW in relation to the above issues. TfNSW would be pleased to consider any further material forwarded from the applicant.

Thank you again for the opportunity of providing advice for the above development application. If you require clarification of any issue raised, please don't hesitate to contact Mark Ozinga, Principal Manager Land Use Planning and Development on 8202 2198.

Yours sincerely

  
Marg Prendergast  
**Coordinator General**  
**Sydney Coordination Office**

9.8.17

Objective Reference CD17/07281

## Detailed Comments on the Development Application

### Proposed School Operation

#### Comment

The following comments are provided in relation to the proposed school operation:

- Section 7.3 of Traffic and Accessibility Impact Assessment Report (Traffic Report) prepared to support the development application suggests that northbound bus lane on Chalmers Street could be used to transport students to sporting facilities by buses as this will generally occur between 10am to 3pm;
- The Traffic Report states that 150 vehicles will access the school to drop off students. The existing No Parking area on the eastern side of Chalmers Street is proposed as a 'kiss and drop' zone for the school; and
- The Environmental Impact Statement states that the pedestrian network surrounding the proposed school is considered adequate to accommodate potential future demands of pedestrians walking to/from public transport nodes.

It is advised that:

- TfNSW has no issues with using Chalmers Street to transport students to sporting facilities by buses as this will generally occur between 10am to 3pm. However, any school bus/coach activities in the northbound bus lane on Chalmers Street for school excursions and sporting activities during the hours of bus lane operating would have the potential to impact on the existing bus operations;
- The proponent has suggested use of the "No Parking Zone" on the eastern side of Chalmers Street for pick up and set down of students. It is noted that clearways are currently in operation along the frontages of the proposed school on Cleveland and Chalmers Streets with limited opportunity for pick up and drop off in the area adjacent to the school. Any queuing on the proposed pick up and drop off zone would have the potential to impact on general traffic and bus operation on Chalmers and Cleveland Streets; and
- A detailed pedestrian analysis should be undertaken to ensure the students and staff would be able to access and leave the site in a safe and efficient manner during school start and finish periods.

#### Recommendation

It is requested that the applicant needs to prepare a Transport and Pedestrian Management Plan (TPMP) in consultation with the Sydney Coordination Office within TfNSW, Roads and Maritime Services and the City of Sydney. The TPMP needs to include the following:

- Proposed pick up and drop off sites - Details of locations where coaches would be able to pick up and drop off students for excursions and sporting activities during the hours of bus lane operating along Chalmers Street;
- Proposed drop off/ pick up zones in the vicinity of the school - The applicant needs to undertake traffic surveys at similar sites and justify that the proposed pick up and drop off zone is adequate to cater for the estimated movements for pick up and drop off activities; and

- Detailed pedestrian analysis - A detailed pedestrian analysis should be undertaken whether the applicant needs to consider management measures such as staggered school start and finish times to ensure the students and staff would be able to access and leave the site in a safe and efficient manner during school start and finish periods.

## **Green Travel Plan**

### Comment

Section 7.4 of the Traffic Report states that the preparation of a detailed green travel plan/s for the school is beyond the scope at this stage.

### Recommendation

It is requested that the applicant be conditioned to prepare a Green Travel Plan to reduce the reliance on private vehicles, in particular for dropping off and picking up students, in consultation with the Sydney Coordination Office within TfNSW.

## **Construction Pedestrian and Traffic Management Plan**

### Comment

Several construction projects, including the Sydney Light Rail Project and the Sydney Metro City and Southwest are likely to occur at the same time as this development within the CBD. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and bus operations in the CBD, and the safety of pedestrians and cyclists within the CBD particularly during commuter peak periods.

### Recommendation

TfNSW requests that the applicant be conditioned to the following:

- Prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the Sydney Coordination Office within TfNSW. The CPTMP needs to specify, but not limited to, the following:
  - Location of the proposed work zone noting that Chalmers Street and Cleveland Street may not be suitable due to the impact on buses and general traffic;
  - Haulage routes;
  - Construction vehicle access arrangements;
  - Proposed construction hours;
  - Estimated number of construction vehicle movements;
  - Construction program;
  - Consultation strategy for liaison with surrounding stakeholders;
  - 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 works;
  - Cumulative construction impacts of projects including Sydney Light Rail Project and Sydney Metro City & Southwest. Existing CPTMPs for developments within or around the development site should be referenced in the CPTMP to ensure that coordination of work activities are managed to minimise impacts on the CBD road network;

- 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; and
- Submit a copy of the final plan to the Coordinator General, Sydney Coordination Office for endorsement, prior to the commencement of any work.
- The applicant shall provide the builder's direct contact number to small businesses adjoining or impacted by the construction work and the Transport Management Centre and Sydney Coordination Office within Transport for NSW to resolve issues relating to traffic, 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.

## **Travel Survey Results**

### Comment

Table 4 of the Traffic Report that includes travel survey results for JJ Cahill Memorial High School, Mascot, reports year 7-9 students as vehicle drivers and motor cycle riders. These students are not allowed to either drive a car or ride a motor cycle legally.

### Recommendation

It is requested that the applicant reviews the travel survey results and amends the Traffic Report accordingly.