



15 November 2017

Roads and Maritime Reference: SYD16/00527/03 (A18618599)  
DP&E Ref: SSD7610

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

Attention: Peter McManus

Dear Sir/Madam

RESPONSE TO SUBMISSIONS FOR ALTERATIONS AND ADDITIONS INNER SYDNEY HIGH  
SCHOOL SURRY HILLS

Reference is made to the Department of Planning and Environment's (DP&E) correspondence dated 10 October 2017, regarding the abovementioned application which was referred to Roads and Maritime Services (Roads and Maritime) for comment in accordance with Schedule 3 of the *State Environmental Planning Policy (Infrastructure) 2007*.

Roads and Maritime has reviewed the Response to Submissions and provides further comments at **Attachment A** for DP&E's consideration in the determination of the application. Further to these comments, Roads and Maritime would grant its concurrence to the driveway adjustment works on Cleveland Street under Section 138 of the *Roads Act, 1993* subject to the following conditions being included in any consent issued by DP&E:

1. All buildings and structures, together with any improvements integral to the future use of the site are to be wholly within the freehold property (unlimited in height or depth), along the Cleveland Street boundary.
2. The design and construction of the gutter crossing on Cleveland Street shall be in accordance with Roads and Maritime requirements. Details of these requirements should be obtained from Roads and Maritime Services, Manager Developer Works, Statewide Delivery, Parramatta (telephone 9598 7798).

Detailed design plans of the proposed gutter crossing are to be submitted to Roads and Maritime for approval prior to the issue of a Construction Certificate and commencement of any road works.

A plan checking fee (amount to be advised) and lodgement of a performance bond may be required from the applicant prior to the release of the approved road design plans by Roads and Maritime.

Roads and Maritime Services

3. The swept path of the longest vehicle to access the site (including garbage trucks, maintenance and delivery vehicles) entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTROADS. In this regard, a plan shall be submitted demonstrating that the proposed development complies with this requirement.
4. The proposed vehicular access shall allow all vehicles to be accommodated on site before being required to stop.
5. All vehicles must enter and exit the site in a forward direction.
6. The developer is to submit design drawings and documents relating to the excavation of the site and support structures to Roads and Maritime for assessment, in accordance with Technical Direction GTD2012/001.

The developer is to submit all documentation at least six (6) weeks prior to commencement of construction and is to meet the full cost of the assessment by Roads and Maritime. The report and any enquiries should be forwarded to: Suppiah.THILLAI@rms.nsw.gov.au

If it is necessary to excavate below the level of the base of the footings of the adjoining roadways, the person acting on the consent shall ensure that the owner/s of the roadway is/are given at least seven (7) days notice of the intention to excavate below the base of the footings. The notice is to include complete details of the work.

2. Should the post development storm water discharge from the subject site into the Roads and Maritime system exceed the pre-development discharge, detailed design plans and hydraulic calculations of any charges are to be submitted to Roads and Maritime for approval, prior to the commencement of works. Details should be forwarded to:

Sydney Asset Management  
Roads and Maritime Services  
PO BOX 973 Parramatta CBD 2124

A plan checking fee will be payable and a performance bond may be required before Roads and Maritime approval is issued. With regard to the Civil Works requirement please contact the Roads and Maritime Project Engineer, External Works Ph: 8849 2114 or Fax: 8849 2766.

7. All demolition and construction vehicles are to be contained wholly within the site. A construction zone will not be permitted on Cleveland Street.
8. A Road Occupancy Licence should be obtained from Transport Management Centre for any works that may impact on traffic flows on Cleveland Street during construction activities.
9. A Construction Traffic Management Plan (CTMP) should be prepared in consultation with TfNSW Sydney Coordination Office, City of Sydney Council and Roads and Maritime, detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control. The CTMP should be submitted to Council, TfNSW Sydney Coordination Office and Roads and Maritime for determination prior to the issue of a Construction Certificate.
10. All works and signposting (including any utility adjustment/relocation works) shall be at no cost to Roads and Maritime.
11. Vegetation and proposed landscaping/fencing must not hinder driver sightlines to/from the driveway to road users on Cleveland Street.

Should you have any questions or further inquiries in relation to this matter, please do not hesitate to contact Rachel Nicholson on telephone 8849 2702 or by email at [development.sydney@rms.nsw.gov.au](mailto:development.sydney@rms.nsw.gov.au)

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Neil Forrest', with a long, sweeping flourish extending to the right.

Neil Forrest  
**A/ Director CBD & East Precinct**  
**Network Sydney**

## Attachment A – Advisory Comments

The following comments are provided for DP&E's consideration in the determination of the application:

1. Additional pedestrian walk times may be required at the intersection of Chalmers Street and Cleveland Street as a result of the development. It should be noted that additional pedestrian walk times may increase delays for vehicles turning left from Chalmers Street (southern leg) to Cleveland Street.
2. It is understood from recent correspondence from the applicant that it is no longer intending to provide the electronic copies of the Sidra modelling as this is no longer available.
3. It is noted that the pedestrian Level of Service is proposed to be assessed through a Fruin analysis. Should the proposed access points and pedestrian facilities require modification, this should be identified in the plans. It is therefore recommended that the pedestrian assessment is provided prior to the determination of the application.
4. Pedestrian access points should be located in such a way to guide students to the appropriate crossing locations (ie the main pedestrian access gate should be located closer to the signalised intersection of Cleveland Street/Chalmers Street and/or Prince Alfred Park). Secondary access points should efficiently disperse students while linking to pedestrian facilities to safely and efficiently corral students to their connecting public, active or private transport modes. The main pedestrian gate being located at a mid-block location may encourage large numbers of students to congregate, spill on the road or cross the road at a mid-block locations to the pick-up/set down point.
5. Roads and Maritime retains its concern with regard to the proposed pick-up/drop off zone. As the kerbside drop off would be on the driver's side of vehicles, students on the passenger side of vehicles would exit into traffic lanes. It is noted that the applicant proposes that parents would need to instruct their children to exit the vehicle via the driver's side directly to the adjacent footpath. This assumes no students would sit in the front passenger seat, which may be unrealistic for high school aged students. It may be unrealistic to enforce a condition/management plan that requires that students are not permitted to use the front passenger seat.
6. Should the above assessment/revisions not be addressed prior to the determination of the application, an Access Strategy/Pedestrian Safety Management Plans should be developed, including details of the proposed operational arrangements to ensure pedestrian safety, prior to student occupation of the site. Staggered start/finish times would be strongly encouraged. The Access Strategy/Pedestrian Safety Management Plans should be regularly reviewed and revised to address operational issues.
7. Affected businesses should be consulted in relation to the impacts of the proposed 'pick-up/drop-off' zone on Chalmers Street.
8. It should be noted that Chalmers Street is not a classified road (unclassified regional road number 7083). Clause 101 of ISEPP should be addressed on this basis, to the satisfaction of DP&E. City of Sydney and TfNSW Sydney Coordination Office would need to be consulted with regard to any physical works on Chalmers Street.
9. The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements in relation to landscaping and/or fencing, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1- 2004, AS2890.6-2009 and AS 2890.2 – 2002.

10. Parking provision, including accessible parking for any students, staff and parents/caregivers with a mobility impairment, should be in accordance with Council's requirements.
11. The proposed development should be designed such that road traffic noise from Cleveland Street is mitigated by durable materials in order to satisfy the requirements for habitable rooms under Clause 102 (3) of *State Environmental Planning Policy (Infrastructure) 2007*.
12. It is noted a swept path plan has been submitted for an 8.8m medium rigid vehicle however the traffic and transport study mentioned access by a 9.2m Council waste collection vehicle being required. The swept path of the 8.8m vehicle cuts very close to obstructions on site including other car parking spaces. There appears to be no additional allowance for the overhang of a 9.2m waste collection vehicle.
13. Any proposed security gate across the driveway will need to be recessed such that the largest vehicle can be contained wholly on site before being required to stop in order to prevent queueing onto the footpath of Cleveland Street.

