



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

**Attention:** Andrew Beattie

Dear Ms Harragon

**Inner Sydney High School, Surry Hills (SSD 7610)  
Response to Submissions**

Thank you for your letter dated 10 October 2017, requesting Transport for NSW (TfNSW) review and comment on the above.

TfNSW comments on the Response to Submissions and the suggested conditions of consent for the following are included in **TAB A**.

- Transport and Pedestrian Management during Operation;
- Green Travel Plan; and
- Construction Pedestrian and Traffic Management Plan.

TfNSW requests that the applicant consults with the Sydney Coordination Office within TfNSW in relation to the comments included in **TAB A**. TfNSW would be pleased to consider any further material forwarded from the applicant.

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**

Objective Reference CD17/11390

## **TAB A – Detailed Comments and the Suggested Conditions of Consent**

### **Transport and Pedestrian Management during Operation**

#### Comment

The Response to Submissions states that some of the information in relation to Transport and Pedestrian Management regarding the operational characteristics of the school are unknown and should form a condition of consent.

TfNSW advises that:

- It is proposed to extend the 'No Parking' zone to accommodate a total of five vehicles. The proposed arrangement would have the potential to impact on the existing loading zone as the existing loading zone is currently used to service nearby businesses;
- An alternative location for the loading zone be identified in consultation with the Sydney Coordination Office. In addition, other locations for drop off of students in the streets surrounding the school should be identified to reduce the demand on the 'No Parking' zone in Chalmers Street; and
- The regular public transport services currently transport existing students. The proposed student population (1,200 students) may trigger need for consideration of school services depending on location of students.

#### Suggested Conditions of Consent

The applicant shall 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 results of the 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

Based on the Response to Submissions, High Range Analytics have been commissioned to prepare a Green Travel Plan for the school which will be made available within 4 -5 weeks of this response and this would include both upfront and ongoing management requirements for implementation of the plan.

TfNSW advises that the mode share target for the number of students being dropped off at the school by car in the draft Green Travel Plan does not align with the car passenger mode share in the Transport and Accessibility Impact Assessment Report. The final Green Travel Plan should address this issue and be prepared in consultation with the Sydney Coordination Office.

### Suggested Conditions of Consent

The applicant shall prepare the final Green Travel Plan in consultation with the Sydney Coordination Office within TfNSW.

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

#### Comment

Based on the Response to Submissions, the applicant has agreed to TfNSW's suggested conditions of consent and advised that these conditions should form part of the Construction Certificate application.

TfNSW advises that:

- Due to the location of the site (adjacent to a key traffic and bus corridor) construction vehicle movements would not be permitted during the morning and afternoon peak periods, without prior approval from the Sydney Coordination Office. This restriction on construction vehicle movements should be incorporated into the Construction Pedestrian and Traffic Management Plan (CPTMP).
- Chalmers Street stop that is located on the northern side adjacent to the school experiences around 1,000 Opal transactions per average weekday. This stop needs to be maintained. State Transit Authority needs to be consulted by the proponent in relation to the potential temporary relocation of this inbound stop during the construction phase

### Suggested Conditions of Consent

The applicant shall 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;
- Location of the crane;
- 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; 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.

The applicant shall 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.