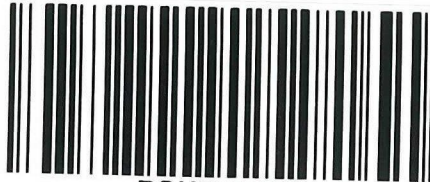


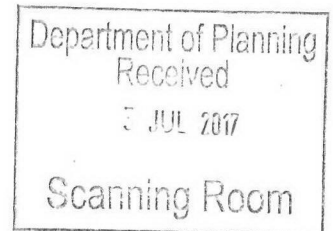


**Transport  
for NSW**



PCU071451

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



**Attn: Brent Devine**

Dear Mr Gibson

**North Shore Private Hospital (SSD 7543)  
Notice of Exhibition**

Thank you for your letter dated 4 April 2017 requesting Transport for NSW (TfNSW) comment on the above proposal.

Roads and Maritime Services will provide a separate response.

TfNSW has assessed the relevant exhibited documents. Key comments on the State Significant Development are provided below with detailed comments included in **TAB A**.

- The expected construction period of this proposed development will overlap with the operation of the Temporary Transport Plan (TTP) associated with the conversion of the Epping-Chatswood Railway line to a metro line.
- As part of the TTP, there will be a significant increase in bus services within St Leonards. These services are anticipated to use Herbert Street and Frederick Street. The CTMP also designates the use of Herbert Street and Frederick Street as construction vehicle routes but have not assessed the construction impacts against the TTP bus demands, operation, frequencies and pedestrian movements.
- A revised construction traffic management plan should be prepared to adequately assess and manage construction impacts of the proposed development. It is requested that DP&E impose a condition of approval which requires the applicant to prepare a Construction Pedestrian Traffic Management Plan (CPTMP) in consultation with relevant TfNSW stakeholders and be prepared prior to commencement of construction.
- The provision of bicycle parking and end-of-trip facilities would greatly assist in encouraging staff and visitors to utilise active transport to the site, particularly since the site will have over 160 employees. TfNSW requests that the proponent provide adequate end-of-trip facilities and bicycle parking in accordance with AS2890.3 Parking Facilities – Bicycle Parking (2015).
- Section 2.6 of the TIA should be updated to reflect the provision and accessibility of bus services surrounding the site.

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](mailto:ken.ho@transport.nsw.gov.au).

Yours sincerely

A handwritten signature in blue ink, appearing to be 'M. Ozinga', written over a circular stamp or mark.

15/6/17

Mark Ozinga

**Principal Manager, Land Use Planning and Development  
Freight, Strategy and Planning**

CD17/03997

## TAB A – EIS Comments

### Construction Impacts on the Epping-Chatswood Railway – Temporary Transport Plan

#### Comment

The Construction Traffic Management Plan (CTMP) states that “it is expected that the construction works would commence in mid-2017 and finish by the end of 2019” (pg. 7, CTMP – Main Works, GTA Consultants, dated 2 March 2017). It should be noted that this construction period overlaps with the operation of the Temporary Transport Plan (TTP) associated with the conversion of the Epping-Chatswood Railway line to a metro line. The TTP is expected to operate for 6 months from late 2018.

As part of the TTP, there will be a significant increase in bus services within St Leonards. These services are anticipated to use Herbert Street and Frederick Street as detailed in the *Epping to Chatswood Railway – Temporary Transport Plan* (dated 10 October 2014). It is noted that Figure 3.1 of the CTMP also designates the use of Herbert Street and Frederick Street as construction vehicle routes but have not assessed the construction impacts against the TTP bus demands, operation, frequencies and pedestrian movements.

Having regard for the above, a revised construction traffic management plan should be prepared to adequately assess and manage construction impacts of the proposed development. As such, it is requested that DP&E impose a condition of approval which requires the applicant to prepare a Construction Pedestrian Traffic Management Plan (CPTMP) in consultation with relevant TfNSW stakeholders. It is anticipated that this CPTMP would be prepared prior to commencement of construction.

#### Recommendation

TfNSW recommends the following condition of consent be imposed for this application, should it be approved:

- Prior to the commencement of any construction works, a Construction Pedestrian Traffic Management Plan (CPTMP) shall be prepared. This CPTMP shall take into account the operation of the Epping to Chatswood Railway – Temporary Transport Plan (if applicable at the time). It must be prepared in consultation with TfNSW and submitted to the satisfaction of the Certifying Authority prior to commencement of any demolition, excavation or construction works. The CPTMP must specify, but not be limited to, the following:
  - a) Assessment of cumulative impacts associated with other construction activities (if any);
  - b) Assessment of road safety at key intersections and locations subject to heavy vehicle movements and high pedestrian activity;
  - c) Details of construction program, including the anticipated construction duration and significant milestones during the construction process;
  - d) Details of anticipated peak hour and daily truck movements to and from the site;
  - e) Details of access arrangements for workers to/from the site, emergency vehicles and service vehicle movements;
  - f) Details of temporary cycling and pedestrian access during construction;
  - g) Details of proposed construction vehicle access arrangements at all stages of construction; and



- h) Traffic and transport impacts (quantified and compared against Temporary Transport Plan operations) during construction and how these impacts will be mitigated for any associated traffic, pedestrian, cyclists, parking and public transport.

TfNSW advises that as part of the preparation of the CPTMP, construction traffic using Herbert Street (northbound direction of travel) would be restricted between 6:00am-10:00am and 3:00pm-7:00pm; Mon-Sun, during the operation of the TTP.

## **Cycling and End-of-Trip Facilities**

### Comment

The provision of bicycle parking and end-of-trip facilities would greatly assist in encouraging staff and visitors to utilise active transport to the site, particularly since the site will have over 160 employees.

### Recommendation

TfNSW requests that the proponent:

- Provide adequate end-of-trip facilities and bicycle parking in accordance with AS2890.3 Parking Facilities – Bicycle Parking (2015).
- Locate bicycle facilities in secure, convenient, accessible areas close to the main entries incorporating adequate lighting and passive surveillance, in accordance with Austroads guidelines.
- Develop wayfinding strategies to assist with increasing the mode share of walking and cycling.

## **Inaccuracies in the Transport Impact Assessment**

### Comment

It should be noted that Section 2.6 'Public Transport' of the TIA has the following inaccuracies and omissions:

- Figure 2.8 'State Transit Region Guide' is outdated, the most updated network guide can be found at <https://transportnsw.info/document/1697/region-guide-sydney-north-shore-west.pdf>.
- Hillsbus operate routes via 602X, 612X, 622, and 653 via the Pacific Highway; however the site is outside the 400m catchment zone of bus stops on these routes.
- No reference is made the shuttle bus services provided by Willoughby City Council. This service operates directly outside the subject site's frontage. Details of this route can be found at <http://www.willoughby.nsw.gov.au/Community/Traffic---Transport/Artarmon-Loop/>.

### Recommendation

TfNSW advises that the TIA should be updated to reflect the provision and accessibility of bus services surrounding the site.