



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

Attention: Adam O'Connor

Dear Ms Harragon

**Ultimo Pyrmont Public School, 47 - 53 Jones Street, Ultimo (SSD 7503)
Notice of Exhibition**

Thank you for your letter dated 30 October 2017, requesting Transport for NSW (TfNSW) review and comment on the above.

Key comments are provided below and the remaining comments are provided in **TAB A**.

Proposed Wattle Street Access

Comment

The following safety issues have been identified for the access arrangements to the school:

- The proposal includes reducing car parking provided on site and relocating the existing driveway closer to the signalised intersection of Wattle Street and Quarry Street. Wattle Street access to off-street parking and loading zone is located in close proximity to the signalised intersection of Wattle and Quarry Streets. Wattle Street is a Classified Road under the care and control of Roads & Maritime Services and any proposed changes to Wattle Street (including new and / or relocated driveways) would require concurrence from Roads and Maritime Services under the provisions of the Roads Act; and
- The swept path analysis shows that vehicles would need to straddle the two middle lanes to enter the site, which may impact on traffic flow and cause road safety issues for vehicles in Wattle Street.

Recommendation

TfNSW requests that the applicant amends the design of the driveway in consultation with the Sydney Coordination Office and Roads & Maritime Services to address these issues as part of the Response to Submissions and the final design for the driveway be endorsed by the Sydney Coordination Office and Roads & Maritime Services prior to the commencement of any work on site.

Proposed Jones Street Kerbside Arrangement

Comment

The Transport Impact Assessment (TIA) states that the majority (above 80%) of the existing students would either walk or use public transport to access the School and a similar mode share is expected when the school is expanded.

It is noted that the proposal indicates that the existing bus zone in Jones Street is proposed to be converted to a 'no-parking' zone to facilitate 'pick-up' and 'drop-off arrangements' with the existing school buses expected to wait until available space is available. It is advised that the proposed arrangement is not supported by TfNSW due to the following:

- Bus operations would need to be enhanced to facilitate/support transport for additional student numbers to the site;
- Potential conflicts between cars dropping/picking up students and buses accessing the 'no parking zone';
- A bus zone is required for school buses/coaches that transport students to sport/excursions/extracurricular activities; and
- Removal of the bus zone does not support sustainable transport to school and may result in an increase of general traffic in the area.

Recommendation

TfNSW does not support the removal of the bus zone and it is requested that alternative locations for vehicles dropping off and picking up children/ students be identified in consultation with the Sydney Coordination Office within TfNSW.

Construction Pedestrian and Traffic Management

Comment

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

It is noted that an outline construction pedestrian and traffic management plan has been submitted with the development application. The following comments are provided on this plan:

- Swept path of heavy vehicle exiting the site from Wattle Street should be provided. It should be noted that all vehicles should enter and exit in a forward direction;
- It is noted that any works zone established on Jones Street will have designated bus zone, however the draft CPTMP indicates that the existing bus zone as a potential works zone. This would only be possible outside of the hours the bus zone operates; and
- Wattle Street is a key traffic corridor and as a result, construction vehicle access, particularly for larger vehicles, may be restricted during the AM and PM peak periods.

Recommendation

It is requested that the applicant be conditioned to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP), in consultation with the Sydney Coordination Office within TfNSW, with specific reference to but not limited to:

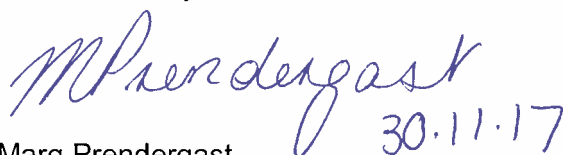
- Location of the proposed work zone
- Haulage routes;
- Construction vehicle access arrangements;
- Proposed construction hours;
- Estimated number of construction vehicle movements;
- Construction program;
- Any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works;
- Provision for pedestrians and bicycle rider movements to ensure access is maintained at all times during construction activities, particularly along Wattle Street, Quarry Street, and Jones Street;
- Cumulative construction impacts of projects within the vicinity of the proposed development. 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 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 on site.

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 0439 489 298.

Yours sincerely



Marg Prendergast
Coordinator General
Sydney Coordination Office

Objective Reference CD17/12037

TAB A – Remaining Comments on the Development Application

Development near Sydney Light Rail

Comment

The proposed development will be located adjacent to Wattle Street which is a busy Road.

Recommendation

TfNSW requests that the applicant be conditioned to design and construct the development in accordance with the '*Development Near Rail Corridors and Busy Roads – Interim Guideline*' (2008) prepared by Department of Planning and Environment. This guideline includes requirements for excavation within proximity to busy road, safety and other requirements to be incorporated into design.

Green Travel Plan

Comment

The Transport Assessment prepared to support the development application states that the school can implement green travel strategies for staff (and the wider school community) to minimise the impact of on-street parking by staff.

Recommendation

TfNSW requests that the applicant be conditioned to prepare a detailed Green Travel Plan (for staff and students) to encourage active and public transport modes and reduce the reliance on private vehicles, in consultation with the Sydney Coordination Office within TfNSW.