Transport for NSW

Mr. Andrew Beattie
Team Leader
School Infrastructure Assessments
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Scott Hay

Dear Mr. Beattie,

St Aloysius' College Redevelopment, 47 Upper Pitt Street, Kirribilli (SSD 8669)
Notice of Exhibition

Thank you for your letter dated 23 April 2018 requesting Transport for NSW (TfNSW) comment on the above State Significant Development (SSD) application.

It is understood that the proposal seeks consent only for:

- A concept plan, detailing the building envelopes and open space for the staged redevelopment of St Aloysius' College; and
- Stage 1 works relating to the redevelopment of the Senior Campus at 1-5 Jeffreys Street and the Middle Campus at 47 Upper Pitt Street, Kirribilli.

Future stages will be subject to subsequent detailed development applications. The proposal does not seek to increase the staff or student population, which is currently at 339 staff and 1,244 students respectively.

In this regard, TfNSW has reviewed the exhibited Environmental Impact Statement (EIS) supporting the proposed development and detailed comments are provided in **TAB A**.

In addition to the above, it is recommended that DP&E include the conditions of consent provided in **TAB B**.

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 Ken Ho, Transport Planner, via email at ken.ho@transport.nsw.gov.au.

Yours sincerely

28/5/2018

Mark Ozinga
Principal Manager, Land Use Planning and Development
Freight, Strategy & Planning

Objective Reference: CD18/03903

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TAB A – Detailed Comments on SSD Application 8669

The following comments have been provided based on the review of the exhibited Environmental Impact Statement (EIS).

Active Transport

Comment

The preliminary construction management plan notes that traffic control plans will be developed to manage temporary traffic changes, without specifically mentioning that pedestrian and cycling movements will be considered when construction is taking place.

Recommendation

It is advised to develop construction management plans which also specify how pedestrian and bicycle rider movements along footways and cycle ways will be managed at all times during construction activities. Should the development require closure to either type of facility, the construction management plans should also include adequate safety and diversion measures to put into place to limit time delay and detour distances.

Bicycle Parking

Comment

The College exhibits a low proportion of cyclists and it is noted this may be partially attributed to the steep topography of the immediate area. However, there is also limited provision of bicycle parking as the College only has 2 bicycle parking spaces, both located in the Senior Campus.

Recommendation

The architectural plans should be revised to include increased provision of bicycle storage facilities to address the outcomes sought by *Sydney's Cycling Future 2013,* the *Future Transport 2056 Strategy* and to support students and staff using sustainable forms of transport including cycling.

Bicycle storage facilities should be designed in accordance with *AS 2890.3: Parking Facilities for Bicycle Parking (2015)* and Austroads Guidelines. This can be achieved by locating bicycle parking and end of trip facilities in secure, convenient, accessible areas which are close to main entrances and away from vehicles access, incorporating adequate lighting and passive surveillance.

Bus Operation

Comment

The operation of buses along Carabella St and Kirribilli Ave may be impacted by construction traffic accessing the site.

Recommendation

Construction traffic must not impede bus operations. It is advised that Carabella St and Kirribilli Ave must continue to remain open with adequate width to enable the 'normal' operation of buses between approximately 8:30 am and 5:30 pm, Monday to Friday.

TAB B – Recommended Conditions of Approval

TfNSW requests that DP&E should include the following conditions if the proposed development is to be approved:

Road Safety Evaluation

Recommended Condition:

A Road Safety Evaluation (RSE, refer to *NSW Centre for Road Safety Guidelines for Road Safety Audit Practices* and *Austroads Guide to Road Safety Part 6: Road Safety Audit*) shall be conducted on all relevant sections of road utilised for bus and private vehicle pick-up and drop-off.

Appropriate road safety measures and/or traffic management measures shall be implemented based on the outcomes of the RSE.

Reason:

The traffic and parking demands associated with the development has the potential to adversely impact road safety and exacerbate any existing road safety issues.

Green Travel Plan

Recommended Condition:

As part of the ongoing operation of the school, a detailed Green Travel Plan (GTP), which includes target mode shares for both staff and students to reduce the reliance on private vehicles, shall be prepared. The GTP must be implemented accordingly and updated annually.

Reason:

To ensure sustainable transport outcomes and achieve the overall strategic planning objectives in the:

- NSW Long Term Transport Master Plan 2012;
- Future Transport 2056 Strategy;
- Sydney's Bus Future 2013;
- Sydney's Cycling Future 2013; and
- Sydney's Walking Future 2013.

Traffic and Parking Management Plan

Recommended Condition:

The Applicant shall prepare a Traffic and Parking Management Plan, which details the measures to safely manage the daily transport task to/from the school. Traffic management measures that need to be addressed include:

- kerbside vehicle pick-up/drop-off management and orderly vehicle queuing;
- maintaining bus accessibility and student waiting areas;
- safe parent and student behaviour during pick-up/drop-off; and
- safe pedestrian movements to the school entrances, minimising vehicle-pedestrian conflicts.

The plan shall also detail the responsibilities of various personnel executing the plan and include measures to monitor, review the performance and make improvements to the plan.

This plan should be implemented as part of the ongoing operation of the redeveloped school.

Reason:

To minimise the risk that the capacity of the proposed short-term parking and pick-up/drop-off zones would be insufficient and manage the high volume of traffic (vehicular and pedestrian) movements, which generally occur within a short timeframe before and after school hours.

Construction Pedestrian Traffic Management

Recommended Condition:

The Applicant shall prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with North Sydney Council. The CPTMP needs to specify, but not to be limited to, the following:

- Location of the proposed work;
- 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 other developments. 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;
- 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.

Reason:

The school will remain operational as construction takes place. Site access and adequate parking will need to be maintained as the redevelopment is underway.

In addition, construction vehicle movements to and from the development could have the potential to impact on general traffic and bus operations within the vicinity of the School, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.