

22 March 2021

TfNSW Reference: SYD20/00719/02 (A36762396)

DPIE Reference: SSD-10473

Department of Planning, Industry and Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Rita Hatem

Dear Sir/Madam,

**MARIST CATHOLIC COLLEGE NORTH SHORE MASTERPLAN – 264 AND 270
MILLER STREET, NORTH SYDNEY**

Reference is made to the Department of Planning, Industry and Environment (DPIE) correspondence dated 5 March 2021, regarding the abovementioned application which was referred to Transport for NSW (TfNSW) for comment in accordance with Schedule 3 of the *State Environmental Planning Policy (Infrastructure) 2007*.

This letter is offered as a collective response from agencies of the TfNSW cluster.

TfNSW has reviewed the submitted application and requests the following additional information for further assessment:

Network modelling

1. The traffic model does not include the pedestrianisation of Miller Street between Pacific Highway and Berry Street. With the changes proposed by North Sydney Council in their Public Domain Strategy, there would be a significant changes / shift in vehicle movements. The model should incorporate these changes along with the impact of Western Harbour Tunnel.
2. Page 39 - 7.2 - The 'evening peak (2:30pm-4:30pm)' used in the Base Model appears unusual. Around the same time in 2019, it appears to show later PM peak times (please see attachments).
3. Page 46 - 7.6.2 - Based on historical observations of traffic flow in the North Sydney area, the '2020 Base' case, Level of Service (LoS) at each signalised intersection is considered generous, which may have an effect to the travel times suggested on page 48 - 7.6.3.

4. Page 45 - 7.5.2 suggests “the removal of on street parking in both directions on Miller Street will be required and has been applied to the year 2036 models”.

Furthermore, it is stated that the planned future upgrade of the Miller Street/Falcon Street intersection have been applied to the “2036 Do Minimum and 2036 Do Minimum + School Demand scenarios”.

TfNSW requests the intersections should also be analysed for current situation (i.e. without planned upgrades) and for both “with and without” proposed development and submitted for review.

5. It is noted the area road network has been modelled in AIMSUN. TfNSW requests all identified intersections should be modelled in SIDRA NETWORK and the SIDRA outputs should be incorporated in the traffic report and submitted for review.

Active Transport Considerations

Comments

6. *Future Transport 2056* emphasises the importance of walking and cycling for short trips and reinforces the importance of walking and cycling to increase the catchment of public transport as part of the whole customer journey.

Building Momentum - State Infrastructure Strategy 2018-2038 includes recommendations related to walking and cycling, including integrating transport with land use; managing travel demand; unlocking capacity in existing assets; and improving population health outcomes through more active transport.

The Transport and Accessibility Impact Assessment (TAIA) proposes 72 bicycle parking spaces for high school students (5% of proposed high school students) and 10 spaces for staff (5% of all proposed staff). Bicycle parking for primary students is not provided, however, cycle represents 3% mode share for existing primary school students. Additionally, there is no mention of end-of-trip facilities. The *NSW Planning Guidelines for Walking and Cycling* has been superseded by *Cycling Aspects of Austroads Guides, 2017*, which recommends that bicycle parking for all-day use on a regular basis should be expected to be combined with end-of-trip facilities such as showers, lockers etc.

Bicycle parking for staff should be increased to 10% of proposed staff population to encourage non-car mode share for travel to and from the site, with adequate end of trip facilities also provided. Bicycle parking for primary school students should be provided to support primary school student cycle mode share (3% existing) for the proposed primary school student population

Recommendation

It is requested that prior to the issue of the Construction Certificate, the applicant be conditioned to provide bicycle parking and end of trip facilities for staff and students in accordance with Australian Standard AS1742.9:2018 *Manual of Uniform Traffic*

Control Devices - Bicycle Facilities, and Cycling Aspects of Austroads Guides including:

- 89 bicycle parking spaces for students and 20 bicycle spaces for staff. Locate bicycle parking and storage facilities in secure, convenient, accessible areas close to the main entries incorporating adequate lighting and passive surveillance and in accordance with Austroads guidelines.

Public Transport Considerations

Comment

7. The following routes have changed since this report was prepared. Need to update the route lists in:

Transport and Accessibility Impact Assessment (TAIA)

- Tables 2.1 & 2.2
 - 154X now only operates to Dee Why;
 - 168, 173 and 188 are discontinued;
 - Route 200 only operates to Gore Hill;
 - 343 is cancelled and replaced with 115 which only operates to Bridge St;
 - School specials 660W & 661W have been renumbered to 793n & 794n respectively; and
- Missing 150X – Manly to Milsons Point (Express Service)

Green Travel Plan (GTP)

- Tables 2.2 & 2.3
 - 154X now only operates to Dee Why;
 - 168, 173 and 188 are discontinued;
 - Route 200 only operates to Gore Hill;
 - 343 is cancelled and replaced with 115 which only operates to Bridge St;
 - School specials 660W & 661W have been renumbered to 793n & 794n respectively; and
- Missing 150X – Manly to Milsons Point (Express Service)

Recommendation

The TAIA and GTP need to be updated to reflect current bus route information.

Car Parking Considerations

Comment – Carlow Street Car Park

8. The proposed Carlow Street car park would provide 50 spaces proposed for staff, compared to 44 existing spaces. Proposed parking spaces for staff should remain at the existing 44 spaces to discourage car use and increase non-car mode share for travel to and from the site. The provision of 44 parking spaces for staff parking aligns with Educational SEPP. Measures to discourage staff from using St Mary's Church / Parish Office parking (41 spaces) should be included in the updated Green Travel Plan (GTP).

Recommendation – Carlow Street Car Park

The development be conditioned to provide a maximum of 44 parking spaces for staff in the proposed Carlow Street car park.

Green Travel Plan/ School Travel Plan

Comment

9. TfNSW notes the Green Travel Plan (GTP), prepared by ttp transport planning. The GTP includes some measures to encourage mode shift and mode share targets. TfNSW does not consider the proposed measures or mode share targets to be adequate for this development.

Recommendation

It is requested that prior to the issue of the first Occupation Certificate, The applicant shall prepare an updated Green Travel Plan in consultation with TfNSW. The applicant shall submit a copy of the final plan to TfNSW for endorsement at development.sco@transport.nsw.gov.au, prior to the issue of the first occupation certificate. The Green Travel Plan should include, but not be limited to:

- analysis of current travel survey data and school postcode data and discussion of how this data has informed the mode share targets and actions of the GTP;
- identifying the number of staff and students within reasonable walking / cycling distance;
- staged mode share targets for staff, students and visitors which reflect a commitment to increase non-car mode share for travel to and from the site;
- implementation strategy that commits to specific actions (including operational procedures to be implemented along with timeframes) to encourage the use of public and active transport and discourage the use of single occupant car travel to access the site;
- details of bicycle parking and dedicated end of trip facilities including but not limited to lockers, showers and change rooms and e-bike charging station(s) for staff and students to support an increase in the non-car mode share for travel to and from the site;
- a Transport Access Guide for staff, students and visitors providing information about the range of travel modes, access arrangements and supporting facilities that service the site;
- measures to discourage staff from using St Mary's Church / Parish Office parking spaces;
- a communication strategy for engaging with students, staff and visitors regarding public and active transport use to the site and the promotion of the health and wellbeing benefits of active and non-car travel to the site;
- include a mechanism to monitor the effectiveness of the measures of the plan;
- the appointment of a Travel Plan Coordinator responsible for implementing the plan and its ongoing monitoring and review, including the delivery of actions and associated mode share targets

The plan shall be reviewed annually for at least the first five years and involve surveys, evaluation and review.

The plan (and any updates to the plan), shall be implemented and adhered to at all times by the applicant following the issue of the first occupation certificate

Construction Traffic Management Plan (CTMP)

10. The driveway on Ridge Street must be restricted to left-in and left-out movement to reduce conflicts and avoid vehicle queue back to the intersection of Miller Street/ Ridge Street. Turn paths for the largest vehicle to access the site are required for this left in / left out movement. Truck routes should be updated.
11. The turn paths provided at the intersection of Pacific Highway / McLaren Street are tracking over the concrete central median, this is a safety concern and amended turn paths are required to verify the safety of this movement.
12. The 12.5m HV turn path indicates that trucks will be turning right from West Street into Falcon Street from the southbound approach. This is not supported as there is a full time 'No right turn' restriction for this movement. Truck routes should be updated.
13. No construction vehicle movements are to occur during school drop-off (8.00am to 9.30am) and pick up (2.30pm to 4.00pm) times on school days as the proposed truck route contains school zones. This should be reflected in the CTMP.

Other comments

14. TfNSW concurs with the removal of the Miller Street egress. The egress should be removed and replaced with kerb and gutter to Council's satisfaction.
15. School zones must be installed along all roads with a direct access point (either pedestrian or vehicular) from the school. School Zones must not to be provided along roads adjacent to the school without a direct access point.

TfNSW requests the abovementioned information for further assessment prior to the determination of the application. TfNSW will further review and provide response upon receipt of the additional information.

If you have any further questions, Ms Zhaleh Alamouti would be pleased to take your call on 8849 2331 or please email development.sydney@rms.nsw.gov.au. I hope this has been of assistance.

Yours sincerely



Pahee Rathan

Senior Land Use Assessment Coordinator