



11 May 2021

Ms. Karen Harragon
Director, Social and Other Infrastructure Assessments
Department of Planning, Industry and Environment
Locked Bag 5022
PARRAMATTA NSW 2124

Attention: Jenny Chu

Dear Ms Harragon,

**EXHIBITION OF EIS MODIFICATION FOR DESIGN AND LAYOUT CHANGES
FORT STREET PUBLIC SCHOOL REDEVELOPMENT
UPPER FORT STREET AND CAHILL EXPRESSWAY, MILLERS POINT**

Thank you for referring the Environmental Impact Statement (EIS) to Transport for NSW (TfNSW). TfNSW has reviewed the EIS and provides the following advisory comments for the Department's consideration in **TAB A**.

If you have any further inquiries in relation to this development application please contact Narelle Gonzales, Development Assessment Officer, on 0409 541 879 or by email at: development.sydney@transport.nsw.gov.au.

Yours sincerely,

Brendan Pegg
Senior Land Use Planner
Planning and Programs, Greater Sydney Division

TAB A

Waste Collection Operations

Comment

It is noted that Section 3.3 of the Traffic and Transport Assessment (Traffic Report) prepared to support the modification proposal states the following:

“The central storage room for storing waste and recycling will be located on the Ground Level under the amphitheatre, adjacent to Upper Fort Street as shown in Figure 7.”

“The collection will be timed for when the playground is free of children.”

It is advised that:

- The introduction of a vehicle gate across Upper Fort Street, which is proposed as being closed outside of pick-up and drop-off times, may restrict the ability for waste vehicles to access the collection point.
- Appendix B only provides swept path analysis for passenger vehicles.

Recommendation

It is requested that the applicant provides the following as part of the Response to Submissions (RtS):

- Swept path analysis for maximum sized vehicle to undertake the site's freight and servicing;
- Demonstrate how access will be provided for freight and servicing vehicles to the site, including the collection point; and
- How the safety of school children will be managed during freight and servicing activities.

Proposed School Pick-up and Drop-off Arrangement

Comment

It is noted that vehicles currently travelling southbound on Upper Fort Street have the ability to undertake a U-turn at the southernmost point of the road.

Section 3.1 of the Traffic Report states the following:

“During DOPU hours, there is space for about three large cars to safely complete their DOPU manoeuvres as shown in Figure 5.”

“Staff would stand in this area observing parent's cars and directing students to their parent's cars.”

Section 3.2 of the Traffic Report states the following:

“When the new SHB Cycleway opens, the school grounds will be closed at the property boundary with all cyclist and pedestrian activity using the new facility. A new fence and gate will be installed at the property boundary. During the drop-off and pick-up periods, this gate will be opened.”

It is advised that the proposal removes the ability for southbound vehicles to perform a U-turn outside of drop-off and pick-up hours.

Recommendation

It is requested that the applicant demonstrates how southbound vehicles would turn around once presented with a closed gate when outside of school pick-up and drop-off hours as part of the RtS.

Pedestrian and Bicycle Access

Comment

It is noted that Appendix A of the Traffic Report illustrates movements of pedestrians and cyclists during Phase 1 and Phase 2 operations between the Sydney Harbour Bridge cycleway via a permitter gate into Fort Street Public School.

Based on the information provided, line of sight appears to be limited between those using the south-east perimeter gate to access/egress Fort Street Public School to those passing by on the Sydney Harbour Bridge Cycleway.

Recommendation

It is requested that the applicant details how the safety of cyclists and pedestrians will be managed when entering the south-east perimeter gate adjacent to the Sydney Harbour Bridge Cycleway as part of the RtS.

Green Travel Plan

Comment

It is noted that Section 1.3 of the Traffic Report states the following:

“Arup also prepared a Green Travel Plan in consultation with the school and provides a framework and several Green Travel Plan initiatives that could be implemented to reduce the demand for on-street parking in the streets surrounding the school.”

Recommendation

It is requested the applicant be conditioned to the following:

Prior to the Issue of the occupation certificate, the applicant shall prepare a Green Travel Plan in consultation with TfNSW with an Implementation Strategy that commits to specific management actions, including operational procedures to be implemented along with timeframes. The applicant shall submit a copy of the plan for TfNSW endorsement, at least six (6) months prior to the commencement of operation of the Fort Street Public School.

The plan (as reviewed in consultation with TfNSW and updated annually) shall be implemented by the applicant for the life of the development.