



27 April 2020

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

Attention: Prity Cleary

Dear Ms. Harragon

**EXHIBITION OF ENVIRONMENTAL IMPACT STATEMENT  
FORT STREET PUBLIC SCHOOL REDEVELOPMENT  
UPPER FORT STREET, CAHILL EXPRESSWAY, MILLERS POINT**

Thank you for referring the above application to Transport for NSW (TfNSW) for comment. TfNSW has reviewed the Environmental Impact Statement (EIS) and the associated Transport Impact Assessment (TIA) and Green Travel Plan (GTP) and provides the Department with the following advisory comments:

**Sydney Metro City and Southwest**

The Minister for Planning approved the Chatswood to Sydenham section of the Sydney Metro City and Southwest corridor on 9 January 2017. It is advised that construction is underway and will be carried out in accordance with the existing approvals and any modifications subsequently approved.

**Construction Pedestrian and Traffic Management Plan (CPTMP)**

Comment

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

It is noted that a preliminary CPTMP has been submitted, however greater detail is required to determine the likely impacts to the road network operation (if any).

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 and submit a copy of the final CPTMP plan to the Coordinator General, Transport Coordination for endorsement, prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier.

## Green Travel Plan

### Comment

It is noted that an overview of the Travel Plan for the development, which outlines actions and strategies that could be implemented to encourage staff, students and visitors to travel to Fort Street Public School using public and active transport has been provided as part of the development application.

### Recommendation

It is requested the applicant be conditioned to prepare a Green Travel Plan in consultation with the Sydney Coordination Office within TfNSW and submit for endorsement of the Coordinator General, Transport Coordination, within Transport for NSW, at least six (6) months prior to the commencement of operation of the Fort Street Public School.

## Proposed School Pick-up and Drop-off Arrangement

### Comment

Section 10.5 of the Traffic and Transport Assessment (Traffic Report) prepared to support the development application states the following:

*“It is likely that the new school will open before the upgrade to the SHB Cycleway. With increased activity associated with school drop-off and pick-up, interaction between cyclists and cars using Upper Fort Street will need to be considered.”*

### Recommendation

It is requested that the applicant be conditioned to undertake a Road Safety Audit (RSA) for the school pick-up and drop off area in accordance with *Austrroads Guide to Road Safety Part 6: Managing Road Safety Audits* and *Austrroads Guide to Road Safety Part 6A: Implementing Road Safety Audits*. The RSA is to be undertaken by an independent, TfNSW accredited, road safety auditor. Based on the results of the road safety audit, the applicant shall implement safety measures, if required, in consultation with the Sydney Coordination Office within TfNSW.

## School Operational Management Plan

### Comment

Based on the Sections 9.2 and 9.3 of the Traffic Report, the school pick-up and drop-off operation is proposed based on the above assumptions:

- A total 250 students (approximately 45% of the student population) will use OOSH during the afternoon; and
- A 25% mode shift from vehicle pick-up / drop-off activities to public transport.

It is advised that the vehicle pick-up / drop-off activities would increase and would have potential impacts on the road network located in the vicinity of the school. Section 10.11 of the Traffic Impact Assessment states the following: *“The continued use of the internal drop-off / pick-up is considered to be appropriate with a suitable operational management plan. This is not uncommon for public and private schools operating in constrained environments. Lindfield Learning Village opened in 2019 with a similar drop-off / pick-up facility within the school grounds.”*

### Recommendation

It is requested that the applicant prepare a draft School Operational Management Plan, in consultation with the Sydney Coordination Office within TfNSW, as part of the applicant's Response to Submissions. The Plan needs to specify in particular, details of kerbside management at the proposed pick-up and drop-off

operation; staggered starting and finishing time classes and management of conflicts between students and cyclists. This Plan needs to be finalised prior to the occupation of the site.

TfNSW provides the Department, in **TAB A**, with suggested conditions of consent to include in any determination of the application.

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@rms.nsw.gov.au](mailto:development.sydney@rms.nsw.gov.au).

Yours sincerely,

A handwritten signature in black ink, appearing to read 'BEPeg'.

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

## **TAB A – Suggested Conditions of Consent**

### **Construction Pedestrian and Traffic Management Plan (CPTMP)**

Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, the applicant shall:

- Prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the Sydney Coordination Office within TfNSW. The CPTMP needs to specify matters including, but not limited to, the following:
  - A description of the development;
  - Location of any proposed work zone(s);
  - Details of crane arrangements including location of any crane(s);
  - Haulage routes;
  - Proposed construction hours;
  - Predicted number of construction vehicle movements and detail of vehicle types, noting that vehicle movements are to be minimised during peak periods;
  - Details of specific measures to ensure the arrival of construction vehicles to the site do not cause queuing on public roads;
  - Details of the monitoring regime for maintaining the simultaneous operation of buses and construction vehicles on roads surrounding the site;
  - Pedestrian and traffic management measures;
  - Construction program and construction methodology;
  - A detailed plan of any proposed hoarding and/or scaffolding;
  - Measures to avoid construction worker vehicle movements within the CBD;
  - Consultation strategy for liaison with surrounding stakeholders, including other developments under construction;
  - Any potential impacts to general traffic, cyclists, pedestrians and light rail and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works;
  - Cumulative construction impacts of projects including Sydney Metro City and South West. 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 surrounding 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.
- Submit a copy of the final plan to the Coordinator General, Transport Coordination within TfNSW for endorsement; and
- Provide the builder's direct contact number to small businesses adjoining or impacted by the construction work and the Transport Management Centre and Sydney Coordination Office within Transport for NSW to resolve issues relating to traffic, public transport, freight, servicing and pedestrian access during construction in real time. The applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction.

## **Green Travel Plan**

Prior to the Issue of the Occupation Certificate, the applicant shall prepare a Green Travel Plan in consultation with the Sydney Coordination Office within 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 the endorsement of the Coordinator General, Transport Coordination, within Transport for NSW, at least six (6) months prior to the commencement of operation of the Fort Street Public School.

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

## **School Pick-up and Drop-off Operation**

Prior to the Issue of the Construction Certificate, the applicant shall undertake a Road Safety Audit for the school pick-up and drop off area and the access arrangement for the new school is undertaken, in accordance with *Austroads Guide to Road Safety Part 6: Managing Road Safety Audits and Austroads Guide to Road Safety Part 6A: Implementing Road Safety Audits* by an independent TfNSW accredited road safety auditor. Based on the results of the road safety audit, the applicant shall review the school pick-up and drop off arrangements for the new school and implement safety measures, if required, in consultation with the Sydney Coordination Office within TfNSW.

## **School Operational Management Plan**

Prior to the Issue of the Occupation Certificate, the applicant shall finalise the School Operational Management Plan, in consultation with the Sydney Coordination Office within TfNSW, The Plan needs to specify matters including, but not limited to, the following:

- Details of kerbside management at the proposed pick-up and drop-off operation;
- Staggered starting and finishing time classes; and
- Management of conflicts between students and cyclists.