

18 May 2020

TfNSW Reference: SYD19/01477/04

DPI&E Reference: SSD-10393

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

Dear Mr Way

**PROPOSED SCEINTA PROJECT – MONTE SANT ANGELO MERCY COLLEGE – 128 MILLER STREET, NORTH SYDNEY**

Reference is made to the Department of Planning, Industry and Environment's correspondence dated 20 April 2020 with regard to the abovementioned Environmental Impact Statement, which were referred to Transport for NSW (TfNSW) in accordance with 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 documentation provided for the abovementioned development and notes that the proposal seeks development advice for the following proposal:

- Demolition of existing courts and carpark
- Building of a new Sports and Science Building site and basement parking (the Site) is located adjacent to the Miller Street frontage of the College campus.
- The proposed new basement staff carpark will provide 55 parking spaces

The documentation including *Traffic Transport and Accessibility Report* (TAR) in support of the proposal has been reviewed and comments and recommendations are provided in **Attachment A– TfNSW comments**.

It is suggested that the proponent engages with the Transport cluster agencies regarding the matters raised prior to finalising the Response to Submissions.

As Miller Street is a Regional road under the care and control of North Sydney Council, it is suggested that the proponent engages with the Council on all design discussions relating to the regional road access to ensure that Council is in support of the outcomes.

If you have any further questions, Laura van Putten, Land Use Planner at TfNSW, would be pleased to take your call on (02) 8849 2480 or please email [development.sydney@rms.nsw.gov.au](mailto:development.sydney@rms.nsw.gov.au).

Yours sincerely



**Pahee Rathan**  
Senior Land Use Assessment Coordinator

## **Attachment A – TfNSW comments**

### **Property**

1. Comment

As at the date of this response TfNSW has no current proposal which currently requires any part of this Property.

Therefore there are no objections to the development proposal on property grounds provided all buildings and structures, together with any improvements integral to the future use of the site are wholly within the freehold property (unlimited in height or depth), along the Berry Street & Miller Street boundary.

However, TfNSW (Roads) advises that the subject property is within a broad area currently under investigation for the proposed Western Harbour Tunnel and Beaches Link motorway.

An updated reference design has been released for the road proposal and at present TfNSW (Roads) advises that the subject property remains within the area of investigation. Conversely the proposed development is not likely to impact Western Harbour Tunnel and Beaches Link motorway projects.

The NSW Government has carried out extensive community engagement on the proposed design. Feedback received from all stakeholders will be considered as the design is finalised for the project's environmental assessment, which includes exhibition of environmental impact statements. The environmental impact statement for the Western Harbour Tunnel and Warringah Freeway Upgrade is now on display 29 January – 12 March 2020 while that for the Beaches Link will be on display later this year.

Further information in regard to the Western Harbour Tunnel and Beaches Link Motorway Project can be obtained by contacting the Project Team – E mail: [whtbl@rms.nsw.gov.au](mailto:whtbl@rms.nsw.gov.au); Ph: 1800 931 189 or by visiting the project website at <http://www.rms.nsw.gov.au/projects/sydney-north/western-harbour-tunnel-beacheslink/index.html>.

Recommendation

The applicant should be advised of the above and made necessary consideration on the planning of its construction activities in this regards.

### **Sydney Metro City and Southwest**

2. Comment

The Chatswood to Sydenham section of the Sydney Metro City and Southwest corridor has been approved on 9 January 2017 and the construction of these projects is underway and will be carried out in accordance with the existing approvals and any modifications subsequently approved.

Recommendation

The applicant should be advised of the above and made necessary consideration on the planning of its construction activities in this regards.

## Vehicle Queue Lengths

### 3. Comment

The followings are noted from the Traffic Impact Assessment (TIA) in support of the proposed development:

- The existing southern driveway crossing point to Miller Street is to be relocated 18 metres south; and
- Due to the proximity to Miller Street/Berry Street, the existing and proposed accesses will be impacted by existing queue lengths.

It is noted that the proposed car park provides slightly fewer car spaces (55 spaces down from 63 spaces), however the TIA does not identify the queue lengths of the existing car park access and the impact to the Miller Street/Berry Street intersection from the queue lengths of the proposed car park access.

### Recommendation

As part of the Response to Submissions, the applicant should identify the queue lengths of the existing and proposed car park accesses and their impact to the Miller Street/Berry Street intersection. Mitigation should be provided if any impacts are identified.

## Construction Pedestrian and Traffic Management

### 4. Comment

It is noted that a preliminary Construction Traffic Management Plan has been prepared to support the proposed development. Several construction projects, including the Sydney Metro City and Southwest, are likely to occur at the same time as this development within the precinct. The cumulative increase in construction vehicle movements from these projects could further have the potential to impact on general traffic and bus operations in the precinct, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

### Recommendation

The applicant shall 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

### 5. Comment

A Green Travel Plan (GTP) framework has been prepared in associated with the transport assessment and the following matters should be taken into further consideration:

- Details of schools operating hours, including extra-curricular activities and any weekend use, and any associated travel generation;
- Increase in current and future mode share targets for staff for sustainable transport modes (public and active transport) and detail strategies to achieve them; such as strategies that provide incentives to travel by sustainable transport modes and disincentives for travel to the site by single-occupant car travel, such as charging for car parking and hypothecating funding toward sustainable travel initiatives;

- Encourage greater mode share of walking and cycling for students including by surveying students within walking and cycling distance and developing strategies in response to their requirements;
- Implement behavior change programs to support mode shift towards walking and cycling such as providing targeted active transport information in the Travel Access Guide;
- Include provisions for micro mobility devices (e.g. e-bikes) including charging stations and parking;
- Provide end of trip and storage facilities for students; and
- Confirm access arrangements for students with special needs (if required)

#### Recommendation

The applicant shall consider including or amending the GTP framework in addressing the above matters.

### **Suggested Condition of Consent**

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

- Prepare a final 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) and crane movement plan;
  - Haulage routes;
  - Proposed construction hours;
  - Predicted number of construction vehicle movements, detail of vehicle types and demonstrate that proposed construction vehicle movements can work within the context of road changes in the surrounding area, noting that construction vehicle movements are to be minimised during peak periods;
  - Construction vehicle access arrangements;
  - Construction program and construction methodology, including any construction staging;
  - A detailed plan of any proposed hoarding and/or scaffolding;
  - Measures to avoid construction worker vehicle movements within the precinct;
  - Consultation strategy for liaison with surrounding stakeholders, including other developments under construction and Sydney Metro City and Southwest;
  - Identify any potential impacts to general traffic, cyclists, pedestrians, bus services and any light rail within the vicinity of the site from construction vehicles during the construction of the proposed works. Proposed mitigation measures should be clearly identified and included in the CPTMP; and
  - Identify the cumulative construction activities of the development and other projects within or around the development site, including the Sydney Metro City and Southwest and private development. Proposed measures to minimise the cumulative impacts on the surrounding road network should be clearly identified and included in the CPTMP;

- Submit a copy of the final plan to Sydney Coordination Office 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.