

Prity Cleary
Senior Planning Officer
Planning and Assessment
Department of Planning, Industry and Environment
Locked Bag 5022
Parramatta NSW 2124

28 April 2020

Dear Ms Cleary

SSD-10340 - Redevelopment of Fort Street Public School

Thank you for the opportunity to comment upon the Fort Street Public School State Significant Development.

As a neighbour to the school, the National Trust (NSW) is concerned about the implications of the traffic management plan for peak hours of school pick-up and drop-off.

The Trust is concerned the Traffic Survey undertaken during a "typical school week" in May 2019 and the on-site observations of 12 March 2019 did not capture or consider vehicles travelling to the Trust Centre. The Traffic Assessment Report's data collection focused upon school traffic and implications for the increased student numbers, and did not assess the potential impact and inconvenience of traffic changes on the arrival and departure of vehicles from the Trust Centre.

The Planning Secretary's Environmental Assessment Requirements stated the EIS should:

Include a transport and accessibility impact assessment, which details, but not limited to the following.....Provide details regarding continued vehicular access to the National Trust at any time, including at locations where school entry or exit gates are located, and school vehicular access will be located.

The Trust has some concerns about the traffic survey work undertaken by ARUP:

- The hourly count (tube count) was undertaken during a week when the Trust's S.H. Ervin Gallery was closed.
- The day of observations on 12 March 2019 did not include any counts of traffic arrivals in the morning, despite the student survey findings there are more cars at drop-off than pick-up.
- While the spread of drop-offs is wider than pick-ups, understanding the pattern and frequency of drop-offs would have provided at least some basis for understanding the impact of an additional 49-77 cars in the morning peak.
- Neither the hourly tube count nor the observation day occurred on a wet-weather day. Projected estimates of increased traffic on a wet-weather day are based on the student survey alone, not observed behaviour. It therefore does not account for increased traffic from sources other than the school.

The Trust Centre is the home of the National Trust (NSW), it functions as a workplace, a gallery, an educational facility and a café. In general, free and unimpeded vehicular access to the Trust is a daily necessity for the Trust's operations from early in the morning and sometimes, late into the night.



The proposed increase in student numbers is estimated to add an additional 49 cars in the morning peak and 24 in the afternoon peak. This number could increase if the optimistic 25% modal change predicted is not achieved, being up to 77 additional cars in the morning peak and 44 additional cars in the afternoon.

The operational needs of the Trust are:

1. SH Ervin Gallery

Visitor access - the gallery is open to the public from 11am to 5pm, every day except Monday. Currently, there is parking onsite with accessible entry to the gallery. Many of our visitors are from an older demographic and the current carpark facilitates parking close to the accessible entrance and also accommodates mini buses with small groups.

Deliveries – the gallery houses rotating exhibitions throughout the year. The loading dock for the gallery is on the southern side of the National Trust Centre. Crates and artworks are offloaded here as it is the only access to the centre that is under cover.

Plant room – the gallery's plant room is also on the southern side of the NTC. Vehicular access is required for the maintenance and replacement of the plant machinery.

2. The Trust Café

The café is open Tuesday to Friday 11am-3pm, and Saturday and Sunday 1pm-5pm. Deliveries to the café are also from the dock on the southern side of the NTC. The 3pm closure of the café on weekdays usually sees many visitors depart the centre between 2pm and 3.15pm. It is a concern that this time will coincide with the pick-up peak at the school.

3. Events and venue hire

During the year the Trust hosts various events related to our advocacy and education activities and we have several rooms available for venue hire, catering for up to 60 guests. The option of onsite parking is provided with the venue hire. The events and venue hire can be during the day or evening, weekdays and on weekends.

4. Trust committees and community group meetings

The Trust runs thirteen committees associated with the Trust's activities. Most committees meet once a month on a weekday, some are quarterly. Some meetings are in the day and others are in the evening. Generally, these will not coincide with school traffic peaks.

The Trust hosts many external community groups including Australian Garden History Society, the Historic Houses Trust Association, the Australiana Society, the *Asian Arts Society of Australia and their associated groups*, the *Textile Study Group*, the *Ceramics Study Group* and the *Traditional Tools Group*. Many of these booking are weekdays and start between 8.30am and 9.00 am, occurring between 5-10 times a year.

5. Workplace

The National Trust Centre is the workplace for approximately 40 employees. As the work of the Trust involves the management of numerous National Trust historic house museums around Sydney and the state, and our Bush Management team undertake bushcare and bush regeneration activities around the Sydney region, there are Trust vehicles coming and going from the Trust throughout the day.

The main concerns with the proposed traffic plan and other traffic changes are:

1. *The heavy reliance on good behaviour and considerate driving.* The proposed school traffic queue in the afternoon with dedicated passing bays will require some education of the school community and also staff at the Trust to understand this unique traffic situation and ensure the smooth and safe movement of traffic in the peak periods. It is a concern that irregular users, such as visitors to the school or Trust, will not be familiar with the etiquette, increasing the risk of a traffic incident.



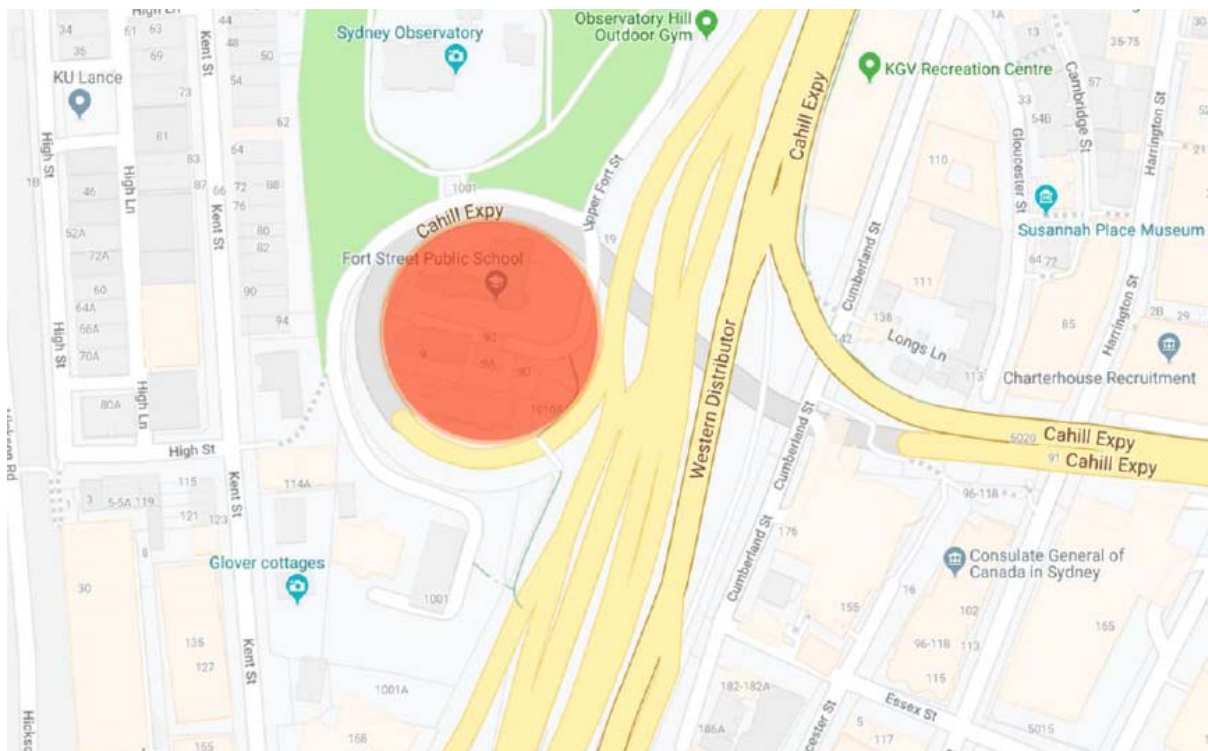
2. *The potential impacts of the new morning peak have not been clearly articulated.* As stated previously there are several community groups who meet regularly at the Trust and their arrival will coincide with the morning peak. The projected number of cars in the morning peak has increased from 43 cars to 92-120 cars. The worst case scenario is almost a threefold increase in drop-offs.
3. *The proposal to create a shared vehicle/pedestrian zone to the private National Trust roadway.* This is a single lane road, and two vehicles cannot pass. The boom gate at the entrance of the Trust, needed to prevent city commuters unrelated to the Trust parking at the site, results in some morning traffic needing to reverse the entire length of this curved road. **This is not compatible with a shared pedestrian road**, particularly one that may be used by children unaccompanied by an adult.
4. *Impact of the new cycle path on the Trust.* Several of the perspective drawings of the completed Fort Street Public School expansion illustrated the vehicle access to the Trust land terminating at the eastern end of the current carpark (see Fig. 1). Currently, there is a road around the eastern end of the National Trust Centre (see Fig. 2) providing vehicle access to the southern side, and overflow parking options. It is hoped this is just an error that was carried through from an earlier survey and access to the Trust Centre's loading bay and plant room will not be impeded once the bicycle path is complete.

Fig 1: View to the east showing termination of the Trust onsite roadway at the eastern end of the current carpark (circled red).





Fig 2: Current road around the Trust Centre provided access to the southern side of the building



In summary, the Trust is concerned that the full impact of the traffic changes have not been assessed and consequently, the response is insufficient. For safety reasons, we do not agree that the road which loops around the Cahill Cut to the Trust should become a shared zone. Vehicle access to the eastern and southern sides of the National Trust Centre are necessary to the Trust's operations, and any development either by the school or the RMS that will hinder this access should involve further consultation with the Trust. Any changes to the traffic conditions on Upper Fort Street should be accompanied by an education campaign for users of the road both from the school and the Trust.

Kind regards,

Andreana Kennedy
Conservation Manager